Version 2.2

JSR eSports Endurance Regulations

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1. OVERVIEW

1.1. GENERAL INFO ACC CHAMPIONSHIPS

1.1.1 All official JSR GT races will be hosted on ACC (PC Only) and are organised on the SimGrid platform.
1.1.2 The racing regulations are subject to change at any time and for any reason.
1.1.3 All Drivers must be members of the JSR Discord Server throughout their racing tenure to receive official communications. The admins may message you directly.
Discord link: https://discord.gg/KD55qt7kYj
1.1.4 To get started, read through the info on the SimGrid page and this document
1.1.5 PitSkill BoP (Balance of Performance) settings or a variation of those will be applied to ALL JSR events.

1.2. LIVERIES

1.2.1 Custom Liveries are allowed. You can submit these in the livery collection:
JSR eSports Livery DataBase
You are also allowed to use the game liveries.
1.2.2 All liveries must be appropriate for broadcasting. We apply a ZERO TOLERANCE policy for profanity, sexual images, deliberately offensive or political messaging, or individual or group targeting.
Any driver who violates this rule may be removed from the event.
1.2.3 Every driver does, however, need to synchronise the JSR Livery collection to their game from the PitSync system. This is for making sure you see the JSR Race Control liveries and can seperate them from racing cars!

1.3. JSR ESPORTS LICENCE

1.3.1 Every driver who attends JSR races will get a JSR eSports Licence. This licence will showcase your driver class according to your Safety Rating (SR). The initial Safety Rating will be taken from the SimGrid GridRating until the qualifying sessions replace classes on pace. Your licence will be visible on the Driver Card in the JSR Flag Display

1.3.2 Safety Rating Classes overview:

ROOKIE - <1600
BRONZE - 1600 >1900
SILVER - 1900 > 2200
GOLD - 2200 > 2400
PRO-AM - 2400 > 2800
PRO - > 2800

1.3.3 In-game licence adjustment:

BRONZE - ROOKIE & BRONZE
SILVER - SILVER & GOLD
GOLD - PRO-AM & PRO

1.3.4 Point system overview:
(WORK IN PROGRESS).

1.4. DRIVER CLASSIFICATIONS

1.4.1 The Stewards will assign classes to each car after the two qualifying sessions.
1.4.2 DRIVER CATEGORIES (Gold, Silver & Bronze).
The initial driver category will be based on your qualifying times.
The field will be split evenly into multiple parts (33%), announced and shown on Discord, dividing everyone in the applied driver categories to make the racing much closer.
1.4.3 The category of the car is the average of the Safety Rating of the entire car. (for example: Driver A=Gold, Driver B=Bronze and Driver C=Gold. Then the car will drive in the Silver class.

1.5. DRIVER NAMES & NUMBERS

1.5.1 Discord Nicknames will be matched to your SimGrid Driver name and 3-letter team tag. The same will be in the game to keep it clear who's who. The league will change this for you. If no last or correct name is provided, the driver must supply their proper full name to enter the event. If no adequate name is provided, the driver will not be listed in the entry list.
1.5.2 Drivers can choose their own racing numbers. All of the numbers are available except those between 990 and 999.
1.5.3 Racing number 1 is only allowed to be used by the reigning champion.
Current champion: None (so number 1 is out of use)

2. EVENT PROCEDURES

2.1. PRACTICE

2.1.1 Every driver is mandated to attend at least 1 night practice.
The night practices are: FP2, FP5 and the Warm Up. A minimum of 5 laps are required
2.1.2 During each practice it is mandated to use the JSR eSports Flag Display
2.1.3 The racing rules described in this document is also a list for the practices. If rules are breached drivers could receive a grid penalty for the race.

