

Important Information

Standard – Drivers briefing 2022

Version: 0.0.8

Collection of links:

- [Deregistration from the race and Driver Line-Up: click here](#)
- [Protest form: click here](#)
- [Overview race control: click here](#)
- [Catalog of behavior and penalty /DMSB regulation: click here](#)
- [Series regulation: click here](#)

Officials

Serienleitung

- Gunnar Miesen
- Ricardo Edelmann

Rennleitung

- Dominik Ramb (RL)
- Simon Ehses (SK)
- Remo Zemp (SK)
- Danny Kolleth (Spotter)
- Gunnar Miesen (Operator)

1. Series Calendar

22. April	Round 01	22 Laps / 3H	VLN – Variante
20. Mai	Round 02	22 Laps / 3H	VLN – Variante
10. Juni	Round 03	22 Laps / 3H	VLN – Variante
05. August	Round 04	22 Laps / 3H	VLN – Variante
30. September	Round 05	22 Laps / 3H	VLN – Variante
04. November	Round 06	22 Laps / 3H	VLN - Variante

2. The Circuit

Nürburgring Nordschleife

In combination with the sprint version (Kurzanbindung) of the Grand Prix-Course with Mercedes-Arena and Motorrad-Schikane

Length of track: 24,358 km
 Direction of track: clockwise
 Pole Position: iRacing Guidelines

3. Standard Schedule

Training (race server)	→ race server with password	18:00 – 19:10 h
Briefing	→ Mandatory/driving ban	19:15 – 19:30 h
Qualifying	→ 20 Min Lone/Quali /4laps	19:35 – 19:55 h~
Gridding Time	→ 3 Minutes	19:55 – 19:58 h~
Race	→ 22 laps / 3hour	20:00 – 23:00 h~

4. General

The events of the Virtual Racing School (VRS) | DNLS Community CUP 2022 will be held according to the regulations Virtual Racing School (VRS) | DNLS Community CUP 2021 General Regulations 2022, the Behavior & Penalties Catalogue, the DMSB Circuit Regulations for SimRacing 2021.

All drivers are obliged to familiarize themselves with these regulations and rules and to observe them.

5. Driving rules and code of behaviour

In VRS | DNLS Community CUP vehicles have divergent capacity. This means all participants have to display a fair, considerate and respectful behaviour.

Please respect other participants and treat each other, as you yourself would like to be treated.

Drivers with faster cars heed and respect slower cars !

Drivers with slower cars heed and respect faster cars !

Leave enough space for overtaking and do not drive in a gap that is not really a gap.

Slower cars have to anticipate that faster cars will use this space and drive into a gap.

Slower cars should not close the gap for a faster car !

Slower cars should not drive into a group of faster cars !

Faster cars have to anticipate that slower cars will close free space or a gap.

Faster cars should not drive into every gap and hold back from time to time !

Save overtaking is the responsibility of the overtaking driver as well as the slower driver !

Sportsmanlike behaviour, consideration and fairness apply to all participants of a VRS | DNLS Community CUP event !

