



RULEBOOK - GT3 – 2021

VERSION 1.2

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A. GENERAL INFORMATION

§1 Introduction

ADAC Vorteilswelt, Dekra, Faber Exposize, Pirelli, KW Suspension, RaceRoom and ADAC present the new season of the ADAC GT Masters Esports Championship 2021! This season consists of 7 rounds and 16 races. In April 2021 twenty-eight of the very best esports drivers in the world qualified as permanent driver. But with the official season we are casting 4 guest driver each race.

§2 Glossary

- Driver: Person that drives in the competition.
- Race Server: In-game room drivers join to participate in an event.
- Staff: Person(s) organising the leagues for RaceRoom.
- Text Chatting: Use of the in-game chat function which drivers can use to send text messages to other competitors and/or staff.
- Voice Chatting: Speech between two or more persons, usually via Discord, but refers to contact through any other software.

§3 Staff List

Staff:

Thomas Bienert
Christian Baur

Stewards:

Robert Wiesenmüller
Michael Bell
Chris Butcher
Jan Stange

The „RaceRoom“ and „Sector3“ accounts on the forum forum.sector3studios.com also count as staff.
The Staff can be contacted via email at gtmasters@raceroom.com

§4 General rules

4.1 Reading and understanding the rules

Every driver participating in any event of the ADAC GT Masters Esports agrees to the rules by entering and agrees to obey to the rules.

If you have questions about certain rules, ask the staff via email.

4.2 General Behaviour

Every driver participating in any event of the ADAC GT Masters Esports Championship must always show good behaviour. Any discriminatory or offending actions, words, posts or contents are forbidden and can lead to permanent exclusion of the events.

4.3 Cheating and usage of external software

It is not allowed to use external programs or data that alter the functions of the simulation to gain a competitive advantage. Drivers caught cheating in any part of the championship will be excluded from all parts of the ADAC GT Masters Esports Championship.

In case no usage of software can directly be proven in the files, but due to video evidence, it is still obvious that the driving behaviour of the car cannot be explained with normal game functions, a ban on video evidence is also possible.

4.4 Accounts

You must enter your real name in your RaceRoom ingame account to participate. Fake names or names with clan tags are not allowed and if you use them.

Multiple accounts or deliberate creation of new, lower ranked accounts are not allowed and will result in a permanent exclusion from the ADAC GT Masters Esports Championship presented by RaceRoom, or on repeat offense or in case of ban evasion, in an exclusion from RaceRoom in general.

4.5 Decisions by the Staff

The decisions made by the RaceRoom staff are binding. If a situation is not covered by the rules, the RaceRoom Staff will have the final decision on it. Any statements made by the RaceRoom Staff on the Forums, at Events, in Text Chatting or in Voice Chatting, that are specified as rules, also count as rules and have to be accepted by all drivers.

4.6 ADAC GT Masters Esports Championship Discord Server

To maintain a good, stable und structured communication we use as dedicated ADAC GT Masters Esports Championship Discord-server. It is mandatory for all permanent drivers to join the server and periodically check for important news.

Join here:

<https://discord.gg/AZXYyP9jnh>

If you need an invitational link send a mail to gtmasters@raceroom.com The invitational link will automatically send with the gridmail if there is a mandatory drivers briefing.

§5 Organiser

RaceRoom Entertainment GmbH
Aspachweg 14
74427 Fichtenberg
Germany

For questions regarding the sporting regulations:

competition@raceroom.com

§6 Declaration of Consent

The drivers agree that their names will appear in live streams and press releases handled by all partners of this competitions.

The drivers agree that RaceRoom and the partners of the ADAC GT Masters Esports Championship can make and broadcast photographs and movie recordings (e.g. internet stream), on which the winners are identifiable as well as statements, interviews and similar captured on audio and video. RaceRoom are entitled to use these recordings.

§7 Data Privacy

All personal data is collected and processed in accordance with the statutory provisions governing data protection in Germany. Only the personal data that is required to handle the competition and prize is collected and forwarded onto partners of RaceRoom. All employees and partners of RaceRoom are obliged by RaceRoom to maintain data secrecy. Data is only transferred to state agencies or authorities within the framework of legal regulations. The participant agrees to this. The data is deleted after the competition has been carried out.