2.2. QUALIFYING

2.2.1 Drivers must leave space for the car ahead when starting their qualifying lap. Drivers are advised to wait several seconds before starting a qualification lap.
2.2.2 On the first out-lap, cars may queue before the final turn in a single file. No passing is allowed here, and space must be given so each driver can start their lap ONE at a time.
2.2.3 A slower car on a VALID “hot” lap is NOT expected to allow a faster car by.
2.2.4 If a faster car is approaching a car on an invalid or abandoned Lap, the driver of the slower car must give way and allow the quicker/approaching car the optimum racing line.
2.2.5 If you are a faster driver and start the race at the back of the grid, you must move through the field safely.
2.2.6 Every driver has to set a lap time. If you are unable to make the qualifying, you will need to notify the stewards.
2.2.7 If you are with two drivers, you use q1 for driver Aa and q2 for driver B. With three drivers, you do the same, adding driver C to the session of your choice. But you do need to let the 3rd driver take the wheel. At Least two drivers need to set a lap time at the end of the two sessions. There needs to be two different names on the timing so we can arrange the classes properly and fairly. Drivers who qualified in qualifying 1 are not allowed to drive in qualifying 2.
2.2.8 Qualifying itself will just happen as usual, Qualifying sessions
2.2.9 If there is a crash, the same rules apply to qualifying as for the race. The crashed car is not allowed to move until race control has contacted the driver. There will be an FCY or red flag at the session, allowing the car to be removed safely. Discarding these rules will result in a five-place grid penalty for the race.
2.2.10 Drivers are not allowed to drive both qualifying sessions. If you drive Q1, you cannot drive Q2 as well.

2.3 SUPERPOLE QUALIFYING

2.3.1 The fastest driver of the qualified car is entered in this session. This means that no other driver on your team is allowed to drive the Superpole qualifying. You need to set the time that qualifies your grid start position.
2.3.2 A SuperPole session takes 15 minutes to fill in the starting grid for the race. Timing will be posted in the announcement channel.

2.4. RACE START PROCEDURE

2.4.1 Before the race session, there will be a 55-minute practice session. The pit lane will be closed for the first 15 and last 20 minutes of this session, as indicated by the JSR Pit Lights. As soon as Race Control opens the pit lane, you are allowed to do reconnaissance laps for 25 minutes (11:15-11:40). This session will collect all the cars onto the server. It gives drivers the chance to feel the track conditions and test setups. Please note that you must drive to the pits before teleporting into your box to adjust your setup. Towing in the race session will result in a 5-second penalty per violation. (Stewards can choose a heavier penalty if needed at their discretion)

2.4.2 Reconnaissance laps mean that you are allowed to drive laps around the track, but you are FORBIDDEN to cross the finish line. Doing so could result in a pit lane start at the start of the race.

You are ALLOWED to drive through the pits to start a new reconnaissance lap.

Only when you are done with your laps are you allowed to enter the grid in the order you qualified (wait at the right side of entry turn 23 for position instructions as will be instructed in the briefing). Every car has to be on the grid at the end of this session. If not, that car will have a pitlane start.

2.4.3 Race control will announce a countdown as follows:

- 30 minutes until formation lap (11:30)
- 10 minutes until formation lap (11:50)
- 5 minutes until formation lap (11:55)
- 3 minutes until formation lap (11:57)
- 1 minute until formation lap (11:59)
- 15 seconds until formation lap (11:59:45)
- Green flag | Start formation lap (12:00)

2.4.4 The game may hand out 30s stop-and-go penalties for improper starting procedures.

Race control & the Stewards can reverse or alter these penalties in any way by reviewing and replaying the incidents. All penalties given by the game are only noted under investigation note, except for track limits. Stewards will review all penalties.

2.4.5 We use a Full Formation lap in all our races. We will be starting without any assists. So, no position control and no UI. This will be instructed during the start procedure.
We will start under the pace car's lead. Drivers must follow the pace car and refrain from overtaking. Overtaking during formation lap could, if reviewed, result in a 10s stop-and-go penalty at the start of the race. You have three laps to serve this penalty. Cars must stay double-file from T20 at a maximum speed of 70km/h until the lights go green at the start line (middle of main straight), unless otherwise specified by race control.
2.4.6 Race Control can abort the start if there are obstructions at the start of the formation lap or the race. This means that race control will add another formation lap or restart the session and formation lap to start a new race. (example: If cars are not correctly formed up, systems give errors, or anything else that is preventing a clean start) When an extra formation lap has started, the time will start, and drivers are to follow the pace car. This call is made before entering the pit. If no calls are received, race control will proceed with the start, and the typical green flag situation applies.
2.4.7 In case of bad weather or a crash during the formation lap, it is possible to do a Safety Car race start. That means the Pace car will become the Safety Car. From the moment that the lights turn green, the Safety Car procedure is in effect (see Appendix 5.2.3.3).

