



Jobe's Motorsports Admin Handbook

League Operating Document

This document is the master handbook and standard operating procedure for the league's Season 1 launch. It is built for a dual-series format consisting of:

- GT3 Championship
- NextGen Cup Series

The league will operate on an alternating weekly schedule with one race event per week total. Each series will run 8 championship rounds, for a total of 16 race weeks.

1. League Identity and Mission

1.1 League Purpose

The purpose of the league is to create a structured, immersive, competitive, and professionally run sim racing organization built around strong race operations, fair stewarding, consistent communication, and a compelling season-long experience.

This league is not intended to feel like a random hosted session. It is intended to feel like a full racing organization with clear standards, recognizable identity, and a reliable weekly operating rhythm.

1.2 Series Structure

The league will operate under one unified brand with two separate championship divisions:

- **GT3 Championship**
- **NextGen Cup Series**

Each series will maintain its own:

- schedule
- standings
- stewarding outcomes
- championship battle
- entry list
- race weekend posts

The league will maintain one shared:

- Discord server
- staff structure
- operations framework
- branding system
- handbook
- bot ecosystem

1.3 Core Principles

The league will be built around the following principles:

1. Consistency over chaos
2. Fair competition over favoritism
3. Clear communication over confusion
4. Stewarding with discipline and transparency
5. Professional presentation without unnecessary complexity
6. Community retention through structure, identity, and storytelling

2. Season Format

2.1 Championship Length

Season 1 will consist of:

- 8 GT3 rounds
- 8 NextGen Cup rounds
- 16 total race weeks
- 6-10 weeks for offseason decided at offseason commissioner meeting

2.2 Weekly Cadence

The league will run one event per week total, with both series alternating every other week.

Example cadence

- Week 1: GT3 Round 1
- Week 2: NextGen Round 1
- Week 3: GT3 Round 2
- Week 4: NextGen Round 2
- ...
- Week 15: GT3 Round 8
- Week 16: NextGen Round 8

2.3 Race Night

The league will use one permanent weekly race night for both series. This is strongly preferred over using separate nights because it builds routine and makes communications easier.

Race nights will be on Tuesdays.

Standard race-night window

Times will be displayed in pacific standard time.

- Initial Check-ins open: 4:30 PM
- Driver meeting / final check-in close / practice session opens: 5:30 PM
- Qualifying: 6:00 PM
- Race start: 6:15 PM

The exact timezone relative to the competitor will be published in all official schedule materials week to week.

2.4 Driver Participation Model

Drivers may register for:

- Both Series
 - Either series by themselves.
 - Reserve status in either or both series
-

3. Competitive Format

3.1 GT3 Championship Format

GT3 is intended to be the league's polished road-racing division with a focus on consistency, racecraft, strategy, and professional presentation.

Standard GT3 session structure

- Practice: 30 minutes
- Qualifying: 8 minutes
- Warmup: 5 minutes
- Race: 90 mins

GT3 operating rules

- Rolling starts
- Fixed setups for Season 1
- Damage enabled
- 65% fuel
- Restart procedures: single-file restarts, with the leader setting the pace. Before each race in driver meetings, restart zones will be designated.

- Cautions pertinent on the Jobe Motorsports Bot Caution Generation (inquire for more information)
- 0 fast repairs

3.2 NextGen Cup Series Format

Standard NextGen Cup session structure

- Practice: 30 minutes
- Qualifying: 2-lap lone qualifying
- Warmup: 3 to 5 minutes
- Race: 40%

NextGen Cup operating rules

- Rolling starts
 - Fixed setups for Season 1
 - Damage enabled
 - 0 fast repairs
 - 4 tire sets
 - 80% fuel capacity
 - Full-course cautions enabled
 - Lucky Dog and wave-around rules enabled where supported and desired
-
- Stewarding emphasis on restarts, lane discipline, predictable driving, and avoidable wrecks
-

4. Championship Points System

4.1 NextGen Cup Championship Structure

The Next Gen Cup Championship shall use a cumulative season-long points format modeled after a traditional Winston Cup-style scoring system.

4.2 Championship Determination

The driver with the highest total number of championship points at the conclusion of the scheduled season shall be declared the champion.

The championship is intended to reward full-season performance, including race wins, consistency, and race domination metrics where applicable.

4.3 Base Finishing Points

Championship points shall be awarded according to the following finishing position table:

- 1st — 185
- 2nd — 170
- 3rd — 165
- 4th — 160
- 5th — 155
- 6th — 150
- 7th — 146
- 8th — 142
- 9th — 138
- 10th — 134
- 11th — 130
- 12th — 127
- 13th — 124
- 14th — 121
- 15th — 118
- 16th — 115
- 17th — 112
- 18th — 109
- 19th — 106
- 20th — 103
- 21st — 100
- 22nd — 97
- 23rd — 94
- 24th — 91
- 25th — 88
- 26th — 85
- 27th — 82
- 28th — 79
- 29th — 76
- 30th — 73
- 31st — 70
- 32nd — 67

- 33rd — 64
- 34th — 61
- 35th — 58
- 36th — 55
- 37th — 52
- 38th — 49
- 39th — 46
- 40th — 43

If fewer than 40 drivers start an event, points shall be awarded only for the positions represented in the official classification.