6. Flag signals

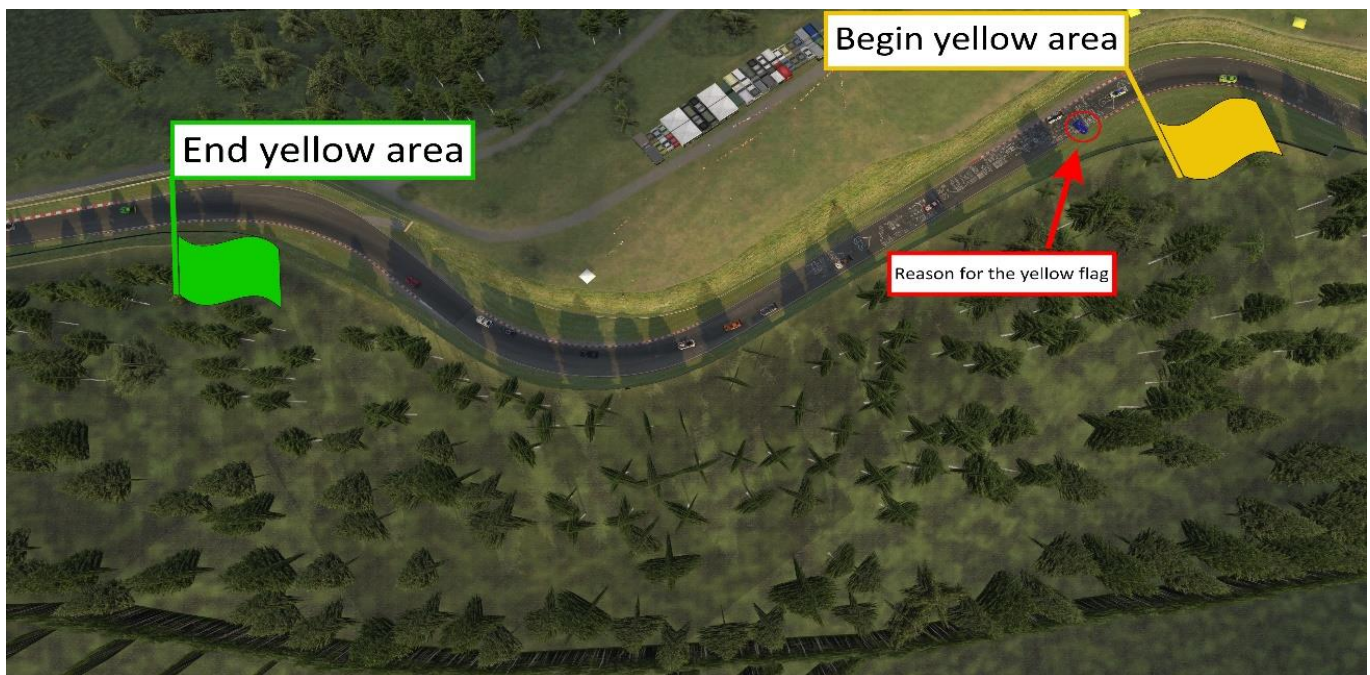
Yellow Flag

This rule applies to the respective vehicle class. It is allowed, to overtake vehicles from a different class after passing the crash site.

This flag signals a hazard or obstacle next to or on the circuit. The flag is swayed to the drivers. Speed has to be reduced, no overtaking and change of direction is possible. A begun overtaking has to be abort.

A yellow sector is given, if damaged vehicles are next to or on track.

The yellow flag is also valid for the two following turns. Only after passing the second turn the yellow flag is voided and overtaking is allowed. .



Blue Flag

This swayed displayed flag shows the driver, that he will be overtaken or lapped. The flag has different meanings during training / qualifying or race:

During Training / Qualifying

The flag signals the a faster car is closing in and planning on overtaking the driver.

During a Race

A driver who is to be lapped and blue flags are displayed, must enable the vehicle behind him to lap at the next safe opportunity.

A driver who apparently systematically ignores blue flags or repeatedly disregards blue flags, may be punished with at least classification penalty.

7. Qualifying

- here is no minimum qualification. Drivers or teams that do not complete a lap in the qualification start from the end of their vehicle class, but are entitled to start.
- The qualifying on race day lasts 20 minutes and is completed in the “Lone Quali/4 Laps”.
- No restrictions on driver selection.
- During qualifying, the ESC key may be pressed and laps may continue to be started.
- The result of the qualifying serves as the starting grid for the race.

8. Formation lap

- All cars start the formation lap on the side of the track that is determined by the result of the qualifying session and by iRacing
- Is run in DoubleFile (2x2 formation)

- Until the start clearance, the pole setters of the individual vehicle classes must drive a constant speed between 60- to 85 km/h
- No overtaking until the race start
- The distance between vehicles must not exceed approx. two vehicle lengths in principle
- Cars that are passed by the entire field of drivers remain at the end of the starting field and start from the last position. If more than one vehicle is affected, they must line up at the end of the field in the order in which they left the starting grid. A change of position as well as sudden changes of direction, e.g. to warm up the tires, are prohibited. In such cases it is up to the decision of the race director not to release the start, to let run another introduction/formation lap or to impose a penalty. Drivers who enter the pit lane due to a defect of their vehicle must drop back to the end of the starting field.
- Free starting positions may be filled in the formation lap and at the start by moving up the other vehicles.
- Cars starting from the pits may only leave the pit lane after their starting group has completely passed the pit exit.
- The starting group 1 (SP9)
Start group 1 (SP9) begins the formation lap behind the pace car.
- The starting group 2 (CUP2)
The start of the formation lap is determined by the virtual sim time. The race control communicates the sim time via the in-game chat.
- The starting group 3 (SP10)
The start of the formation lap is determined by the virtual sim time. The race control communicates the sim time via the in-game chat.
- The starting group 4 (SP3T)
The start of the formation lap is determined by the virtual sim time. The race control communicates the sim time via the in-game chat.
- InGame Chat



9. Start

- The respective starting group approaches the starting **area** at a constant speed under the guidance of the vehicle in pole position. An orderly, closed parallel starting position with two starting rows must be strictly adhered to.
- **The green flag on the part of iRacing is to be ignored!!!**
- If the offset to the car in front is greater than 1/3 of the width of the car, it is considered as leaving the starting position and can be penalized accordingly by the Reko.
- The polesetter must maintain the specified speed. All vehicles behind must adapt to this speed. The distance regulation must be observed.