2.5. RACE FINISH

2.5.1 After the race, drivers are instructed to drive back to the pits. We try to make sim racing as realistic as possible, so stopping trackside and teleporting to the pits is not allowed. And doing so could result in a post-race time penalty. This penalty is 10 seconds or higher.
2.5.2 ALL racing rules apply after crossing the finish line; post-race penalties may be applied. Driving into barriers, walls, or other drivers may result in a severe post-race penalty.
2.5.3 After the race, the top three of every class need to report at the finish line (in case of Bathurst entry T23). They will line up for the podium procedure. You will be moved to a dedicated Teamspeak channel to direct the podium ceremony
2.5.4 During the podium ceremony, the drivers of every podium team will be interviewed for the broadcast. After that, we will show the top three cars and play the national anthem of the winning team. We will do it for every class. So four podiums in total!
You could be asked to join the broadcast for an interview. Another option is to go to the broadcast waiting channel as well. When the broadcasters notice you, they will send you a message to communicate with you through this process

2.6. RACE RETIREMENT

2.6.1 A driver may retire from the race at any time. The driver must safely move away from the racing surface before returning to the pits and subsequently exiting the session. Our advice is to park at the orange-marked barriers (if you retire without a crash). You will have to **wait** on Race Control before teleporting to the pits. Teleporting to pits during the weekend will result in an immediate DSQ of the session.
2.6.2. If you are “stuck” (standing still) in the gravel trap or your engine has shut off, you are NOT allowed to rejoin until RC specifies otherwise. This opens the opportunity to deploy a neutralisation, if deemed necessary by RC, and to make racing more realistic.
2.6.4 Drivers must complete 75% of the race laps to earn their classification points.
2.6.5 If you retire and leave your car outside of your pit stall, you may be disqualified for the entire event by the stewards.

3. DRIVER SWAPS

3.1 CARS COMPETING WITH MULTIPLE DRIVERS

3.1.1 The starting driver needs to load the car in for all of the sessions. Otherwise, it will break the entry list for you, and you may not be able to return in the session or qualify/race. We won't do server restarts for this cause. Only when more people have the same issue.
You can change who is driving during the waiting time before the session starts. This is only available during practice and qualifying. To swap drivers in Assetto Corsa Competizione (ACC) using a command, while stopped, open the chat and type &swap #
Drivers have until the start of the session to fixate their starting driver. At the start of the race, the registered starting driver must be driving.
3.1.2 Drivers are mandatory to ensure that every driver has the same driving time. This could be configured with 2 or 4 drivers.
3.1.3 Drivers are allowed to perform a driverswap locally using 1/2 machine(s). However, this must be specified, registered in SimGrid, and notified to the stewards.

3.2 STINT DURATIONS

3.2.1 The maximum driving time between pit stops is 100 minutes.
3.2.2 Maximum track time between driverswap is 200 minutes
3.2.3 Maximum driving time in total is as follows:

- 2 drivers: 405 minutes max. per driver
- 3 drivers: 280 minutes max. per driver
- 4 drivers: 210 minutes max. per driver

4. CODE OF CONDUCT

4.1. RESPECT FOR THE CODE OF CONDUCT IS FUNDAMENTAL

4.1.1 Any Driver who fails to respect and adhere to the Regulations & Code of Conduct will be ineligible to race in JSR. Failure to comply may result in a Ban from JSR. All Drivers agree to avoid the following behaviours online and offline:
4.1.2 All Drivers are expected to conduct themselves in a manner that reflects positively on the League when representing the League, whether participating in league events or not.
4.1.3 All Drivers must show respect to one another. Members must not defame, threaten, discriminate, or promote hatred against anyone. For on-track conflict, we expect you to report your concerns through incident reports. Harassment of any kind to anyone is prohibited.
4.1.4 Drivers must respect the staff, organisers, race controllers, and league partners.
4.1.5 Posting harmful or brand-damaging content on social media about the League, game, sponsors, partners, or Drivers may result in the removal from the Event or Championship.

