

PORSCHE

**TAG HEUER
ESPORTS SUPERCUP
BY IRACING**

MAIN PARTNER



Series Regulations 2023

Porsche TAG Heuer Esports Supercup
Qualifying Series
Contender Series

Version 1.03
12 January 2023

Changelog

| Version | Date | Changes |
|---------|------------------|---|
| 0.9 | 19 July 2022 | Initial Release for Qualifying and Contender Series |
| 1.0 | 30 August 2022 | 1.3.2 / 2.3.2 Updated phrasing 2.1 Updated series definition 2.2.2 Updated phrasing 2.2.2.1 Updated admission date to 04 September 2022 2.2.5 Updated phrasing 2.2.4 / 3.2.4 Updated phrasing 2.2.6 / 3.2.6 Correct typo 2.7.0 / 3.7.0 Correct typo 2.7.2 / 3.7.2 Updated phrasing 2.9 Updated phrasing 2.12.4 Updated livery submission deadline to 11 September 2022 3 Inserted Supercup Regulations |
| 1.01 | 18 October 2022 | 3.2.2.1, 3.2.3 Changed Supercup admission date to 10 November 2022 |
| 1.02 | 08 November 2022 | 3.3 Season Schedule Media Day set to 26 November 2022 3.13.4 Media Day livery submission date set to 16 November 2022 |
| 1.03 | 12 January 2023 | 3.3 Added in-game session datetimes 3.3.1.2 Updated phrasing for in-game session datetime |

Preamble

iRacing.com, Porsche, and TAG Heuer are excited to partner again for the fifth season of the premier virtual one-make racing eSports series in the world - the **Porsche TAG Heuer Esports Supercup**. This series is limited to iRacing members who have qualified through the Porsche TAG Heuer Esports Supercup Qualifying Series and Porsche TAG Heuer Esports Supercup Contender Series, have retained their license from the prior year's Porsche TAG Heuer Esports Supercup or have been admitted special entry by the season organization.

This document forms the comprehensive rules compendium for the Porsche TAG Heuer Esports Supercup 2023 and the attached Qualifying Series and Contender Series. It must always be understood together with the iRacing rules and regulations applicable to all members, such as the iRacing Sporting Code, Terms of Use and End User License Agreement, Privacy Policy and Online Competitions and Contests Official Contest Rules. **Each driver is required to read, understand, and maintain familiarity with all rules prior to participation in any Porsche TAG Heuer Esports Supercup event.** The iRacing Rules form a contract between each iRacing member and iRacing.com Motorsport Simulations, LLC. An iRacing member may accept the iRacing Rules by accepting the click-through terms on iRacing.com or registering to participate / participating in any Porsche TAG Heuer Esports Supercup event.

Changes or updates to this document will be published via bulletin(s) or series regulations update(s). In case of a series regulations update, the changes will be highlighted and / or listed in a changelog. This includes all appendixes or related documents if referred.

At all times, including in this document, the series utilizes the UTC time zone.

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1 Porsche TAG Heuer Esports Supercup Qualifying Series

1.1 Introduction

The Porsche TAG Heuer Esports Supercup Qualifying Series is a standalone series open for any iRacing member above road license level B 4.00. It serves as the entry method into the Porsche TAG Heuer Esports Supercup Contender Series (see Art. 2) for new series participants. The Porsche 911 GT3 Cup (992) will be used.



1.2 Championship Details

1.2.1 Rules of Communication

This series operates under the standard iRacing protest system. All series issues or sporting code violations must be protested following the default procedures stipulated in the iRacing sporting code.

1.2.2 Admission to the Qualifying Series

Every iRacing member with a road license level above Class B / 4.00 in good standing is allowed to participate. Existing Porsche TAG Heuer Esports Supercup (Pro/WC) license holders or Porsche TAG Heuer Esports Supercup Contender Series (Pro) license holders are allowed to participate. However, **if they participate in any official race session, they forfeit their (Pro or Pro/WC) license and are not eligible for automatic admission for the Contender Series / Supercup but will have to requalify.**

1.2.3 Competition License

A road license above Class B / 4.00 in good standing is required. No other / dedicated competition license is necessary.

1.2.4 Series Hosting

All championship sessions are held in the official series: *Porsche TAG Heuer Esports Supercup Qualifying Series*.

1.2.4.1 Grid Size / Splits

The grid is set to a maximum of 30 cars per split.

The number of splits is not limited. Points will be awarded according to the Strength of Field formula (see 1.7).