4.4 Bonus Points

In addition to base finishing points, the following bonus points shall be awarded:

- Race Win — 5 points
- Pole Position — 2 points
- Lead at Least One Lap — 1 point
- Lead the Most Laps — 4 points

Bonus points are intended to reward race-winning performance, qualifying speed, and sustained control of the event.

4.5 Event Points Calculation

A driver's event score shall consist of base finishing points plus any earned bonus points.

Example A

A driver who:

- wins the race
- starts from pole
- leads at least one lap
- leads the most laps

shall receive:

- 185 base points
- 5 win bonus points
- 2 pole bonus points
- 1 lap-led bonus point
- 4 most-laps-led bonus points

for a total of **197 points**.

Example B

A driver who finishes second and leads at least one lap shall receive:

- 170 base points
- 1 lap-led bonus point

for a total of **171 points**.

4.6 Standings Updates

Following each event, championship standings shall be updated only after:

- finishing order is confirmed
- any relevant bonus categories are verified
- any post-race penalties affecting classification or bonus eligibility are applied

Results posted immediately after the race shall be considered provisional until stewarding and penalty review, if applicable, have concluded.

4.7 Competitive Intent

This scoring format is designed to:

- reward race wins without making the championship dependent on a playoff structure
- preserve the value of every scheduled round
- reward consistent high finishes across the season
- reward dominant race performances through bonus-point opportunities

A driver may remain in championship contention through consistent top finishes, but a driver who wins and controls races should be able to separate from the field over time.

4.8 No Playoff or Reset Mechanism

The Next Gen Cup Championship shall not use:

- playoff qualification
- elimination rounds
- stage points as championship points
- points resets
- winner-take-all finale procedures

The championship standings shall remain cumulative from Round 1 through the final scheduled round.

4.9 Tie-Breaking Procedure

If two or more drivers are tied on total championship points at the conclusion of the season, ties shall be broken in the following order:

1. Most race wins
2. Most top 5 finishes
3. Most top 10 finishes
4. Most pole positions
5. Most races with the most laps led
6. Better finishing position in the final championship round
7. Final review by league administration if still tied

4.10 Administrative Authority

League administration reserves the right to correct points totals in the event of:

- clerical error
- results-processing error
- incorrectly assigned bonus categories
- post-race stewarding adjustments

Any such correction shall be reflected in the official final standings once verified.

Yes — make it the **next subsection under Section 4**, immediately after the Next Gen Cup scoring section.

Use this as the insert:

4.11 GT3 Championship Structure

The GT3 Championship shall use a cumulative season-long points format based on the current standard GT World Challenge sprint-race scoring model.

Under this format:

- all championship points are accumulated across the full season
- there are no playoffs
- there are no elimination rounds
- there are no points resets
- each scheduled round contributes directly to a driver's overall championship total

The driver with the highest total number of championship points at the conclusion of the scheduled season shall be declared the GT3 Champion.

4.12 Base Finishing Points

Championship points shall be awarded according to the following finishing position table:

- 1st — 25
- 2nd — 18
- 3rd — 15
- 4th — 12
- 5th — 10
- 6th — 8
- 7th — 6
- 8th — 4
- 9th — 2
- 10th — 1

Drivers finishing outside the top 10 shall score no championship points unless otherwise specified by league administration.

4.13 Bonus Points

In addition to base finishing points, the following bonus points shall be awarded:

- Pole Position — 1 point
- Fastest Lap — 1 point

Pole position shall be determined by the official qualifying classification.

Fastest lap shall be determined by the official race classification. To be eligible for the fastest-lap point, a driver must be classified in the official results unless otherwise stated by league administration.

4.14 Event Points Calculation

A driver's event score shall consist of base finishing points plus any earned bonus points.

Example A

A driver who:

- wins the race
- starts from pole
- sets fastest lap

shall receive:

- 25 base points
- 1 pole point
- 1 fastest-lap point

for a total of **27 points**.

Example B

A driver who finishes third and sets fastest lap shall receive:

- 15 base points
- 1 fastest-lap point

for a total of **16 points**.

4.15 Standings Updates

Following each event, championship standings shall be updated only after:

- finishing order is confirmed
- pole position is verified
- fastest lap is verified
- any post-race penalties affecting classification or bonus eligibility are applied

Results posted immediately after the race shall be considered provisional until stewarding and penalty review, if applicable, have concluded.