4.2. FRAUDULENT ACTIVITY

4.2.1 The Admins/stewards/race control have the right to exclude ANY Driver at any time, in the event of:
4.2.2 Software modification: any modification that results in the improvement of the handling or drivability of the car, not limited to grip or power hacks. This includes Cheating.
4.2.3 Exploiting game glitches: intentionally using any in-game bug to seek an advantage.
4.2.4 Impersonating or playing as another Driver or another Driver playing under your name.
4.2.5 Collusion: Any agreement between members to impact the competition, race, or Drivers.

5. SPORTING CODE

5.1. GENERAL RULES & DRIVER CONDUCT

5.1.1 Start times are defined as the session time. Not the session before to load in the cars
5.1.2 You may NOT join events during the Quali or Race sessions due to potential lag spikes.
If you are late, you may join during the load-in sessions before every session.
5.1.3 We DO NOT allow late car changes after a specific deadline (7-12-2025 23:59 CET).
5.1.4 Drivers with a spiky connection may be asked to leave a race or be disqualified.
5.1.5 Bump drafting is prohibited. Drivers shall provide each other with racing room. Racing is a non-contact sport! Racing incidents could happen, but try to keep it clean.
5.1.6 Unsportsmanlike/Intentional incidents are subject to penalties not limited to a ban.
5.1.7 Flashers may be used in ONLY 2 specific situations. See Article 5.2.5 & 5.3.8.
5.1.8 If the event is cancelled, the organisation is responsible for the rescheduling of the event. This will be done in the schedule of the organisation
5.1.9 Your hardware (wheel and pedals or controller) must be in working order.
5.1.10 DRIVING ASSISTS
Stability Control 0%
Autosteer= off
Autolights= off
Autowiper= off
Autoenginestart= off
Autopitlimiter= off
Autogear= off
Autoclutch= on
IdealLine= on
5.1.11 All Drivers have to follow the majority of the FIA Sporting Code
Every rule that is possible to use on the track and in the simulator is valid
5.1.12 If any driver is a hazard on track due to a lack of pace in opposition to the rest of the field, they could be removed from the race by race control.

5.2. RACING FLAGS

5.2.1 GREEN FLAG: This is to signal the start of the session or a clear track. You may Proceed to send it.

4.2.2 YELLOW FLAG: There is no passing in the yellow sections of the track. Drivers must proceed with caution until they see the green flag. Causing additional incidents in yellow sections results in harsher penalties.

5.2.3 DOUBLE YELLOW FLAG: There is an obstruction on the track. Proceed with caution and be prepared to come to a complete stop if needed. Overtaking is not allowed. This works like a Yellow flag

5.2.4. NEUTRALISATION PROCEDURES

5.2.4.1 *FULL COURSE YELLOW*

A full-course yellow procedure will begin with the display of a global yellow flag for 10 seconds. During this period, you are not allowed to overtake and have to throttle back to 80km/h. A countdown will follow at 5 seconds to FCY; however, it is not guaranteed. When FCY hits, you have 3 seconds to reach 80km/h. Since there is no FCY feature in the game, you will have to manage your speed yourself! There is a 3-second threshold for speeding. Speeding under an FCY is a drive-through penalty to be served the next green flag. If you exceed 30km/h, you will receive a black flag. The minimum for a Speeding under FCY will be a 10s&g served after the green flag within 3 laps.

During an FCY, you are not allowed to enter the pit lane. Only if you don't have any fuel left and need to make a pit stop, please notify race control during your pit stop. A full service is not allowed in this instance, and you may add a maximum of 5 fuel laps to the car. After an FCY, you can pit again for a full pit stop.

Any FCY will take a max of 4 minutes. Standard procedure is that if the incident that caused the FCY is not resolved within 4 minutes, the safety car procedure will commence, but at the Race Director’s discretion, it could take longer

PITLANE CLOSED

5.2.4.1.1 FCY ENDING

An FCY ends when race control broadcasts a green flag (article 5.2.1) or when a Safety Car procedure, which is initiated after four consecutive minutes.

5.2.4.2. *SAFETY CAR PROCEDURE*

When the SC is deployed, you are not allowed to overtake. Doing so could result in a severe penalty. The SC will go on track to catch the leader and wait after the first turn.

If an FCY is converted to an SC, drivers will have 5 seconds to throttle to the safety car catching speed (MAX 130 KM/H). As soon as you cross the line, you are released from your speed limit and can catch up with the safety car queue.