§8 Premature Termination of the Competition

RaceRoom and the ADAC have the right to terminate or cancel the online multiplayer races at their discretion at any time. No claims can be derived from any premature termination. RaceRoom have the right to exclude one or more participants from taking part in the competition in the event of any manipulations or attempted or suspected manipulation.

§9 Changes

RaceRoom explicitly reserve the right to amend or modify these conditions at any time, with effect for the future. The competitors shall be notified about this at a suitable point.

§10 Legal disclaimer

There is no legal recourse. The law of the Federal Republic of Germany applies exclusively and the jurisdiction of ADAC shall apply in the event of a dispute. If any of the abovementioned provisions in these conditions of entry should be ineffective or contain a loophole, the other provisions shall remain unaffected by this. Ineffective or incomplete provisions shall be maintained with effective content which comes as close as possible to reflecting the sense of the ineffective content.

By participating, the user automatically accepts the conditions of entry.

B. SPORTING REGULATIONS

§11 Event Calendar & Event Timetable:

11.1 Event Calendar

Event:	Location	Track	Schedule
Regular season:			
Oschersleben	Online	Oschersleben Moto A	01.06.2021 18:30 CEST - 22:00 CEST*
Red Bull Ring	Online	Red Bull Ring Grand Prix	08.06.2021 18:30 CEST - 22:00 CEST*
Zandvoort	Online	Zandvoort Grand Prix	06.07.2021 18:30 CEST - 22:00 CEST*
Nürburgring	Online	Nürburgring Sprint	03.08.2021 18:30 CEST - 22:00 CEST*
Lausitzring	Online	Lausitzring Grand Prix Course	31.08.2021 18:30 CEST - 22:00 CEST*
Sachsenring	Online	Sachsenring Grand Prix	28.09.2021 18:30 CEST - 22:00 CEST*
Hockenheimring	Online	Hockenheim Grand Prix (Double Header)	19.10.2021 18:30 CEST - 23:00 CEST*

11.2 Event Timetable

Normal race day

From		To		
17:30	CEST	18:30	CEST	Free Practice 1
18:30	CEST	19:00	CEST	Mandatory Driversbriefing
19:25	CEST	19:35	CEST	Qualifying Sprint GT3
19:35	CEST	19:42	CEST	Warmup Sprint GT3
19:42	CEST	20:02	CEST	Sprint GT3
21:00	CEST	21:15	CEST	Free Practice 2
20:15	CEST	20:25	CEST	Qualifying GT4
20:25	CEST	20:32	CEST	Warmup GT4
20:32	CEST	20:52	CEST	Race GT4
21:05	CEST	21:45	CEST	Endurance GT3

Double header

From		To		
17:30	CEST	18:30	CEST	Free Practice 1
18:30	CEST	19:00	CEST	Mandatory Driversbriefing
19:25	CEST	19:35	CEST	Qualifying Sprint GT3
19:35	CEST	19:42	CEST	Warmup Sprint GT3
19:42	CEST	20:02	CEST	Sprint GT3
21:00	CEST	21:15	CEST	Free Practice 2
20:15	CEST	20:25	CEST	Qualifying GT4
20:25	CEST	20:32	CEST	Warmup GT4
20:32	CEST	20:52	CEST	Race GT4
21:05	CEST	21:45	CEST	Endurance I GT3
21:45	CEST	22:00	CEST	Warm Up
22:00	CEST	22:40	CEST	Endurance II GT3

§12 Online Qualifiers for Gueststarters

12.1 Time Attack Qualifiers

Event:	Starts	Ends	Track	Qualifiers
Oschersleben	20.05.2021 19:00 CEST	26.05.2021 10:00 CEST	Oschersleben Moto A	Top 4
Red Bull Ring	26.05.2021 19:00 CEST	02.06.2021 10:00 CEST	Red Bull Ring Grand Prix	Top 4
Zandvoort	02.06.2021 19:00 CEST	16.06.2021 10:00 CEST	Zandvoort Grand Prix	Top 4
Nürburgring	14.07.2021 19:00 CEST	28.07.2021 10:00 CEST	Nürburgring Sprint	Top 4
Lausitzring	11.08.2021 19:00 CEST	25.08.2021 10:00 CEST	Lausitzring Grand Prix Course	Top 4
Sachsenring	13.09.2021 19:00 CEST	22.09.2021 10:00 CEST	Sachsenring Grand Prix	Top 4
Hockenheimring	29.09.2021 19:00 CEST	13.10.2021 10:00 CEST	Hockenheimring Grand Prix	Top 4

12.2 Entry conditions

The leaderboards can be accessed here: <http://game.raceroom.com/championships/68>

Multiplayer races can be accessed via the multiplayer lobby in RaceRoom Racing Experience.