1.2.4.2 Drop Round

One drop round will be available for all drivers. The lowest points scoring results from all series results will be dropped automatically. The best 5 out of 6 scoring results are taken to determine the final series standings.

1.2.5 Progressing to the Contender Series

The Porsche TAG Heuer Esports Supercup Qualifying Series serves as way for new drivers to qualify for the Porsche TAG Heuer Esports Supercup Contender Series and ultimately the Supercup.

The 15 highest scoring eligible drivers at the end of the season after results finalization will be admitted entry to the Porsche TAG Heuer Esports Supercup Contender Series (see Art. 2).

The series organization reserves the right to refuse entry or change the entry procedure.

1.3 Event Details

An event will consist of (in order) 1x free practice, 1x qualifying and 1x race. They will all be held in a single session, starting with the free practice, and ending with the main race.

Please refer to the season schedule (Art. 1.6) for more details on dates, race durations, tracks and conditions used.

1.3.1 Free Practice

The free practice session is an open session set at a duration of 3 minutes. It allows drivers to connect to the session and gain familiarity with the track conditions.

1.3.2 Qualifying

The qualifying session will be utilizing the lone-qualifying format. The duration is set at a maximum of 2 laps, which need to be completed in a session duration of 8 minutes. Drivers may enter or leave the garage at any time during the qualifying session. The validity of laps will be controlled, and infringements handled automatically by the iRacing incident / scrutiny system.

1.3.2.1 Qualifying Scrutiny

The qualifying scrutiny will be set to strict.

1.3.3 Race

The race will start in order of the qualifying finish in descending lap time order. Drivers not having scored a time will be filling the grid at the back in order of their iRating.

The race will be lap based and last an approximate distance of 80km depending on the track. The duration will be set to a whole number of laps (see Art. 1.6). Certain on track infringements (like track limits, car contacts etc.) will be handled automatically by the iRacing incident system. Beyond that drivers are able to file protests (see Art. 1.8)

1.3.3.1 Starting Method

A standing start will be used.

1.3.4 Incident Limit

The incident limit is set at 17 incidents. Upon reaching surpassing 17 incidents, the driver in question will receive an automatic drive-through penalty.

Upon reaching or surpassing 25 incidents, the driver in question will be disqualified.

1.4 Session Settings

1.4.1.1 Weather Parameters

The weather is set to *dynamic skies / ongoing weather progression*. The sun acceleration multiplier is set to *1x*.

1.4.1.2 Time Parameters

The session start time for the free practice session is set as described in Art. 1.5. Each session afterwards follows accordingly in real-time progression with the next session rounded up to the nearest 5-minutes of in-game time.

1.4.1.3 Track Parameters

The track state will be set to *generate* for the start of the free practice session and *carries over* for each session. Marbles will be *cleared* between each session.

1.5 Event Timetable

The session launch time (and thus start of Free Practice) is fixed at 18:45:00. The following session times may slightly vary depending on the track and previous session finishes. The race finishes at approx. 19:30:00. The following table shows the general rundown for series events.

| Start | End | Session |
|----------|----------|--------------------------------|
| 18:45:00 | 18:48:00 | Free Practice (3 Minutes) |
| 18:48:15 | 18:56:15 | Qualifying (2 Laps, 8 Minutes) |
| 18:58:30 | 19:30:00 | Race (~80km, lap based) |

1.6 Season Schedule

The series features 6 rounds, held Saturdays on a weekly basis, starting on 23 July 2022, and finishing on 27 August 2022. The table below shows the date, location, duration (sprint / main) and in-game settings for each round. The in-game date is listed in cursive below the date and may differ from the actual race date.

| Event | Date | Location |
|---------|---|--|
| Round 1 | Saturday, 23 July 2022 <i>In-game: 23 July 2022, 15:45</i> | Hockenheimring Baden-Württemberg - National A (22 Laps) |
| Round 2 | Saturday, 30 July 2022 <i>In-game: 30 July 2022, 12:00</i> | Silverstone - International (28 Laps) |
| Round 3 | Saturday, 06 August 2022 <i>In-game: 06 August 2022, 07:50</i> | Red Bull Ring - National (36 Laps) |
| Round 4 | Saturday, 13 August 2022 <i>In-game: 13 August 2022, 12:00</i> | Watkins Glen - Classic (22 Laps) |
| Round 5 | Saturday, 20 August 2022 <i>In-game: 20 August 2022, 13:50</i> | Nürburgring Grand-Prix Strecke - Sprintstrecke (22 Laps) |
| Round 6 | Saturday, 27 August 2022 <i>In-game: 27 August 2022, 12:00</i> | Imola Grand-Prix (Autodromo Int. Enzo e Dino Ferrari) (16 Laps) |

1.7 Points System

The official iRacing points system applies. Races are scored by the Strength of Field (SOF), which is based on the culminated iRating of the drivers in the session. The higher the SOF,

the more points are available for each finishing position. Points are also adjusted for field size.