Start release

The start release of the individual vehicle classes is done by the race commission via in-game text chat command within the start area.

Text chat command

SP9 - class: "SP9 ---> GREEN GREEN GREEN <---"

CUP2 - class: "CUP2 ---> GREEN GREEN GREEN <---"

SP10 - class: "SP10 ---> GREEN GREEN GREEN <---"

SP3T - class: "SP3T ---> GREEN GREEN GREEN <---"

START RELEASE

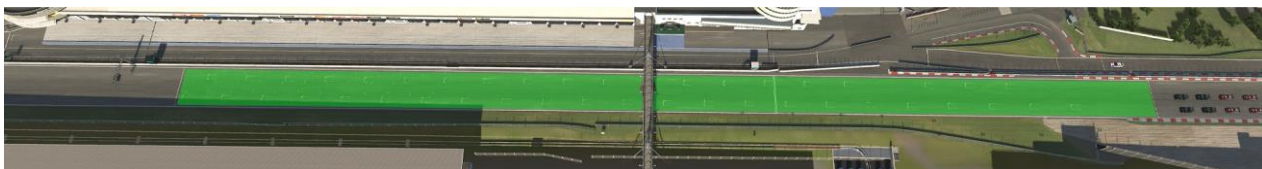


As soon as the race commission issues the above mentioned ingame text chat command, the race is released for the start group and the 2x2 formation may be left.

Exception rule

If it is not possible for the race commission to issue the above text chat commands due to technical problems, the race will be started automatically from the end of the start area by the lead car. As soon as the pole setter reaches the end of the start area, the race is released for the start group and overtaking is allowed.

START AREA



2X2 FORMATION



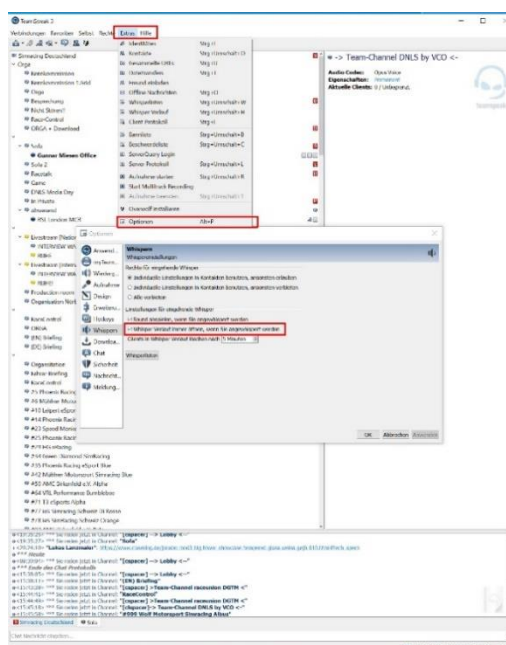
10. Race

- At the end of the scheduled distance, first the leading vehicle and then all following vehicles will be waved off as they cross the finish line.
- Stopping or driving slowly on the finish line without any given reason will ensure no result in the scoring.
- The finish line is only void on track.
- Only cars that have passed the finish line into the pit lane with their own motor capacity will get a result. Only laps passed with their own motor capacity are void.

- Cars, which are located in the pit lane during the flag down of the leading car are without result!
- Definition no result and disqualification
No result: The position stays, all points from the race will be deleted.
Disqualification: All points from the race will be deleted, the team will be put on the end of their respective class.
- A minimum of two (2) mandatory pit stops must be completed in the race. The minimum standing time for each of the two mandatory pit stops is 30 seconds. There is no obligation to change tires.

11. Communication

- **InGame Chat**
After starting with qualifying the chat ban is valid (Text/Voice). Exception is Pass Left / Pass Right in Text Chat.
- **InGame Voice Chat**
InGame VoiceChat-function must be equipped and active. (Starting driver)
- **Teamspeak**
The VOIP Communications system Teamspeak is mandatory. From the beginning of the drivers briefing the attendance in Teamspeak from Simracing Deutschland is mandatory.
- **Teamspeak settings (Whisper)**
The check mark for "Always open Whisper history when whispered to" should be removed.