Password and server name are sent in the gridmail.

Participation on the leaderboard is entirely free. You do not have to own any content.

For the multiplayer races, you must own the track.

There is no separate, additional entry fee.

12.3 Leaderboard rules

Difficulty: Free choice

Fuel Usage: Off

Tyre Wear: Off

Mechanical Damage: Off

Damage: Off

Fixed Setups: Yes

Cut Rules Penalties: In-Game, slowdown penalties

Automatic Clutch: Allowed

Automatic Gears: Allowed

Game time: Noon

Weather: Good

12.4 Cars and Liveries

On the leaderboard, drivers can use whichever car they want, and they can use a different car on each leaderboard.

12.5 Invitations

The best 4 drivers on the RaceRoom leaderboard qualifier will be invited via email on Wednesday when the respective leaderboard ends.

If one permanent driver declines his participation for a single event or even cancels his participation for the full season the amount of guest starters will increase until the maximum of 32 drivers is reached.

The drivers have time to respond until the following Friday, 2 days after, 18:00 CEST to confirm their spot.

Drivers will then receive a gridmail with all server information.

12.6 Car Choice for multiplayer race

All permanent drivers have already picked their car. These are the cars they must use in each multiplayer race. All guest starters can choose their car once and have to stick to the car for all other events they take part. The livery will be assigned from the staff.

§13 Eligibility

RaceRoom staff has the right to deny any entries without giving reasons.

You must use the email address with which you registered on RaceRoom for official email correspondence.

Drivers born after 12th May 2005 are not permitted to take part in any stages of the championship. If you apply to the conditions listed above, as long as you have read and agreed to the rules of this rulebook, and there are no outstanding bans, you are allowed to enter the championship.

§14 Regular Season

14.1 Schedule and Calendar

The schedule and calendar are specified in §11.

14.2 Attendance

General

If the driver cannot take part in an event, the driver must report that to the staff 1 week before the event (Tuesday 18:30 CEST). Every report after this deadline will not be reviewed. Every driver has the chance to miss one race without facing consequences if they reported their absence in between the deadline. Even if they already suffered a penalty for not reporting their absence. This does not count as drop score!

Late absence reports are not possible and will be ignored, except if there is a medical certificate.

Missing event:	Without a report	With a report	With medical certificate
1 st event	Minus 50% prizemoney	No action	No action
2 nd event	Disqualification from the season 2021. Setting points to 0. Qualificationlock for ADAC GT Masters Esports Championship 2022	Minus 50% prizemoney	No action
3 rd event		Disqualification from the season 2021. Setting points to 0. Qualificationlock for ADAC GT Masters Esports Championship 2022	No action

Drivers briefing

There will be a mandatory drivers briefing for each race. All drivers must make sure that they can participate. There is no necessity for a microphone, but all drivers need to be able to listen to the race direction.

Not showing up for the briefing means that you are not allowed to start. Which is counted as “not showing up for the race”.

Season drop out

If a driver is forced to drop out or decides to drop out of the ADAC GT Masters Esports Championship 2021 before the season ends. The respective driver will lose all points and is not allowed to qualify for the ADAC GT Masters Esports Championship 2022.

Drop outs 2020:

Risto Kappet

14.4 Balance of Performance

This overview informs you about the ballast weights and performance adjustments. In case of physics updates, fuel usage updates or tyre change updates, it may be changed to compensate the effects. The final weights will be announced in an information mail before each event.