For more information on the iRacing points system please refer to the iRacing Sporting Code.

1.8 Officiating

The officiating is done solely through the means described in the iRacing sporting code.

For more information on the iRacing officiating system please refer to the iRacing Sporting Code.

1.8.1 Protests

A protest must be made in writing, specifying which sections of the iRacing Official Sporting Code, Racing Rules, Club Rules, Series Rules, or other official iRacing.com rules have been violated. Protests must be submitted using the **official protest form** which is located in the session result or in the Help menu of the iRacing.com members-page (under *File Protest*).

iRacing.com shall review a protest as soon as practical and during normal business hours. Affected parties may be notified about the protest and judgement of the protest. iRacing.com shall review all evidence and be entitled to discuss the incident with other witnesses or parties involved or to gather additional evidence. All parties concerned shall be bound by the decision given, subject only to a formal appeal.

1.8.2 Appeals

Any member assessed a penalty shall have the right to appeal any decision or penalty imposed by iRacing.com unless otherwise stated in the penalty notice itself, or in the iRacing Official Sporting Code. To be considered, an appeal must be well founded. An appeal shall be reasonable, logical, and based on sound evidence. Regardless of the outcome, iRacing.com may deem an appeal to be frivolous if it is found not to be reasonable, logical, and based on

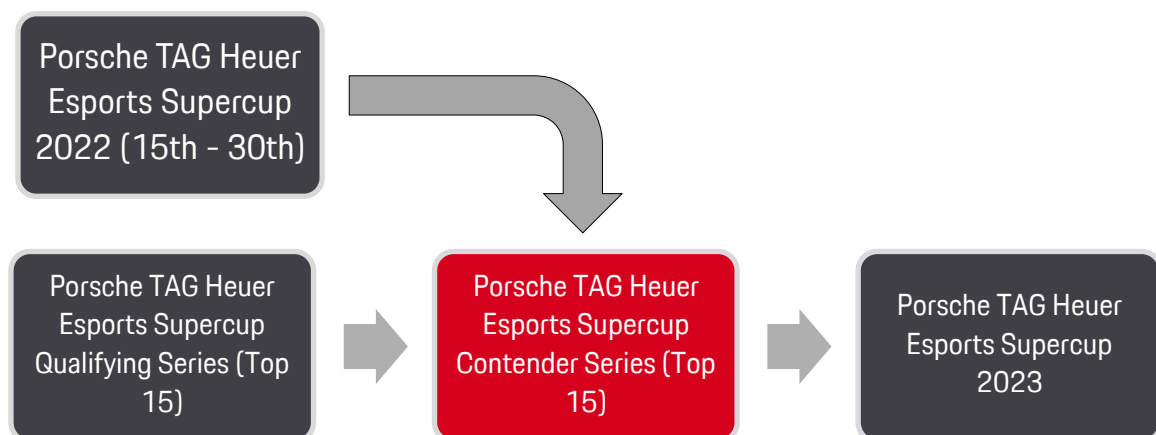
sound evidence. iRacing.com reserves the right to assess a penalty to any member filing a frivolous appeal.

Appeals must be made in writing, specifically asking for an appeal, specifying the exact nature of the appeal and why it is believed an appeal is warranted, along with all evidence to support the appeal. Written appeals must be addressed to the *Appeals Committee-iRacing* and submitted to appeal@iracing.com. Appeals must be submitted within seven days of the penalty or decision being appealed. Any evidence, data, recordings, or third-party accounts are welcome and encouraged to be submitted with appeal. Intent to appeal or other informal appeals of any kind will not be accepted.

2 Porsche TAG Heuer Esports Supercup Contender Series

2.1 Introduction

The Porsche TAG Heuer Esports Supercup Contender Series is a standalone series designed for iRacing members who have qualified through the Porsche TAG Heuer Esports Supercup Qualifying Series, have finished the previous year's Porsche TAG Heuer Esports Supercup in eligible positions or are otherwise eligible. As it serves as the sole qualifying method for the Porsche TAG Heuer Esports Supercup. All drivers are held to the highest standards, both on- and off-track and drivers are expected to represent the series, its partners, and sponsors in a positive fashion. The Porsche 911 GT3 Cup (992) will be used. The graphic below illustrates the series structure.