The Safety Car will drive as many laps as RC deems necessary. The pit lane will be open for full-service pit stops during a safety car procedure. If you want to exit the pits during a restart, the pit light will be on red, and you are not allowed to exit the pit lane. The minimum penalty for a “Speeding under a Safety Car” will be a 10s&g served after the green flag within 3 laps.

A Wave-By will happen if there are any lapped cars. This call is always under discretion by race control

5.2.4.2.1 *SAFETY CAR ENDING*
The Safety Car will return to the pits. When the Safety Car's rain light and When blinkers go out, the leader sets the pace.
However, the leader must maintain a maximum speed of 100km/h until the safety car has entered the pit lane before he is allowed to throttle up.
No car is allowed to overtake until the starting line!
When the Safety Car enters the Pitlane, the flag system will be set on yellow until the timing line. As soon as the leading car crosses the timing line, the flag system will display green for 10 seconds. Still no overtaking until the timing line, even if you see a green flag. If you are not over the timing line, you are prohibited from overtaking

5.2.4.3 Code 60
A Code 60 means that every car has to maintain a speed of 60km/h. Exceeding this limit will result in a hefty penalty. A Code 60 will end with a Green Flag (articleyf7 5.2.1)

5.2.4 WHITE FLAG: There is a slow-moving car ahead. Proceed with caution.

5.2.5 BLUE FLAG: Blue Flags are advisory only during any session except for the race. Ignoring blue flags as a lapped car will cause an investigation for impeding.
The Blue Flagged Car is NOT allowed to defend against the lapping car. They should remain predictable and stay on their line without any sudden changes in direction (including brake zones) to enable the Lapping Car to pass safely with as little resistance as possible. Intentionally holding up a lapping car will result in a penalty. (Impeding)
The Lapping Car: The lapping car may use flashing lights to indicate its intention to pass or indicate the passing move. The lapping car must execute a safe pass on the Blue-Flagged car and remain aware of the surroundings.
A couple of examples of opportune scenarios to allow The Lapping Car through:

MOVE OFF the racing line and run deep (wide) into the next turn
MOVE OFF the racing line and coast into the braking zone
MOVE OFF the racing line on a long straight and lift off the throttle

Lapped drivers may unlap themselves if they can pull away from the car with the lap advantage. Lead drivers may defend against a lapped car. A lapped driver may be penalised if they are unable to pull away from the lead car and interfere with their race.
If the Blue-flagged car is within 0.5s of you for two sectors, you MUST allow the pass.
A battle is defined as two cars within 1s of each other fighting for a class position.
Blue-flagged cars in a battle have priority over passing cars
Lapping cars in a battle have priority over Blue Flagged cars in a battle.

5.2.6 BLACK/ORANGE (Meatball) FLAG: Your car has severe damage. You must wait for RC's instructions. They will review the damage and send you back to the pits. Or through the button “BACK TO PITS” (automatically a DNF), or send you back on track.
NEVER PRESS RETURN TO GARAGE WITHOUT PERMISSION OF RC

4.2.6.1 CRASHES: If you receive the meatball flag after a crash, you have to wait until the marshals check on you. They will consider, in unison with race control, the amount of damage to decide if you are allowed to drive back to the pits or have to retire. This is more realistic as the marshals will handle any incident as they do in real life, trackside.

5.2.7 RED FLAG: Red flags are NOT shown in the game but will be communicated through Teamspeak and the flag display. In the event of server stability issues, mass pile-ups, or at the race director's discretion, a Red Flag may be called. Red Flag rules apply as follows:
If this is due to a lap one incident, the race will be restarted with the same starting grid. Possible penalties will be given out after the restart