Event:	Osch	RBR	Zand	NBR	Lau	Sach	HHR
Audi R8 Evo	+5kg, -1%hp	+5kg, -1%hp	+5kg, -1%hp	+5kg, -1%hp	-1%hp	+5kg, -1%hp	+5kg, -1%hp
Bentley Evo						+5kg	
BMW M6 GT3							
Callaway Corvette C7R GT3	+5kg, -2%hp	+5kg, -2%hp	+5kg, -2%hp	+5kg, -2%hp	+10kg, -2%hp	+5kg, -2%hp	+5kg, -2%hp
Mercedes AMG GT3 Evo	+5kg, -1%hp	+5kg, -1%hp	+5kg, -1%hp	+5kg, -1%hp	+5kg, -1%hp	+5kg, -1%hp	+5kg, -1%hp
Porsche 911 GT3 R (2019)							

Status: 15.04.2021

14.5 Pitstop regulations

Pit Entry:

You are allowed to enter the pits in the way you like. If you don't follow the proper entry gates of the game and cause a disadvantage for another driver you can be reported and penalized.

14.6 Manual Flying Start

For both races will be a manual flying start. There for the race length will be increased by a short amount of time. Full length of the race will be announced in the grid mail.

Startprocedure:

- The traffic light turns green or the red lights are turned off, the field slowly starts to move.
- The pole sitter is responsible for the pace. The target is 100-120 km/h. In tight chicanes, of course, slower can be driven.
- The field drives in single file. That means: Driver on Pos 2 drives behind Pos 1. Behind then Pos 3 etc., so clearly one after the other!
- Acceleration and braking attempts are forbidden as well as overtaking. Brakes can be warmed up by stepping on brake and gas at the same time. Weaving is only allowed in the single file phase.
- From point x (to be determined for each track) the pole sitter goes to Pit Speed using the Limiter.
- The field goes to Double File. Pos 2 is now next to Pos 1, Pos 3 behind Pos 1, Pos 4 behind Pos 2 and so on. When the field comes back to the start/finish straight, all drivers must be on the same starting side as they spawned on the server in the starting grid.

- The Pole sitter may start the race from the moment he crosses the lane marking for the last starting position and must have done so by the start line at the latest. The starting line is usually in front of the lane marking for the first starting position. If a starting line is missing, the lane marking for the first starting place itself counts as the starting line.
- Once the pole sitter has initiated the start (acceleration), he may not abort it (braking/lifting).
- The field is generally oriented to the pole sitter, but for everyone the person in front on his own start line is decisive. The line may not be changed and the drivers of the own start column may only be overtaken from start/finish.
- If a driver does not take his position until the start or if a disconnect of a driver occurs still during the formation lap or if a driver has an accident during the formation lap and is not able to regain his position, all other drivers stick to their position and DON'T move up. In this case the position stays empty.
- If a driver is not able to hold his position due to any error while driving in single file. He can regain his position up to the point where the field goes into double file. If the field already started to sort in double file and he is not on his position the driver must take the last position in the grid.

14.7 Manual Last Lap after race

When the race has ended all driver must finish their last lap manually and drive their car manually back to the pits. AI control is not allowed.

14.8 Server settings

	Sprint	Endurance
Difficulty	Get real	
Automatic Clutch	Allowed	
Automatic Gears	Allowed	
Reverse Start Order	No	Top10
Tyre Wear	Normal	
Fuel Wear	Normal	
Damage	Full	
Flag Rules	Visual Only	
Cut Rules	In-Game Cut Detection	
Mandatory Pits	No	Yes / 4-tires
Max Pings	350	
Fixed Setup	Yes	
Game Time	Noon	
Qualy-Length	10 minutes	None
Race-Length	20 minutes + 1 formation lap	40 minutes + 1 formation lap
Formation Lap	Yes, manually	
Type of Start	Rolling, manually	

14.7 Point Allocation and Championship

The points scored will be added to form a championship table.

Pos.	Both Races	Qualifying
1	40	5
2	34	4
3	30	3
4	27	2
5	24	1
6	22	
7	20	
8	18	
9	16	
10	14	
11	12	
12	10	
13	9	
14	8	
15	7	
16	6	
17	5	
18	4	
19	3	
20	2	
21	1	

Guest drivers are not eligible for points. The positions of the guest starters will be ignored for the scoring. Championship points will be granted continuously to all permanent drivers.

The championship standings can be viewed at
<http://game.raceroom.com/championships/68#standings>

In case of a points tie, the following factors are deciding:

- Amount of multiplayer wins
- Amount of 2nd places, then 3rd places, 4th places etc.
- Amount of penalty strikes received (less = better)
- Position in the last race

To receive points, the game must count you as a finisher.
 Penalty points will be subtracted from the score of the driver.

