



## Standards of Competition

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Racing is difficult. There are no perfect rules and many situations rely heavily on interpretation. To provide some guidance, Delta Motorsports League (DML) uses the following rules in an effort to encourage good, reasonable, racing etiquette. The rules are intended to give basic guidance while also remaining as succinct as possible to allow drivers of all skill levels and especially, new and developing drivers, the ability to race and learn without being overly concerned with complicated concepts or overly cumbersome specifics. We feel it doesn't have to be complicated to be fair and fun. Any exploitation of the literal rules as dictated in an effort to intentionally gain an unfair advantage against the spirit of the rule will be deferred to DML Admins for adjudication. In a nutshell, we expect everyone to race fairly and not use the literal "word of the law" to gain an unfair advantage.

Race clean, race fair, give each other space to operate and exhibit good sportsmanship. It really doesn't have to be more complicated than that, but some general rules must exist to help shape those concepts. That is what we hope to achieve through this list of expectations.

- Jarrod "DFLY" Dawson

## **General Rules**

- 1.a** Drivers should update their Delta Motorsports League (DML) Discord Profile Nickname to reasonably match their in-game profile name. This is for the sole purpose of being able to identify and match in-game names to Discord user names. This can be an exact match or an abbreviation. As long as we can reasonably make a match. (Preferred guidelines and instructions can be found in the DML FAQ channel.)
- 1.b** All Discord communication is to be on Push-to-Talk (PTT) during race events. (Instructions can be found in the DML FAQ channel.)
- 1.c** Drivers are encouraged to join the proper Discord channel prior to each event for a driver's briefing. Drivers are encouraged but not required to stay in the channel throughout the duration of the event.
- 1.d** Drivers are also encouraged to join our post race debriefs but they are completely optional. During our post race debriefs we voluntarily take turns telling the group what our takeaways were from the race from the perspective of our own actions both positive and negative. It is an excellent opportunity to learn and understand how things happen. With that said, the post race debrief should never be used as an opportunity to place emphasis on what others did wrong.
- 1.e** We ask that drivers keep Discord chatter to a minimum during the race and qualifying. Voice chat usage once the race has started should be limited to race related communication.
- 1.f** The maximum allowable ping for competition is 250ms. Drivers with unstable (aka: "spikey") connections or pings in excess of the allowable limit may be asked to leave the server by the Race Director, Stewards, or DML Admins.
- 1.g** All drivers are expected to be ready to race at the designated start time. Some grace period is allowed but drivers cannot enter a competition once qualifying has finished. If you are joining an event late, please ask the Race Director, Steward or a DML Admin if it is too late to join before joining.
- 1.h** The 'calling out' of other community members and/or using inflammatory language on any platform be it Discord, in-game, social media or any other is strictly prohibited. We expect

all drivers to conduct themselves according to our Community Standards at all times. We pride ourselves in providing a positive environment and treat these issues very seriously. Any such violations are subject to review by DML Admins and may result in penalties, suspension, or immediate ban from the DML community.

**1.i** Unsportsmanlike conduct is forbidden and subject to penalties. Any driver attempting to wreck or intentionally ram another competitor may be banned from the current event, the series, or possibly the DML community (See Section 11 for further detail).

**1.j** The in-game chat window should be enabled in the game's UI to receive important messages from the Race Director or on-duty Steward.

**1.k** In-game chat is prohibited during the race and qualifying and may result in time penalties for each occurrence.

## **Driving Standards**

### **2. Leaving Track Boundaries and Track Cutting**

**2.a** Drivers should always strive, while being in control of the car, to remain within the track edges as enforced by the game's interpretation of track boundaries.

**2.b** At no time should a driver intentionally "cut the track" by taking a shorter (or longer) route where all four tires leave the track boundaries.

**2.c** Intentional leaving of the track boundaries to avoid causing an accident with another driver is permitted but should be used sparingly and only in situations where otherwise an accident is all but assured.

- This is with the exception of creating an unsafe situation intentionally to gain an advantage through avoidance. (i.e. Don't create a situation to use as reasoning to cut the course.)

**2.d** Gaining a ***lasting advantage***\* through leaving or cutting the track falls to the interpretation of the Race Director or on-duty Steward when assessing the appropriate penalty.

**2.e** Voluntary relinquishment of any ***lasting advantage***\* gained may substitute for a penalty but final adjudication falls to the discretion of the Race Director or on-duty Steward.