Drivers must follow Race Control's instructions via the Flag Display, Teamspeak, and Discord.
If the server crashes before 50% of the race length has elapsed, we will try to restart with a similar amount of time remaining. Restart positions are pulled on the last lap before the red flag.
If there is a mass disconnection after 50% of the race is completed, we will award half points, using the positions from the last lap before the server crashed/red flag was raised, if we run out of time. A red flag can also be shown during practice if a crash is significant enough; race control will then announce the red flag. All drivers must return safely to the pits while the remaining session time is in progress. This is all to obtain realism.
During a qualification, depending on the incident grade, an FCY or a red flag will be used to neutralise. Most of the time, a red flag will be used. With a red flag during qualifying, the session timer will be stopped (in the FlagDisplay)
5.2.8 WARNING FLAG (black and white diagonal) This flag means that you received a warning from race control. This flag is not used in-game, but will be announced by race control with the FlagDisplay and through the race chat messages
5.2.9 BLACK FLAG The black flag means that you have to drive back to the pits to report to race control. This could mean you receive a severe penalty or that race control wants to discuss your driving style with you. Ignoring the flag after three laps, you will be disqualified from the session.
5.2.10 CHECKERED FLAG: You have completed the race. You are no longer required to send it. Take a cooldown lap into the pit lane. Teleporting to the pit lane will incur a time penalty of 10 seconds or more to the final race time.

5.3. ON TRACK BEHAVIOR

5.3.1 The Driver in front has the right to choose any line at any section of the track. The Driver in front loses this right when the overtaking Driver's front wheel lines up with the front Driver's rear wheel. At this point, drivers are in a "side-by-side" position and must give each other fair racing space.
5.3.2 Both the passing Driver and the Driver in front are responsible for fair racing during the pass. It is the passing driver's responsibility to choose a safe time for the pass.
5.3.3 Defending: The driver ahead may make ONLY 1 defensive manoeuvre per straight consisting of at least a 1-car-width change off the line. The driver may hold this line into the next turn or move back to the racing line before the turn-in point.
5.3.4 Dive-bombing, brake checking, punting, bump-passing, and moving under braking, whether there is contact or not, are not permitted and may be subject to penalty.
5.3.5 Before entering a braking zone, drivers should be committed to their line for the corner and should not deviate from that line while defending against another car.
5.3.6 Out-of-control or spinning Drivers MUST hold their brakes. They must continue holding the brakes after the spin until it is safe to rejoin the road. Rolling onto the track or unsafely re-entering the track and causing additional incidents will be subject to severe penalties.
5.3.7 "Netcode" contact or contact resulting from a glitch in the game may typically lean in favour of the defending car; however, it will be judged on a case-by-case basis.
5.3.8 Multiclass etiquette:
(Driver Classes)If a Driver from outside your class is catching you, it is best to allow them to overtake within one lap. The exception is if you are involved in a battle for position within your own class. Remember, you are not racing against other classes. If you are faster than the faster classes, you are allowed to run for the overall position.
(Car Classes): **NOT APPLIED** *When different class cars race at the same time, it's ALWAYS on the faster car class to make a safe overtake. The slower car may not defend or interfere with the quicker car. Like blue flags, hold your line and be predictable. The faster driver may flash their lights to indicate an intent to pass—these are the ONLY times flashing is permitted outside the use of flashing by lapping cars. Any other use of flashers may be subject to penalties.*
Remember, you are not racing against other classes.

5.4. ADDITIONAL RULES ON THE SERVER

5.4.1 In-game text chatting is NOT permitted after the start of the Quali session until the end of the Race session. A 15-second penalty will be applied to each message sent.

6. PENALTIES & STEWARDING

6.1. LIVE STEWARDING & RACE RESULTS

6.1.1 All sessions will have Live Stewards implementing in-game penalties.
Penalties awarded in practice or qualifying sessions will always be a grid penalty

for the race
~~**6.1.2 NOT APPLIED** *Live Steward penalties may also incur additional Penalty Points.*~~
6.1.3 Incidents near the end of a race may require post-race judgment due to time limitations. These incidents may result in a change in results instead of time penalties.
6.1.4 Final results will be posted after the Stewards have reviewed and applied all possible penalties.
6.1.5 The stewards may exceed the maximum penalty or judge more severely for any incident, not limited to excessively reckless actions, lap one incident, or deliberate collisions.
6.1.6 Track Limit violations are penalised by ACC and may also be submitted as incident reports.
Pit entry/exit lanes: All four wheels must be within the lane at all times.
Track: 2 wheels must always stay within the white lines.
Gaining a position or advantage by exploiting track limits is against the rules.
Doing so will result in a “leaving the track and gaining an advantage” penalty of a minimum of 10 seconds.
6.1.7 Each driver must have the in-game chat option enabled so that they can receive in-game messages from race control. Also, the active driver must be on the designated channel in Teamspeak. If you are not on the Teamspeak server, you could risk a DSQ from the event.
Drivers are allowed to use in-game chat during practice sessions.
Drivers are not allowed to use in-game text chat during qualifying and/or race sessions for any reason. Doing so could result in a 15-second penalty per offence
6.1.8 Race Control will be able to replay any incidents that may occur on track. This way, all incidents will be reviewed properly and fairly.