4.16 Competitive Intent

This scoring format is designed to:

- reward race wins clearly
- place strong value on podium finishes
- preserve the importance of top-10 results
- keep the standings readable and familiar
- reflect the structure most commonly associated with modern GT sprint racing

Because points are awarded only through 10th position, the system places a premium on competitive finishing while keeping the championship table straightforward. The added pole and fastest-lap points provide modest bonus value without distorting the standings.

4.17 No Playoff or Reset Mechanism

The GT3 Championship shall not use:

- playoff qualification
- elimination rounds
- points resets
- winner-take-all finale procedures

The championship standings shall remain cumulative from Round 1 through the final scheduled round.

4.18 Tie-Breaking Procedure

If two or more drivers are tied on total championship points at the conclusion of the season, ties shall be broken in the following order:

1. Most race wins
2. Most second-place finishes
3. Most third-place finishes
4. Most pole positions
5. Most fastest laps
6. Better finishing position in the final championship round
7. Final review by league administration if still tied

4.19 Administrative Authority

League administration reserves the right to correct points totals in the event of:

- clerical error
- results-processing error
- incorrectly assigned bonus points
- post-race stewarding adjustments

Any such correction shall be reflected in the official final standings once verified

5. Registration, Entry Approval, and Driver Licensing

5.1 Entry Requirements

All drivers must:

- join the official Discord server
- accept the league rules
- complete the registration process
- provide iRacing identification information requested by the league
- maintain acceptable conduct
- meet attendance expectations if registered full-time

5.2 Full-Time Drivers

Full-time drivers are expected to:

- check in weekly when required
- maintain communication if missing an event
- uphold league conduct standards
- compete in good faith

5.3 Reserve Drivers

Reserve drivers are expected to:

- remain available if listed active for a round
- respond promptly to seat offers
- uphold the same conduct standards as full-time drivers

5.4 League License / Approval Model

The league may use an internal approval system such as:

- Approved
- Provisional
- Reserve Only
- Under Review
- Suspended

This status may be influenced by:

- attendance reliability
 - conduct history
 - stewarding outcomes
 - communication reliability
-

6. Track Selection Philosophy

6.1 GT3 Track Mix

GT3 should feature a balanced 8-round calendar with:

- 1 accessible opening circuit
- 2 medium-difficulty technical tracks
- 2 overtaking-heavy or heavy braking tracks
- 1 strategy/weather-focused round
- 1 pressure-heavy penultimate round
- 1 prestige finale

6.2 NextGen Cup Track Mix

NextGen Cup should feature an 8-round calendar that escalates discipline demands across:

- short tracks
- intermediates
- tire management races
- restart-heavy events
- high-pressure finale venue

6.3 Calendar Standards

The calendar should be published before preseason is complete and should not be changed unless absolutely necessary.

If a change is unavoidable, it must be announced clearly and as early as possible.

7. Race Weekend Operating Model

7.1 Weekly Workflow

Monday

- Race-week post published
- Check-in opens
- Entry list preview posted
- Standings/storyline context published

Wednesday

- Reminder issued
- Reserve list updated
- Driver notes posted if applicable

Race Day

- Final reminder posted
- Check-in closes
- Entry list locks
- Hosted session opens
- Driver meeting note posted
- Qualifying and race conducted

- Provisional results posted

Next Day

- Protest window reminder posted
- Highlights/clips request posted
- Recap draft prepared

2 to 3 Days After Race

- Stewarding report published
- Final classification published
- Standings updated
- Power rankings / preview cycle begins for next round

7.2 Race Weekend Post Requirements

Each official race weekend post should include:

- series name
 - round number
 - track name
 - date and time
 - session format
 - race length
 - weather summary if relevant
 - setup format
 - caution/restart notes if relevant
 - championship storylines
 - check-in status reminder
-

8. Staff Structure and Roles

8.1 Commissioner

The Commissioner team is the final authority on:

- league vision
- official decisions
- major rule interpretations
- final disciplinary action
- staffing
- season direction

8.2 Discord Moderation

The Discord Moderation team has authority to handle all Jobe Motorsport's server rule violations appropriately.

8.3 Operations Director

Responsible for:

- hosted session setup
- admin assignments
- entry list confirmation
- race-night execution support
- schedule maintenance

8.4 Stewards

Responsible for:

- reviewing incidents
- applying the penalty ladder
- producing steward reports
- handling appeals support
- documenting patterns of conduct

8.5 Results and Media Admin

Responsible for:

- results entry / confirmation
- standings updates
- race weekend graphics
- recap posts
- leaderboard and story posts

8.6 Broadcaster / Producer

Responsible for:

- live stream production
- commentary coordination
- race graphics support
- VOD organization
- clips and content follow-up

8.7 Backup Coverage

No critical workflow should depend on only one staff member. At minimum, the league should maintain backup coverage at a minimum of 2 for:

- hosted session creation
 - stewarding access
 - standings publishing
 - announcements
-