*\*A **lasting advantage**, defined simply, is a gain in position or time obtained by an infraction of on-track rules that isn't relinquished through natural or voluntary means. This can apply to the entire field (e.g. A driver cuts the course, goes unnoticed and gains a lasting time advantage over the entire field.). It can also apply to infractions against an individual driver (e.g. A driver performs a dive bomb into a corner on another driver, disrupting the defending driver causing them to lose position.). In the example of an advantage gained against an individual, if the victim of the infraction is able to reclaim the ill gotten advantage within one to two turns of the infraction this would be defined as a non-lasting advantage and may not result in penalty for the offending driver (depending on severity and judgment of on-duty officials ). Additionally, in the first example of an advantage gained against the entire field through course cutting, if the offending driver should, within a very short time frame following the infraction, relinquish the time gained through either voluntary or involuntary actions, the lasting advantage may be deemed to be offset. In both instances (as outlined in 2.e) subjective defining of each infraction as either lasting or non-lasting advantage falls to the judgment of the Race Director or on-duty Steward.*

### **3. Flag and Signals**

#### **3.a Yellow Flags**

- Yellow flags indicate danger in a specific part of the track.
- Drivers are expected to drive with caution while driving within the section of the incident.
- Overtaking of other cars (not involved in the incident) is forbidden in these areas.

#### **3.b Blue Flags**

- A blue flag is issued to a driver as an early warning that a much faster car is about to lap past you.
- Blue Flags are issued automatically by the game.
- Here at DML we adhere to the classic GT blue flag rules.
  - This means that the slower car is not expected to pull aside and/or slow down but rather to simply not defend their position (no blocking, line changes, etc.)
  - It is the responsibility of the faster driver to pass the slower car at the first opportunity it is safe for them to do so.

#### **3.c Black Flag/Orange Circle**

- Indicates the player's car has received excessive damage and must return to the pit for repairs
- May also be issued if a player fails to turn on their lights during night racing.
- Not responding to the warning and staying out on track may result in Disqualification by the game

### **4. Overtaking and Defending**

- 4.a** Both the overtaking driver and the defending driver are responsible for fair racing during a pass. It is the overtaking driver's responsibility to choose a safe timing for the pass.
- 4.b** Overtaking means going past someone, not through them.
- Drivers are not allowed to push cars out of the way in order to overtake them.
  - Though contact may not always be avoidable, it may not act as a means to make the pass.
- 4.c** Dive-bombing should be avoided and is subject to a penalty if the attempting driver causes contact or time loss to the defending driver.
- 4.d** A driver can only attempt a pass when there is room for it and when the chance is reasonably high that it becomes successful without heavy contact.
- This means that the overtaking car must be able to get a **significant overlap\*** with the defending car before they get to the point of turn-in for a corner.
- 4.e** The defending driver is allowed to defend his position by changing lines once per straight. As soon as the overtaking car has **significant overlap\*** on the straight the defending driver can only use the width of the track between the overtaking car on the one side and the track boundary on the other side to move in, without applying physical force to widen it.
- 4.f** Flashing of lights is permitted to alert the defending driver you are about to make a pass. This should occur within approximately one to two seconds before attempting the maneuver. Excessive flashing of lights is frowned upon and should be avoided.
- 4.g** Brake checking and other intentional disruptions are forbidden and may result in a penalty.

*DML defines **\*significant overlap** as the attacking car's front axle being ahead of the defending car's rear axle. In other words, both cars are then approximately halfway alongside.*

*The spirit of DML's implementation of the overlap rule is to allow everyone a small window to defend their position when an overtake is happening. Once it becomes obvious that significant contact is unavoidable in defending a position (approximately halfway alongside) the intent is to defer to "avoiding contact". The logic we expect defending drivers to adhere to in those situations is "Can I defend my position without initiating contact?" If the answer is "no" or "I'm not sure" a defending driver is expected to observe the attacking car as having the right to the position.*

## **5. Loss of Control**

**5.a** If a loss of control should occur a driver is expected to fully apply the brakes until the car has come to a complete stop. This is to ensure that the out of control car's movements are predictable to allow passing traffic to more easily avoid contact.

**5.b** Drivers who go off track but can keep their car under control should slow down or wait for traffic to clear and rejoin in a safe manner. Unsafe rejoins are subject to a penalty.