6.2. INCIDENT REPORTS, VERDICTS & PROTEST

6.2.1 Incident Reports may be submitted up to 24 hours after the session using the dedicated report form link.
6.2.2 All Verdicts will be posted in the Verdict channel in the Discord.
6.2.3 Verdict appeals may be submitted up to 24 hours after the verdicts have been posted using the same incident reporting channel and process as the initial report.
6.2.4 All submitted incidents and appeals will be reviewed to determine the final verdict.
Reports and Appeals posted outside of the 24-hour window will be denied.
Reports and Appeals MUST include: a clip, lap & turn number, accused driver & violation.
TURN THE HUD AND DATA ON IN THE REPLAYS.
Using other channels or DMing staff to appeal may result in the appeal being denied.
The video must be playable in MP4 format and uploadable to the form.
Drivers receive one appeal token per session. The token is lost if the appeal is denied, but it is retained for reuse if the appeal is successful.
6.2.5 Drivers MAY NOT contact Stewarding staff directly to appeal or personally discuss their incidents.

6.3. PENALTY *POINT THRESHOLDS*

6.3.1 **NOT APPLIED** *50% (rounded down) of each driver's penalty points will carry over to the next season.*
The following scale may apply, subject to the decision of the Stewards :
• reprimand 1 Penalty Point
• drive-through penalty 1 Penalty Point
• pit lane speeding 1 Penalty Point for speeds between 52 km/h and 65 km/h, and two points over 65 km/h
• stop-and-go penalty 2 Penalty Points
• causing a collision,n 1 or 2 Penalty Points depending on the severity of the offence

3 Penalty Points – 1st Start From Pits & Qualifying ban
6 Penalty Points – 2nd Start From Pits & Qualifying ban
8 Penalty Points – Race Ban for the next race
10 Penalty Points – Loss of Seat for the remainder of the season

6.4. PENALTY VALUE BREAKDOWN

If you do not serve your penalty during the race or you quit the race early, you may be subject to additional penalty points after the race.
*Stewards reserve the right to deviate from the below chart at their discretion.

SEVERITY	TIME (Live Steward)	PENALTY POINTS	ADDITIONAL INFO
None	-	0	Racing incident
Warning	-	.5	2 Warnings = 1 penalty point
Minor	5-15 Seconds	1	5 and 10s penalties DO NOT incur Penalty points
Major	Drive Through	2	May include Start From Pit
Severe	Stop & Go	3	May include championship points/position deductions, Start From Pits or a Race Ban.

The Stewards may impose one or more of the following penalties, simultaneously if applicable
and/or in substitution or in addition to other available penalties, on any driver involved in an Incident:
a. A time penalty to be served at the next scheduled pit stop or added to the race time.
b. A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
c. A stop-and-go penalty or stop-and-go with a prescribed stop time. The driver must enter the pit
lane, stop in the penalty zone (for the prescribed stop time where appropriate), and then rejoin the race.
d. A stop-and-go penalty to be taken at the start of a subsequent session, in which case the car concerned is not allowed to leave its pit lane working area at the start of the session until the specified
penalty time has elapsed.
e. A drop of grid positions at the driver's next race.
f. Disqualification of the driver from the next race or the Competition of the Series.

Incidents occurring during free practice may result in a stop-and-go penalty during that session or the next session of this nature, of a length to be determined by the Stewards. Should Incidents occur during free practice without the possibility for the penalty to be served
Not withdrawing from an event is causing one penalty point to be added to your JSR eSports License.

6.5. STEWARDING GUIDE

*Stewards reserve the right to deviate from the below chart at their discretion.