14.9 Special Rules for Double Header Final

The starting order of the 2nd endurance race will be the finishing order of the the sprint race.

14.8 Championship Title

The driver with most points at the end of the season will be crowned **ADAC GT Masters - 2021 Esports Champion**.

14.9 Automatic Qualification for Season 2022

The top 5 driver of the championship will be automatically invited for the next season and don't have to qualify via the shootouts 2022.

§15 Incidents and Penalties

15.1 Etiquette

The etiquette follows the rules from the RaceRoom General Competition Rules in §11, §12 and §13. <https://www.raceroom.com/wp-content/uploads/2020/01/RaceRoom-General-Competition-Rules-1.01.pdf>

15.2 Flag rules

The flag rules follow the rules from the RaceRoom General Competition Rules in §14.

15.3 Live Stewarding

A team of live stewards will review the races.

For incidents that happen during the race, until 7 minutes before the end, the live stewards will hand out live penalties, such as Slowdown Penalties, Time Penalties, Drive Through Penalties, Stop and Go Penalties and Disqualifications. The severity of the penalties is specified in §15.5.

For the drivers, the penalties are visible in the In Game HUD and have to be taken within 3 laps, otherwise the game will automatically award a more severe penalty. Drivers may be informed over the in game chat system as well, with messages written by "Admin", for example if they have to give a position back, or if they receive a time penalty after the race.

If drivers receive a time penalty, they do not have to slow down to take it. It will be applied to the results by the stewards post race.

For incidents that happen later, or in case there is not enough time left in the race due to a large amount of reviews, the live stewards will hand out time penalties post race. This can affect the starting order of the 2nd race.

15.4 Reporting Incidents

15.4.1 Report procedure

If you feel like another driver has disadvantaged your race, you report him to the stewards after the event.

Your name:

Offending driver:

Session time left when the accident happened:

Corner or track section:

Short description of the incident:

Separate incidents must be covered in separate reports to competition@raceroom.com

15.4.2 Rules for reports

You can only report incidents which have affected the race of you. Reporting scenes that have no influence on your race is not allowed and the reports will be ignored.

15.4.3 Deadline for reports

Incident reports have to be provided directly after the race. The deadline for reports is 15 minutes after the end of race 2 (15 minutes after the server swaps session back into practice).

15.4.4 Appealing penalties

Appealing penalties after the fact is not possible.

15.4.5 Conduct with report and defence statements

Any reports that contain disrespectful or discriminatory comments towards the race direction or other competitors will be ignored, and the offender will be excluded from future events of RaceRoom.

15.4.6 Incident review format

Incidents will be investigated after the race and after the end of the report deadline. They will be posted in the ADAC GT Masters Esports Championship Discord.

15.5 Penalties

15.5.1 Introduction to penalties and special definition

In this championship, you can receive time penalties.
In addition, you can receive strikes for unfair driving.

Foreword

The following rulebook is to be enforced on steward's discretion. We know that every incident is unique and as a result cannot be necessarily categorized. The following is not a complete set of infractions and is opened to being amended if the situation calls for an update. Based on our experience the past years we will be closely looking into "Unsafe rejoins", "Moving under braking" and "Contact to pass".

15.5.1.1 Definition of Incidents

"Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by other drivers which include (but is not limited to):

- Causing a collision which disadvantages competitors.
- Forcing a driver off the track.

- Illegitimately preventing a legitimate overtaking manoeuvre by another driver.
- Illegitimately impeding another driver during overtaking.
- Dangerous driving.
- Using in-game text chat during qualifying or race sessions
- Lack of respect, foul language or bad attitude towards other drivers, staff, or the spectators
- Violations of track boundaries
- Unsafe track entry

Unsafe rejoin

An unsafe rejoin is defined as any return to the racing surface or racing line in an unsafe manner causing contact or further incidents with other drivers. *Dangerous rejoins may be subject to additional strikes.* For example, but not limited to “T-boning”, “side-swiping” or “blocking the racing line with no momentum”. The onus is on the rejoining driver to make a safe re-entry to the racing surface without affecting the oncoming traffic.

Joining or rejoining in or from pit lane exit

The drivers can cross the white line whilst entering the pitlanes. They must make sure that there is no contact made with other drivers or others are affected.