## **6. Re-joining the track**

If you leave the track for whatever reason you must wait until there is a clear, safe gap before rejoining the track. Upon rejoining the track you must get up to speed as quickly as possible without blocking the racing line.

## **7. Contact and Forcing Drivers Off Track**

**7.a** While contact will happen, intentional or otherwise avoidable contact should be avoided.

**7.b** Regardless of contact, a reasonable attempt should be made to not force other drivers off track through forceful limiting of space.

- This is specifically targeted towards going outside of a reasonable racing line to pressure another car off track.
- This rule does not apply if a driver has position and is maintaining a racing line. It is the responsibility of the out-of-position driver to not only avoid contact but also maintain track limits by backing off.
- In unique situations where the only course of action to avoid contact involves going off track, it should be done so in a safe and reasonable manner without gaining advantage.

## **8. Qualifying**

**8.a** The HUD track map should be enabled on each driver's display as to differentiate which cars are currently on a timed hot lap or an untime outlap.

**8.b** Cars displayed on the map with a gray dot indicate the driver is currently on a timed hot lap and should not be overtaken even if the approaching driver is on a hot lap themselves.

**8.c** A car indicated with a blue dot on the map is on an untimed out lap. These drivers may be overtaken by drivers currently on a hot lap.

**8.d** It is each driver's responsibility to maintain adequate space between themselves and the car ahead to allow for unimpeded qualifying for both themselves and the other driver.

**8.e** Drivers on an out lap will receive a blue flag from the in game systems when a hot lap driver is approaching. Out lap drivers in this situation should observe DML's standard blue flag rules in this situation (see 3.b for clarification)

## **9. Race Starts**

**9.a** The formation lap and race start are handled by the in-game systems.

**9.b** Jumping the start, exceeding the speed limit during the pre-green phase or falling excessively behind during the formation phase may result in automatic drive through penalties assessed by the game.

**9. c** The warming of tires and brakes (weaving and sudden stopping) is allowed during the single-file phase of the formation lap but forbidden once the double-file phase has begun.

## **10. Use of "Return to Garage" (RTG) - ACC**

**10.a** Use of the RTG feature during a race will result in immediate disqualification.

**10.b** Use of RTG during practice and qualifying is allowed but drivers are required to pull off the track before doing so.

## **Racing Penalties**

### **11. Penalty Application Guidelines**

Below is a series of potential results based upon infraction type.

Our Race Director and on-duty Stewards will exercise best judgment in all adjudications and applications. The overall goal being focused on fairness for all affected parties rather than doling out punishment to offenders. In other words, we view the application of penalties as a balancing offset "cost" of perpetrating infractions first and foremost and not simply for the purpose of punishing undesirable behavior.

Note: The below series of results can be viewed as both a hierarchical ascendancy based upon each per race infraction (i.e. first, second, third occurrence) and as an a la carte menu of sorts based upon severity (e.g. A first occurrence may skip the “warning” step if the infraction is of a severe enough nature). In either case, the final decision falls upon the determination of the Race Director or on-duty Steward.

**11.a.1 Unavoidable Contact or Action:**

- “Racing Incident” (No Penalty)

**11.a.2 Avoidable Contact:**

- Warning
- TP (Post-Race Time Penalty)
- DT (Drive Thru Penalty)
- SG (Stop and Go Penalty - 0 to 60 seconds in length)
- DQ (Disqualification)

**11.a.3 Unsportsmanlike Conduct:**

- Warning
- Disqualification
- Ban From Event/Series/Championship (determined by the Race Director or on-duty Steward in cooperation with DML Admin(s))

**11.b** Serving penalties: In-session penalties (DT or SG) must be served during the race.

**11.c** Drivers will only have 3 laps to serve a DT or SG penalty that has been issued.

**11.d** For team events featuring multiple drivers, penalties are applied to the car.

**11.e** An avoidable contact incident that causes another driver to spin, lose positions or sustain heavy damage, will result in the offending driver receiving a time penalty at minimum.

**11.f** Repeat offenders will receive drive through penalties with increasing severity.

**11.g** Incidents where insufficient time or evidence allows for real time penalties to be applied will be applied and communicated after the event. Post-event penalties may consist of race result based time penalties, disqualification from the race results or even ban from the series.