- It is not permitted to enter other Teamspeak channels and disturb the participants during the event.

12. Incident-Limit

- The following iRacing conditions and penalties apply.
- The first S/H penalty will be declared with 26 INC. The penalty will be declared by the simulation system. Every other S/H penalty ensues after 5 INC

13. Fastrepair and Penalties

- Each team has three (3) FastRepairs available per event.
- The use of a FastRepair is penalty-free during a Full-Course Yellow (FCY).
- The use of a FastRepair must be compensated with a drive-through penalty.
- Teams that use FastRepairs must take a drive-through penalty on the following lap.
- The drive-through penalty may not be combined with a pit stop.
- Failure to comply with the drive-through penalty during the event may result in series exclusion!

Report FastRepair

All used FastRepairs do not have to be reported.

The evaluation is done by ATVO and are binding. In case of ambiguities the race control can request a screenshot during the race from teams.

14. Maximum driving time

- After a driving time of 2,5 hours (150 Minutes) the driver must take a break of at least 30 minutes.
- The driving time is the time in which the driver participates in the race without an interruption of at least 120 minutes. Introduction lap(s) / formation lap(s) and finishing lap(s) are not added to the driving time.

15. Pit stops /Pit lane

- Within the pit lane the driver has to keep on the Fast Lane, until he is two vehicle length away from his pit. It is prohibited to block the driver behind or to park apart from the respective place of the pit. A violation is punished by the race commission.
- Moving the car against the driving direction with the own motor force is only allowed for a distance of one vehicle length.
- After leaving the pit every driver has to get on the fast lane immediately and follows this lane until it is allowed to merge on track again. If other cars are coming up from behind when joining the race track, a driver is only allowed to drive on the racing line if he has enough speed to race and is not a hindrance to other cars.
- The changing of tyres during a pit stop is optional and not mandatory.
- The heat up of tyres with a burnout is prohibited. Exception is the start from the own pit.
- A minimum of two (2) mandatory pit stops must be completed in the main race. The minimum standing time for each of the two mandatory pit stops is 30 seconds. There is no obligation to change tires.

16. Race commission & Protests

- The race commission consists of the clerk of the course and a permanent Steward. There will be a review of incidents during the races (Live race control).
- Basically, incidents with only two vehicles involved are noted, a protest is necessary for an investigation. The race management still has the right to investigate these incidents independently as well.
 - For incidents with at least three parties involved, the Race Control will independently investigate the incidents.
 - For the following incidents, no protest needs to be filed because the race control will investigate them independently.
 - Race start
 - FastRepair
 - Driver change and standing time
- Protests can be submitted during the race or **15 minutes** after finish at the latest via the online form on www.simracing-deutschland.de. Protests, which are submitted after this time are illegitimate.
- Please keep the following in mind:
 - The form has to be filled out correctly and completely

- Protests from non-involved drivers are not permitted
- Protests need to be filled from a driver/team directly involved in the incident
- The protest has to include the exact Current Time (CT)

17. Full-Course Yellow (Virtuelles Safety-Car)

The call of a Full-Course Yellow (FCY) is the responsibility of the race director.

A Full-Course Yellow (FCY) may be called under the following situations.