2.1.1 Roles and Personnel

Director of Competition: race.director@iracing.com

Director of Marketing and Communications: kevin.bobbitt@iracing.com

Broadcast Director: cisco.scaramuzza@iracing.com

2.2 Championship Details

2.2.1 Rules of Communication

Official sporting communication will be done solely via email between the drivers and the director of competition, chief steward or stewards appointed. For easier casual communication and quick contact to race officials, media / press representatives and each other, each driver is **mandated** to join the official series discord. Drivers will be contacted with an invite link upon qualifying for the series. Should drivers wish to add team personnel such as a team manager or media representative they may contact one of the series staff members on discord to request an additional invite.

2.2.2 Admission to the Contender Series

A series entry can be made in the following ways:

- Competing successfully in the Porsche TAG Heuer Esports Supercup Qualifying Series 2022 / 2023, by finishing in the top 15 of highest points scoring drivers at the end of the season after finalization of the results.
- Finishing 15th through 30th in the Porsche TAG Heuer Esports Supercup 2022.
- Gaining entry through one of 5 Porsche market slots

The grid is set to a single split of a maximum of 35 cars for each round of the season.

2.2.2.1 Confirmation of Entry

All drivers must confirm their participation in writing utilizing the Driver Sign-Up Form from Art. 5.1 by the admission date of 04 September 2022, 23:59 UTC via the director of competition.

2.2.2.2 Late Entry / Open Spots

Should any competitor choose to not compete, is ineligible, or miss the sign-up deadline, the next best points-scoring driver from the Qualifying Series will move up. In that case this driver

will be contacted immediately to confirm his series participation. In case of open slots during the season the next best points-scoring driver from the Qualifying Series may be considered for participation. In that case this driver will be contacted immediately to confirm his series participation.

2.2.2.3 Voluntary Opt-Out

Drivers can voluntarily opt out of the series at any time. In that case their entry is dropped from the series and the points earned up to that point will remain. Re-Entry to the series will not be admitted.

An opt-out must be submitted in writing to the director or competition.

2.2.2.4 Substitute Drivers

Substitute drivers are not permitted.

2.2.2.5 Porsche Market Entries

The series administration reserves the right to allocate up to five (5) slots to Porsche market entries at their full discretion. Porsche market entries are considered regular season entries and must follow the regulatory steps to confirm their participation.

2.2.3 Competition License

The series participants will be awarded a "Pro" license. **All series participants must be above Class A / 1.00 by 08 September 2022, 23:59 UTC to be automatically upgraded to a Pro license and must maintain this license to compete.** Should a driver fall below a Pro/WC 1.0 safety rating, their Pro license is suspended, and series participation is prohibited. The driver in question can drive at the lower-class levels and regain their Pro licenses by achieving a Class A 4.0 or higher safety rating. Furthermore, a driver may also temporarily or permanently lose their license for incidents or other actions deemed detrimental to the series.

2.2.4 Series Hosting

All championship races are being held in the iRacing league system. Invites will be sent out prior to the season. It is the driver's responsibility to accept these invites and familiarize themselves with the iRacing league system.

2.2.4.1 Drop Round

No drop rounds will be used.

2.2.5 Drivers Briefing

Prior to every round a drivers briefing will be sent out to the drivers via email. It contains vital information such as session and event details, weather forecast, or connection details for audio / video services and therefore must be read and understood by every driver.

2.2.6 Starting Numbers

All drivers may choose a starting number prior to the season following these rules:

- Number 1 will remain vacant
- Numbers 2-99 are free to be selected by series drivers. No leading zeroes (e.g. 04 instead of 4 is not allowed)

The starting number must be entered in the driver sign-up form (see Art. 5.1) and will be assigned on a first-come-first-served basis. Should a number not be available, the nearest possible higher number will be assigned in order of incoming mail. Any change to the starting number during the season must be approved by the director of competition.

2.2.7 Gaining entry to the Supercup

Gaining an entry to the Porsche TAG Heuer Esports Supercup can be done in two ways:

By competing successfully in the Porsche TAG Heuer Esports Supercup Contender series or by maintaining the license from the Porsche TAG Heuer Esports Supercup.