When rejoining the track, they are not allowed to cross the white line. They can touch the white line with one tyre but no tyre should fully move over the line. An early Re-Entry to the racing surface will be penalised, any additional incidents caused by crossing the white line early will be considered a dangerous re-join.

Moving under Braking

Moving under braking is defined as the act of changing direction in a braking zone as a reaction to another driver pulling alongside or as an attempt to block a committed passing maneuver. The defending driver has to offer racing room and not make any reactive changes of direction. However proactive moves are allowed i.e. closing the door before the attacking drivers commits to going for the gap, not after. Braking on a diagonal trajectory is acceptable if contact isn't made or if it is not a reactive move. In some cases, diagonal or curved braking zones are the racing line these are special cases and will be looked at as such.

Contact boosting

Contact boosting is the act of using collision models to affect the momentum of yourself or other drivers. For example, leaning into another car on a straight in an attempt to either gain momentum or halt the momentum of another driver in order to get a run or cancel their run out. However, these situations are not limited to straights, pushing another driver into the braking zone to force them to overshoot the corner also may be considered as contact boosting.

Contact to pass

Contact to pass is a very broad term that covers many different situations, for example where the attacking driver hits the back/ side of another driver forcing them wide and resulting in a direct undefendable pass.

Forcing off track

Forcing off track means to use your car to move an opponent's car outside of the circuit. This could mean on the outside (i.e. under braking or corner exit), on the inside (i.e. forcing to cut an apex and risk a slowdown), or on a straight.

Deliberate Destabilization

Deliberate Destabilization is the act of making contact with an opponent in order to unsettle their car. This could include into a fast section of corners or into/ during a braking zone.

Deliberate blocking (weaving with intend to block)

Deliberate blocking is the attempt to repeatedly block an attacking cars momentum by changing direction multiple times. The defending car is allowed one defensive direction change and may return to its ideal line if racing room is given or the attacking car has not enough momentum to draw level. However, attempting to break the slipstream is considered legal if done proactively and not as a reactive movement.

Track limits

Track limits are defined as having two wheels on or within the circuit markings (usually, but not limited to, white or yellow lines) kerb/ curb count as track. This does not override the ingame automatic track limits detection system by RaceRoom.

Overtaking outside of tracklimits

Overtaking outside of track limits means to gain a position whilst being in outside of tracklimits.

Repeated Contact

Repeated contact is defined as multiple instances of contact, without causing damage or position loss to the opponent, but causing time loss and distraction from focusing on the race.

Serving of slow down penalties

When handed a slowdown penalty by the ingame system the driver receiving the slow down penalty should ensure that they serve the slow down in a safe manner, where other cars are unaffected.

Pit Speed Limit

Pit Speed Limit is enforced by the game.

16.5.2 Penalty point catalogue

In cases such as (but not limited to):

- Causing a collision which disadvantages competitors.
- Forcing a driver off the track.
- Illegitimately preventing a legitimate overtaking manoeuvre by another driver.
- Illegitimately impeding another driver during overtaking.
- Dangerous driving.
- Contact Boosting
- Blocking other cars in qualifying
- Blocking other cars while solving a slowdown
- Unsafe track entry

- Repeated “half penalties”

you receive 1 strike and either a 6 second slowdown penalty or a 10 second post-race time penalty. This is considered a regular penalty.

In cases where a driver causes a disadvantage for other drivers during the formation lap, such as (but not limited to):

- Wrong speeding
- Jumpstart
- Causing a collision
- Very slow start with causing a disadvantage
- Deliberately confusing the field by accelerating and braking
- Illegally overtaking

Depending on the sentence, the severity of the punishment is adjusted. The full penalty catalog can be applied.

In cases where no driver is disadvantaged, but the offending driver still broke the rules, such as (but not limited to):

- careless driving with no consequences,
- track limit infringements with no advantage gained,
- contact with no consequences,

no strike may be given, and the offending driver may receive a warning instead of a penalty.

In cases such as (but not limited to):

- unintentional contact with small time loss,
 - incidents where unfair behaviour of other drivers is contributing to the incident,
- no strike may be given and the penalty may be reduced to a 3 second slowdown penalty or 5 seconds post race penalty. The driver may also be asked to give the place back, via the ingame chat system.