**11.h** Because of current limitations in the SRGP platform, post-event penalties that result in a change of finish position will be reflected in the awarded point total for the event and communicated in the official post race result summary in Discord. It is currently not an option to change the actual finish position (soon™).

## **12. Post-Event Incident Reporting**

**12.a** Participants are allowed up to 24 hours to file a post-event incident report (Through our website: <https://www.deltamotorsportsleague.com/incident-reporting>). The expected norm is that this type of reporting should be exceedingly rare and not abused. The intent is to allow a conduit through which participants can help assist the Race Director or on-duty Steward in possible areas where certain infractions may have been missed. Due to the nature of the tools at the disposal of our Race Director and Stewards, incidents involving contact will always be brought to the attention of the on-duty Steward and aren't viewed as valid post-event report candidates unless there was no live stewarding available for the event.

Otherwise, an example of a valid post-event report would be based upon actions that don't trigger notifications such as intentional track cutting or other lasting advantage actions.

*\*I want to emphasize that the intent behind allowing this type of post-event reporting isn't to allow a conduit through which "ticky-tack-tattle-tale" type reports can be submitted. The intent is literally to help the Race Director and Admins maintain a fair environment for all participants where they may have been unaware of an incident during the live event.*

## **13 Incident Self-Reporting/Policing**

**13.a** Participants are strongly encouraged to self-report infractions that may have been missed by the Race Director or on-duty Steward. As outlined previously in 12.a, incidents that involve contact with another driver will always be brought to the attention of the Race Director or on-duty Steward and should not become a concern for the offending driver. Similarly to the example provided in 12.a, a non-contact originating event such as cutting the track that results in a lasting advantage is expected to be self-reported to the Race Director or on-duty Steward for the sake of fairness for all participants.

**13.a.1** In the event of a self-reported incident, any potential penalties applied will be of a lesser severity than a penalty applied through other sources of discovery. (i.e. If you fail to self-report such an incident the penalties leveraged through another discovery source such as another participant's post-event report will be of a greater severity than those applied if you self-report the infraction.)\*

*\*We get it, it's hard to tell on yourself especially when you have potentially gotten away with something, but want to strongly encourage this type of sportsmanship and behavior. With the focus of our community being on the camaraderie and fun of competing against each other in a non-toxic and fair environment over who actually wins or loses, this type of noble behavior personifies the attitude we want to foster.*

**13.b** Participants are also encouraged, in the spirit of good sportsmanship, to also self-police their actions and infractions. If you gain a lasting advantage over another competitor(s) and immediately take action to relinquish that advantage by either slowing to relinquish time gained through a non-contact initiated incident or by relinquishing a position gained through a personal infraction against another driver, no additional penalty may be assessed. Final adjudication falls to the judgment of the Race Director or on-duty Steward but considerations for attempting to self-police will carry extra weight when reviewing incidents.\*

*\*Again, this is all in the name of good sportsmanship. The culture we foster is the culture we create. Taking initiative to right your own wrongs against others sets the right example for everyone.*

## **14. Penalties Not Served**

**14.a** If a participant chooses not to serve a penalty applied during an event by either leaving the server or retiring to the pits without turning additional laps an additional penalty will be applied to the driver in the following series event or championship.

**14.b** In the event an unintentional or unavoidable event may occur that causes a participant to disconnect from the server before a penalty can be served, certain appropriations may be made on a case by case basis and are at the sole discretion of the Race Director, on-duty Steward, or League Admins.\*

*\*We understand things can and do happen and we would never insist that a penalty be served*

*in when faced with an unavoidable event, but I implore you to not wield this loophole as an opportunity to game or abuse the system.*

**14.b** Penalties not served during the final event of a championship or series will result in disqualification from results for the entire series or championship.

## **15. Penalty Appeals/Disputes**

We take a slightly different approach to appeals and disputes than most other organizations. Rather than asking drivers to submit a post race appeal through a formal submission, we take a more hands on approach to reviewing post race penalties. As stated previously, we pride ourselves on our post-race debriefs. We gather after each race to talk about our experiences, what challenges we faced, what things we did well and what we could have done better. One feature to our post-race debriefs is the ability to ask our on-duty Steward or Race Director directly about penalties and ask for an informal review on the spot. Our Race Director is happy to review all incidents during those debriefs and explain their logic behind why certain penalties were applied. If it is found that a compelling reason to overturn the penalty exists, the penalty may be overturned on the spot.