- The 15 highest points-scoring drivers after results finalization from the Porsche TAG Heuer Esports Supercup Contender Series 2022 / 2023 will be admitted entry to the series.
- The 15 highest points-scoring drivers after results finalization from the Porsche TAG Heuer Esports Supercup 2022 will be admitted entry to the series.

Please consider the regulatory steps required to gain admission

2.3 Season Schedule

The series features 6 rounds, starting on 24 September 2022 and finishing on 05 November 2022. This table shows the date, location, and duration (sprint / main) for each race. The in-game date is listed in cursive below the date and may differ from the actual race date. All races are held on Saturdays.

| Event | Date | Location |
|---------|---|---|
| Round 1 | 24 September 2022 <i>In-game Date: 24 September 2022</i> | Hockenheimring Baden-Württemberg - National A (11 Laps / 22 Laps) |
| Round 2 | 01 October 2022 <i>In-game Date: 01 October 2022</i> | Silverstone - International (14 Laps / 28 Laps) |
| Round 3 | 08 October 2022 <i>In-game Date: 08 October 2022</i> | Red Bull Ring - National (18 Laps / 36 Laps) |
| Round 4 | 15 October 2022 <i>In-game Date: 15 October 2022</i> | Watkins Glen - Classic (11 Laps / 22 Laps) |
| Round 5 | 29 October 2022 <i>In-game Date: 29 October 2022</i> | Nürburgring Grand-Prix Strecke - Sprintstrecke (11 Laps / 22 Laps) |
| Round 6 | 05 November 2022 <i>In-game Date: 22 October 2022</i> | Imola Grand-Prix (Autodromo Int. Enzo e Dino Ferrari) (8 Laps / 16 Laps) |

2.3.1 Session Settings

2.3.1.1 Weather Parameters

The weather is based on a weather forecast and will be using dynamic skies / ongoing weather progression. The weather forecast will be shared with the drivers in the drivers briefing prior to every event. The sun acceleration multiplier is set to 1x.

2.3.1.2 Time Parameters

In-Game session start time for the free practice session will be set at 11:45 in-game. Each session afterwards follows accordingly in real-time progression with the next session rounded up to the nearest 5-minutes in-game time.

2.3.1.3 Track Parameters

The track state will be set to generate for the start of the free practice session and carries over from each session. Marbles will be cleared between each session.

2.4 Event Format

An event will consist of (in order) 1 free practice, 1 qualifying, 1 sprint race, 1 warm-up and 1 main race. They will all be held in a single session, starting with the free practice, and ending with the main race. A standing start will be used for all race sessions.

2.4.1 Free Practice

The free practice session is an open session set at a duration of 18 minutes. It allows drivers to enter the event and gain familiarity with the track conditions.

2.4.2 Qualifying

The qualifying session will be utilizing the lone-qualifying format. The duration is set at a maximum of 1 lap in a duration of 8 minutes. Drivers are required to set valid lap times in

order to be scored. They may enter or leave the garage at any time during the qualifying session. The qualifying scrutiny will be set to strict.

2.4.3 Sprint Race

The sprint race will start in order of the qualifying finish with the quickest driver on pole-position and the slowest driver at the back. Drivers having not scored a time will be filling the grid at the back in order of their iRating.

The sprint race will last approx. 40km depending on the track. The duration will be set to a whole number of laps. Points will be awarded in finishing order (after penalties).

2.4.4 Warmup

Between the sprint- and the main race, a 5-minute open warmup session will take place to allow drivers to accommodate for different conditions during the main race and allow them a chance to rejoin the session should any problems occur.

2.4.5 Main Race

The main race starting grid will be made up of the Top 8 drivers from the sprint race in inverted finishing order, followed by the rest of the field in order of finish. This leads to the 8th placed finisher from the sprint race taking pole position in the main race, the 7th placed finisher taking 2nd, etc. The winner of the sprint race will start on 8th place accordingly. All positions from 9th will be resumed, so that the 9th positioned finisher from the sprint race will also start the main race in 9th position, etc. Drivers not having finished the sprint race are allowed to start the main race at the back of the field in order.

The main race will last approx. 80km depending on the track. The duration will be set to a whole number of laps. Points will be awarded in finishing order (after penalties).

2.5 Event Timetable

The following table shows the rundown for series race days. All races are held on Saturdays.