↓Consequences	At fault →	Unavoidable	Racing Incident (<50% fault)	Avoidable (>50% Fault)	Negligent Driving (100% fault)
Nobody's race impacted		None	None	None	Warning
Small damage, but no positions lost		None	Warning	Warning	Minor
Aggrieved party loses 1 or more positions, spins or gets substantially damaged		Warning	Minor	Minor	Major
1-3 cars are substantially impacted by damage		Warning	Minor	Major	Severe
4 or more cars are substantially impacted by damage		Warning	Major	Severe	Severe

6.6. INCIDENTS BREAKDOWN

6.6.1 On a straight, before approaching a corner, the leading rider may use the full width of the track and ride any desired line. However;
The leading driver loses this right when the driver behind brings part of his car next to the leading car. At this point, both drivers must give each other at least one car's width of space.
6.6.2 Competitors may only change direction once before the braking zone to defend a position;
This one-time change of direction must be made before the rider attempting an overtaking manoeuvre makes his move; Moving in response to the car behind is considered blocking and may be penalised at the discretion of the race directors.
Weaving (constantly changing the driving line on a straight) may be considered blocking in some scenarios and may be penalised at the race director's discretion.
Returning to the racing line after drivers have made their only defensive manoeuvre off-line is permitted, but the driver must leave at least one car width between his car and the edge of the track; Failure to leave a car width in this scenario may be penalised at the discretion of the race directors.
6.6.3 Manoeuvres or actions that may hinder other riders, such as abnormal changes of direction, moving under braking, and abnormal changes of speed, may be penalised at the discretion of the race directors.
Doing this in or just before the braking zone before a corner is hazardous, and riders can receive a severe penalty for "dangerous driving.";
To be clear: "trail braking" (steering into a bend while braking) is permitted.

6.6.4 In most situations, the right to the racing line through a corner is determined between the braking zone and the apex of the corner;
If the attacking driver is more than halfway up the inside of the defending driver at the apex, the attacker on the inside has the right to the apex.

Suppose the attacking driver is halfway to the side (the attacker’s front axle is in front of the defender’s rear axle) of the defending driver’s inside at the apex. In that case, both drivers have a reasonable claim to the apex. Both drivers must give each other sufficient space and ensure that they both navigate the corner safely.
If the attacking driver is less than halfway along the inside of the defending driver at the apex, the defender on the outside has the right to the apex.;
Drivers are not entitled to the racing line by means of a divebomb; A driver will be accused of a divebomb if they can only get at least halfway past the defending driver by going too fast to complete the turn - this means they were too fast to turn the car to the apex and/or they were too quick to keep the car within track limits; For the sake of clarity, track limits in this case are defined as the white lines.
6.6.5 The right to the preferred racing line on the exit of a corner depends on who is leading on the exit of the corner.;
If the outside driver is level with the inside driver (the front axles are in line), then both drivers have a fair claim to the racing line.
If the outside driver is ahead of the inside driver, the inside driver must leave at least one car width between their car and the edge of the track;
If the outside driver is behind the inside driver (with the front axle aligned with the door), the inside driver is entitled to the racing line and must give the outside driver space to avoid a collision.
6.6.6 If a driver loses control of their car, they must do everything they can to avoid further incidents.
Causing further incidents as a result of an inappropriate reaction (for example, accelerating and moving towards the racing line instead of holding the brakes to try to stop the car from rolling) may result in a penalty at the discretion of the race management.
6.6.7 If a driver leaves the track completely (all four wheels are outside the white lines/or kerbstone on that part of the track), then it is their responsibility to re-join the track safely; If a driver re-joins the track and makes contact with another driver then in all cases they will be considered to be in full breach of contract and will be penalised at the discretion of the race management; Rejoins are based solely on all four tyres being outside the white line and/or kerbstone, regardless of whether the game's automatic track limits system allows more without a track limits violation.

7. JSR FLAG DISPLAY ©

7.1. General use

7.1.1 Every driver that is on the track is mandated to use the JSR Flag Display.
The link to the JSR Flag Display: https://flags.jsr-esports.com

7.1.2 Not using the driver display is disallowing you from entering the track. If you enter the track while not having the display enabled, you will receive a black flag via in-game Chat. Not using the Flag Display after three warnings will result in a removal from the session

7.1.3 On the driver display, there will always be a Pit Exit light visible. If this light is **RED**, You are not permitted to exit the pitlane. This can be before sessions, red flags, or when a vehicle is blocking the pit entry or exit during the race.

7.1.4 You can access your Safety rating, Driver Class and how many events you have driven.