In cases such as (but not limited to):

- disadvantaging a large group of drivers due to contact,
- disadvantaging multiple drivers at the start of a race,
- very careless driving (especially on track re-entry) or very careless contact with position loss
- repeated track limit infringements to gain an advantage,
- repeated regular penalty offenses,

2 strikes may be given and you may receive a drive through penalty or a 30 second post race penalty.

In cases such as (but not limited to):

- causing a reckless start accident
- repeated 2-strike penalty offenses,

3 strikes may be given and you may receive a stop and go penalty or a 40 second post race penalty

Extreme cases, such as (but not limited to) deliberately wrecking another driver will lead to a disqualification from the competition and 8 strikes.

Repeat offenders may have to face a harsher penalty.

This penalty point catalogue is not complete. If you find a new way to break the rules which is not covered here, you will still receive a penalty

16.5.3 License points system

Guest starters who received 3 strikes over the campaign of the ADAC GT Masters Esports Championship 2021, including the leaderboard infraction, will not be invited to any races of the championship.

When you receive 3 strikes, you will receive a qualifying ban for the next race (qualifying before race session).

When you receive 5 strikes, you will not be allowed to participate in the next race.

When you receive 6 strikes, you will be excluded from the entire ADAC GT Masters Esports Season 2021.

License points cannot be dropped, removed, or taken back throughout the season.

The competition-overarching rules specified in the General Competition Rules in §15.5 are active.

16.5.4 Announcement of penalties

Full descriptions of the stewards decisions will be released in the ADAC GT Masters Esport Championship Discord

§17 Broadcasts

The multiplayer races of the first server will be streamed live on the Facebook page of ADAC GT Masters, as well as the YouTube and Twitch Channel of RaceRoom, with german and english commentary.

17.1 Attendance in Zoom

All drivers must own a webcam, mobile phone or tablet, which they use for the Zoom call. Your phone must show the driver, as also from good angle. Please use a 16:9 shot, which means use your phone horizontally. Furthermore, all drivers will be required to be on an audio communications service during the event. You should be prepared for an interview if you are in the top 3 of qualifying, sprint or main race.

Drivers must always ensure a stable connection and ensure their availability throughout the entire event.

§18 Prize pool

18.1 Prize pool pay-out

In total, 40.000€ will be paid out for the final championship standings. Prize money will be paid out according to the official final results. The official results will be published at the ADAC GT Masters Esports Championship Discord.

In the end of each endurance race there will be a reward of 250€ for the fastest lap. The driver for the fastest lap reward needs to be within the Top15 finisher. This reward will be granted 8 times in total.

At the end of the championship the best driver of each manufacturer will be awarded 500€.

Position	Pay-out
1	10000 €
2	6000 €
3	3500 €
4	2500 €
5	2000 €
6	1800 €
7	1600 €
8	1400 €
9	1200 €
10	1000 €
11	950 €
12	850 €
13	750 €
14	650 €
15	550 €

18.2 Non-Cash prizes

1. If one driver wins all 17 races the driver wins a McLaren GT.
 - a. Who ever wins the McLaren GT will not be eligible to win any other prize pay out listed under §18. The pay-out for the championship result reward will be chronological adjusted.
2. There will be a secret award powered by Pirelli as Pole Position Award.

The Pole Position Award is given to the driver with the most pole positions. In case of a tie, the driver with the most second places in qualifying and then the most third places etc. wins.

18.3 Rules for prize pay-out

To claim the full prize money, you have to start all races that you registered for. Please read §14.2 for more specific explanation.

18.4 Claiming prize money

SX Consulting Group GmbH will handle the prize pay-out and inform you regarding the details in due time.

SX Consulting Group GmbH
Herzogstr. 23 A
80803 München

18.5 Pay-out and taxes for drivers living inside Germany

Cash prizes from sports competitions in Germany are generally taxable. It is the responsibility of the winners to take care of it.

18.6 Pay-out and taxes for drivers living outside Germany

If you have your permanent residence outside Germany, for any winnings over 250€, taxes apply according to §50a EStG. The tax is 15%, plus an additional 5,5% solidarity surcharge on the tax. Therefore, the sum that is paid out is reduced.

Income-related costs, such as the cost of travelling and accommodation, can be subtracted from the part of the total sum that has to be taxed.

The exact paid out sum will differ from case to case, depending on the cost of travelling and accommodation.