



JSR eSports Endurance Regulations

2H of the GP edition

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This rulebook is based on the JSR GT3 Endurance Regulations v1.0

1. OVERVIEW

1.1. GENERAL INFO ACC CHAMPIONSHIPS/EVENTS

1.1.1 All official JSR GT races will be hosted on ACC (PC Only) and are organized on the SimGrid platform.

1.1.2 The racing regulations are subject to change at any time and for any reason without any possible notice. Make sure you check the regulations a few times before the start of the event. Regulation changes will be shown with the reaction module of docs.

1.1.3 All Drivers must be a member of the JSR Discord Server throughout their racing tenure in order 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.

1.1.6 Any active driver on track has to be in their designated teamspeak channel. The server will be shared on the start of a event.

1.2. LIVERIES

1.2.1 Custom Liveries are allowed. You can submit these in the dedicated livery collection: [JSR 2 Hours of the GP collection](#) Please add the livery for our broadcast service and to be recognised by racecontrol.

Steps on how to do the livery upload is in discord under [#livery-submission](#)

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/group targeting.

Any driver in violation of this rule may be subject to removal of the event.

1.3. SCORING & POINTS

1.3.1 Points will be received based on the finishing order within the appropriate class.
Points table

Position	Sprint Scoring	Endurance Scoring	24H Scoring
1	25	38	50
2	18	27	36
3	15	23	30
4	12	18	24
5	10	15	20
6	8	12	16
7	6	9	12
8	4	6	8
9	2	3	4
10	1	2	2

The 24h Scoring is per 6 hours. So that means that you can get a maximum points of 200 by leading and winning a 24h event.

Fastest Lap: 1 Point

1.3.3 On points equality, the driver with the best overall results will be the winner.

1.4. DRIVER CLASSIFICATIONS

1.4.1 The Stewards will assign classes to each car after the qualifying session.

1.4.2 DRIVER CATEGORIES (Gold, Silver & Bronze).

Initial driver category will be based on your qualification times in the qualifying session. 1 session of 30 minutes will determine the order of the grid & driver classes

The field will be split evenly in multiple parts, announced and shown in the briefing, dividing everybody in the applied driver categories to make the racing much more close.

1.5. DRIVER NAMES & NUMBERS

1.5.1 Discord Nicknames will be matched to your SimGrid Driver name and 3 letter team tag (*Example: John Doe [JDR]*). The same will be in the game to keep it clear who's who. The league moderators will change this for you.

1.5.2 Drivers are able to choose their own racing numbers. All of the numbers are available except for the numbers between 990&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. QUALIFYING

2.1.1 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.

2.1.2 On the first out-lap, cars may queue before the final turn in single file. No passing is allowed here and space must be given so each driver can start their lap ONE at a time.

2.1.3 A slower car on a VALID “hot” lap is NOT expected to allow a faster car by.

2.1.4 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 faster/approaching car the optimum racing line.

2.1.5 If you are a faster driver and start the race at the back of the grid, you must move through the field safely.

2.1.6 Every driver has to set a lap time. If you are not able to make the qualifying you will have to notify the stewards of that.

~~**2.1.7** If you are with 2 drivers you use q1 for driver a and q2 for driver b. These rules does not apply for solo teams. with 3 drivers you do the same and add driver c to the session of your choosing. But you do need to let the 3rd driver drive. At Least 2 drivers need to set a lap time at the end of the 2 sessions there need to be 2 different names on the timing so we can arrange the classes properly and fairly. The driver that drives qualifying 1 is not allowed to drive in qualifying 2. This has an exception for solo drivers. They will be able to drive both sessions and the superpole.~~

2.1.8 Qualifying itself will just happen as usual Qualifying sessions

2.1.9 If there is a crash the same rules apply to qualifying as for the race. So the crashed car is not allowed to move until race control has contacted that driver. There will be a FCY to neutralise the session so the car can be removed safely. Discarding these rules will result in a 10 places grid penalty for the race.