- In accidents with more than four vehicles involved

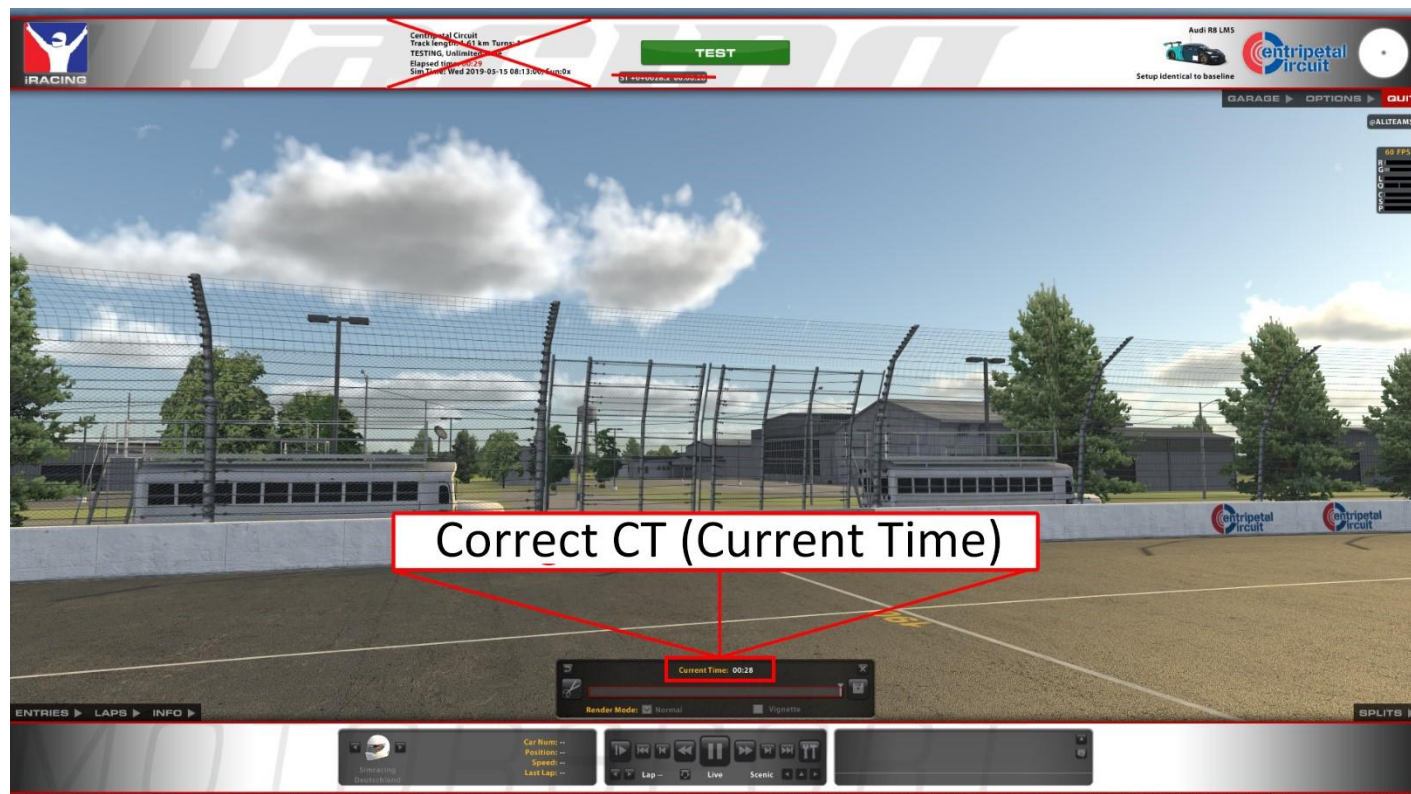
A Full-Course Yellow (FCY) will be called by the race director via TeamSpeak (Whisper) with "Yellow Flag Yellow Flag Full-Course Yellow".

From this point on, the following rules will apply to all teams.

- Teams are instructed to slow the pace appropriately.
- Overtaking is not permitted and you have to drive in single file behind the leader of the class.
- The leader of each car class must take a maximum speed of 120 Km/h +/- 5 Km/h at the latest 20 seconds after the call of a FCY phase. The leader of each car class may not exceed the specified maximum speed until the end of an FCY phase. All cars behind the leading car are allowed to catch up.
- For car classes that have not started the race after the start, please note the following.
 - The regular start in a 2x2 formation is canceled
 - A single-file formation must be adopted
- During a FCY phase, "weaving" to warm up the tires is allowed, heavy braking or acceleration is not allowed.
- Cars that are not in their vehicle class at the time may pass cars that are not in their car class at a reasonable speed.
 - The following must be observed.
 - Before each overtaking maneuver, Flashlight must be operated at least once before overtaking is allowed.
 - The speed difference during an overtaking maneuver must not be higher than 15 km/h.
- During a FCY phase, the pit lane is always open. Pit stops and FastRepair penalties may be completed during an FCY phase. It is not allowed to complete open penalties of the race control during a FCY phase.
- Before the end of a FCY phase, the race control will call a "CODE 60" via TS-Whisper. The leaders of each vehicle class must reduce their speed to 60 km/h, all vehicles behind must adapt their speed to the vehicle in front.
- The end of a Full-Course Yellow will be announced via TeamSpeak (Whispern) with "Green Flag - Track Clear" by the race control.
- The restart will be in single file behind the lead car. After the announcement "Green Flag - Track Clear" it is the responsibility of the lead vehicle of each vehicle class to start the race within 20 seconds at its own discretion. Overtaking is only allowed again as soon as the following curve has been passed at race speed.

Crashes that occur during a Full-Course Yellow will be penalized as a serious offense.

Protests Current Time (CT)



Penalties

Penalties can take place from the first lap, but must have taken place until the end of third lap. Refueling and changing of tyres is not permitted.

Team	Penalty	What

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