2.2. SUPERPOLE QUALIFYING

2.2.1 The top 30% will advance to the superpole qualifyi2.2session to give 1 more shootout.

2.2.2 A SuperPole session takes 15 minutes to fill in the top 30% of the starting grid for the race.

The Superpole will have 1 warmup lap and 2 pushlaps. You are not allowed to drive more then 2 laps. If you set a 3rd timed lap you will be disqualified for the superpole and will receive a 5 places grid penalty.

2.3. RACE START PROCEDURE

2.3.1 Before the race session there will be a 55 minute practice session. In the first and last 10 minutes of this session the pitlane will be closed. As soon as Race Control opens the pitlane you are allowed to do reconnaissance laps for 35 minutes (11:10-11:45). This session will collect all the cars onto the server. And gives drivers the chance to feel the track conditions and test setups. Be noted that you have to drive to the pits before teleporting into your box so you can adjust your setup.

2.3.2 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 if you are done with your laps you are allowed to enter the grid in order of driving up (you don't have to be in qualifying order to form up).

2.3.3 Racecontrol will announce a countdown as followed:

- 30 minutes until formation lap (19:30)
- 10 minutes until formation lap (19:50)
- 5 minutes until formation lap (19:55)
- 3 minutes until formation lap (19:57)
- 1 minutes until formation lap (19:59)
- 15 seconds until formation lap (19:59:45)
- Green flag | Start formation lap (20:00)

2.3.4 The game may hand out 30s stop&go penalties for improper starting procedures. Racecontrol & the Stewards can reverse or alter these penalties in any way by reviewing and replaying the incidents. All penalties given by the game are first under investigation by the stewards and racecontrol. All penalties will be reviewed by stewards. Only after a verbal announcement through in-game chat you will have to serve your penalty if deemed valid otherwise your penalty will be voided.

2.3.5 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 lead of the pace car. Drivers need to follow the pace car and not overtake. If you do overtake you have to give the position back before we start with the grid forming for the rolling start. Overtaking during formation lap could, if reviewed, result in a 10s stop and go penalty at the start of the race when the position has not given back. You have 3 laps to serve this penalty.

Cars need to stay double file with a maximum speed limit of 70km/h until lights go green from turn 12 (ADVAN-Bogen) unless otherwise specified by race control. This will be announced with a broadcasted call from race control. Please give eachother space in the chicane!

2.3.6 Race Control is able to 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 the pit entry. If no calls race control will proceed with the start and normal green flag situation applies.

2.3.7 In case of bad weather, it is possible to do a Safety Car race start. That means that the Pace car will convert into the Safety Car. From the moment that the lights should go green, the Safety Car procedure is in effect (see appendix 5.2.3.3).

2.4. RACE FINISH

2.4.1 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 pits is not allowed. And doing so could result in a post-race time penalty. This penalty is 10 seconds or higher.

2.4.2 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. RACE RETIREMENT

2.5.1 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 advise 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 pits. Teleporting to pits during the weekend will result in an immediate DSQ of the session.

2.5.2. If you are “stuck” (standing still) in the gravel trap or your engine has shut off you are NOT allowed to rejoin until RC specified otherwise. This opens an opportunity to deploy a neutralization if deemed necessary by RC and make racing more realistic.

2.5.4 Drivers must complete 75% of the race laps in order to earn their classification points.

2.5.5 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 QUALIFICATION** The starting driver needs to load the car in for all of the sessions. Otherwise it will break the entrylist for you and you might not be able to return in the session and will not be able to qualify/race. They can change who is driving during the pre-qualifying/race sessions. Drivers have 10 minutes to drive 1 lap in order to fixate their starting driver for the start of qualifying. During the race you have 35 minutes to drive reconnaissance laps (*appendix 2.2.2*) During that time a driverswap is allowed to select your starting driver.~~

~~**3.1.2** Driverswaps are mandatory to make sure that every driver should have the same driving time. This could flex between 2 or 3 drivers. If a car is driven by a solo driver they don't have to do a driver swap. Any pitstops seemed invalid by the game could be reversed by race control if reviewed~~

~~**3.1.3** Drivers are allowed to perform a driverswap locally using 1 machine. However this has to be specified and registered on simgrid and to be notified to the stewards.~~

3.2 STINT DURATIONS

3.2.1 The maximum driving time between pit stops is 55 minutes.

3.2.2 Maximum tracktime between driverswap is 190 minutes

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 behaviors 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 to anyone. For on track conflicts 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, organizers, race controllers and league partners.

4.1.5 Posting negative 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/racecontrol 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 to 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 Race start times are defined as the Race session.

5.1.2 You are NOT allowed to join the server during the Qualifying 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. After the start of the qualifying sessions, it is not allowed to late-register to the event.

5.1.3.1 We DO NOT allow late car changes after a certain deadline (30-4-2025 23:59 CEST).

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 racing room to each other. 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 canceled the organisation is responsible for the rescheduling of the event. This will be done in the schedule of the organization

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

5.2. RACING FLAGS

5.2.1 GREEN FLAG: This is to signal the start of the race or a clear track, you may proceed to send it.

4.2.2 YELLOW FLAG: There is no passing in yellow sections of track. Drivers must proceed with caution until you 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 you have to be able 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 start with showing a global yellow flag for 10 seconds. During this period you are not allowed to overtake and have to throttle back down to 80km/h. A countdown will follow at 5 seconds to FCY.

As soon as the FCY has begun, you have a max speed of 80km/h as there is no feature for a FCY in the game you will have to manage your speed yourself!

There is a 3 second threshold for speeding. Speeding under a FCY is a drive through penalty after the next green flag. If you speed over 30km/h you will get a black flag.

During a FCY you are not allowed to enter the pitlane. Only if you don't have any fuel left. If you have to make a pitstop please notify racecontrol during your pitstop. A full service is in this instance not allowed and you are allowed to put max 2 laps of fuel in the car. After a FCY you can pit again to do a full pitstop.

Any FCY will take a max of 4 minutes. If the incident that caused the FCY is not resolved within 4 minutes the safety car procedure will commence.

PITLANE CLOSED

5.2.4.1.1 FCY ENDING

A FCY ends when race control broadcasts a green flag or converted in a Safety Car procedure.

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 a FCY is converted to an SC, drivers will have 5 seconds to throttle to safety car catching speed (MAX 130KM/H). As soon as you cross the line, you are relieved from your speed limit to be fully able to catch the safety car queue. The Safety Car will drive as many laps as RC deems necessary. The pit lane will be open for pit stops during a safety car procedure

5.2.4.3 SAFETY CAR ENDING

The Safety Car will return to the pits. When the Safety Car rain light and blinkers go out, the leader of the field is the one who sets the pace.

However, the leader must maintain a max 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 timing 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 flagsystem will display green for 10 seconds. Still no overtaking until the timing line.

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. But 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 allow 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 an intent to pass or indicate the passing move. The lapping car is required to execute a safe pass on the Blue Flagged car and remain aware of the surroundings.

A couple 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 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 penalized if they are unable to pull away from the lead car and interfere in their race.

If the Blue flagged car is within 0.5s of you for 2 sectors you MUST allow the pass.

Battles are defined as 2 cars within 1s of each other fighting for a class position.

Blue Flagged cars in a battle have priority to the Passing car

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 stop and wait on instruction of RC. They will review the damage and send you back on your way or through the button "BACK TO PITS" (automatically a DNF)

NEVER PRESS RETURN TO GARAGE WITHOUT PERMISSION OF RC

If you use the RTP unauthorized, you will get a DSQ for the event (on results a DNF)

5.2.6.1 CRASHES If you receive the meatball flag after a crash you have to wait until the marshals come 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 like they do irl 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 stewards discretion, a Red Flag may be called. Red Flag rules apply as follows:

If this is due to a lap 1 incident the race will be restarted with the same starting grid.

Possible penalties will be given out after the restart

Drivers must follow instructions from Race Control via teamspeak and Discord.

If the server crashes before 75% of the race length we will try to restart with a similar amount of time remaining. Restart positions are pulled last lap before the crash.

If there is a mass disconnection after 50% of the race is completed, then we will award half points, taking the positions from the last lap before the server crashed only in case of running out of schedule.

A red flag is also able to happen during practice if there is a crash significant enough.

All drivers need to go back to pits while the remaining session time continues. This all to obtain realism. during a qualification only a FCY will be used to clear up incidents as we cannot stop the in-game time

5.2.8 WARNING FLAG This flag means that you received a warning from race control. This flag is not used in-game but will be shown on your flag display

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 got a severe penalty or that race control wants to talk to you about your driving style. Ignoring This flag after 3 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 pitlane. Teleporting to pits will result in a 30 sec time penalty added to final time as we want to obtain realism.

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 maneuver 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 prior to 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. 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 favor of the defending car, however 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 1 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 faster classes you are allowed to race for overall position.

(Car Classes): **NOT APPLIED** *When different class cars racing 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 faster 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. 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 The In-game CHAT window must be enabled to receive Steward/Admin communication.

5.4.2 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 given out for 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 change in results in lieu 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 1 incidents or deliberate collisions.

6.1.6 Track Limit violations are penalized by ACC and may also be submitted as incident reports for review and validation.

Pit entry/exit lanes: All 4 wheels must be within the lane at all times. Crossing the line will be cause for a 10s time penalty added to the next pitstop or race time

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 is mandated to be in the designated channel in Teamspeak. If you are not in the teamspeak server you are not allowed to start and could risk a full 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 5s penalty per offense

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. Incidents are also able to be sent in through the incident report submission forms

6.2. INCIDENT REPORTS, VERDICTS & PROTEST

6.2.1 Incident Reports may be submitted up to 24 hours after the race using the dedicated report form [link to form](#).

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 through a thread you have to make with your appeal 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 #, accused driver & violation. TURN THE HUD AND DATA ON IN THE REPLAYS.

Using other channels or DMing staff to appeal may result in the denial of your appeal.

The video must be playable as a mp4 and able to upload on the form.

Drivers receive 1 appeal token for the race. The token is lost if the appeal is denied and it is retained to use again if the appeal is successful.

6.2.5 Drivers MAY NOT corner Stewarding staff 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 1 or 2 Penalty Points depending on the severity of the offense~~

~~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

6.4.1 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 time penalty to be served at the next scheduled pit stop.
- A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- 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 re-join the race.
- 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.
- A drop of grid positions at the driver's next race.
- Disqualification of the driver from the next race or Competition of the Series.

Incidents occurring during free practice or qualifying may result in a stop-and-go penalty during that session or a grid penalty for the race, 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 a event before the start of qualifying is causing 1 penalty point added to your JSR eSports Licence

6.4.2 "Causing a collision" penalties will result for most of the time in a stop & go penalty. If the incident is deemed minor, the stewards will give a minimum of 10s time penalty for causing a collision

6.5. STEWARDING GUIDE

6.5.1 *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 bend, 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 at least one car wide 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 maneuver makes his move; Moving in response to the car behind is considered blocking and may be penalized 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 penalized at the discretion of the race director;

Returning to the racing line after drivers have made their only defensive maneuver off-line is permitted, but the driver must leave at least one car wide between his car and the edge of the track; Failure to leave a car width in this scenario may be penalized at the discretion of the race directors.

6.6.3 Maneuvers or actions that may hinder other riders, such as abnormal changes of direction and abnormal changes of speed, may be penalized at the discretion of the race directors;

Doing this in or just before the braking zone before a corner is extremely dangerous 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;

If 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, both drivers have a reasonable claim to the apex. Both drivers must give each other space and ensure that they both get through 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 fast 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 (front axle in line with front axle) then both drivers have a fair claim to the racing line. Both drivers must keep each other

If the outside driver is ahead of the inside driver, the inside driver must leave at least one car wide between their car and the edge of the track;

If the outside driver is behind the inside driver (front axle behind the front axle) then 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 4 wheels are outside the white lines/or kerbstone on that part of the track) then it is their responsibility to re-join the track in a safe manner;

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 4 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.