The session launch time (and thus start of Free Practice) is fixed at 18:45.00. The session start-, and end times following Free Practice may vary slightly depending on the track. The event is typically concluded at 20:25.00.

| Start | End | Session |
|----------|----------|--|
| 18:45:00 | 19:03:00 | Free Practice (18 Minutes) |
| 19:03:00 | 19:11:00 | Qualifying (1 Lap, 8 Minutes) |
| 19:13:15 | 19:28:15 | Sprint Race (~15 Minutes) |
| 19:30:00 | 19:35:00 | Warmup (5 Minutes) |
| 19:36:15 | 20:06:15 | Main Race (~30 Minutes) |
| 20:10:00 | 20:25:00 | Post-Race Interviews / Event Recap (~15 Minutes) |
| 20:25:00 | | End of Event |

2.6 Points System

Points are available in the qualifying session, sprint race, and main race. They will be awarded after penalties. The maximum points a driver can score is 85 points. The minimum points a driver can regularly achieve is 0 points. Drivers may be scored negative points (<0) in the season standings due to penalties.

2.6.1 Qualifying

Points will be awarded to the five highest finishing drivers from the qualifying session (after the results have been finalized) in the following distribution:

| Pos. | 1st | 2nd | 3rd | 4th | 5th |
|------|-----|-----|-----|-----|-----|
| Pts. | 10 | 8 | 6 | 4 | 2 |

2.6.2 Sprint Race

Points will be awarded to the 20 highest finishing drivers in the sprint race (after the results have been finalized) in the following distribution:

| Pos. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Pts. | 25 | 22 | 20 | 18 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |

| Pos. | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Pts. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

2.6.3 Main Race

Points will be awarded to the 25 highest finishing drivers in the main race (after the results have been finalized) in the following distribution:

| Pos. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Pts. | 50 | 45 | 40 | 37 | 34 | 31 | 28 | 26 | 24 | 22 | 20 | 18 | 16 | 14 | 12 | 10 | 9 | 8 | 7 | 6 |

| Pos. | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Pts. | 5 | 4 | 3 | 2 | 1 | - | - | - | - | - | - | - | - | - | - |

2.6.4 Tie Breaker

Should there be a tie in points, the following tie breaker rules apply for the season standings:

- 1) Wins in main race: The driver who has the most main race wins will be awarded the position.
- 2) Top 5 finishes in main race: The driver with the most main race top 5 finishes will be awarded the position.

- 3) Average finish in main race: The driver with the better finishing average will be awarded the position.
- 4) Least Incidents in main race over the course of the full season: The driver with the least number of incidents will be awarded the position.
- 5) Laps Led in main race over the course of the full season: The driver with the most laps led will be awarded the position

2.7 Driver Media Regulations

Races and media activities during the season will be enhanced by featuring drivers from a more personal point of view through video streams and audio feeds.

All drivers must ensure a stable connection throughout the entire event for especially their in-game connection as well as the audio feed / video stream connection. The audio feed / video stream may not at any time impair the in-game connection performance. Drivers who suffer from connection issues or are already aware of any issues before the respective events must reach out to the director of competition to resolve said issues immediately.

Unavailability or insufficient availability of the audio feed / video stream or any kind of connection issues in either the in-game or the audio feed / video stream connection may lead to a penalty up to the disqualification from the event or series. Sufficient availability is defined at the sole discretion of the series organization.

Drivers must ensure availability for interviews by the official broadcast crew, commentators, directors, or other series personnel.

Drivers may request to stream their own point-of-view by consulting the broadcast director. They must make sure that the official broadcast requirements are met first. Official series broadcast elements and regulations take priority in any case.

Requests must be made in writing to the broadcast director.

In any case of a point-of-view stream the streamer must provide a report of viewership and detailed statistics of their broadcast.

Details on how to join the video call and audio feed will be shared with the drivers prior to each race in the drivers briefing.

2.7.1 Video Regulations

All drivers are **required** to be connected to a specified video streaming conference call (e.g. "Zoom"). Drivers are mandated to join at 17:00 for a connection test each round. They must be available for the entire event from 18:00 until 21:00 or until the show has finished and no more media enquiries are made. While no regulations are in place for the specific video hardware used, drivers must be utilizing either their PC, a mobile device or other streaming device / camera setup of their choosing offering at least HD quality.

During all sessions, starting with the free practice and leading up to the finish of the main race, at least the drivers face, hands and steering wheel must be clearly visible in one scene (not cropped, edited, or cut together from multiple sources). Should a driver be using a virtual reality headset, then they must contact the series administration ahead of their first event.

All participants will be muted in the video streaming call and may receive a request to unmute their microphone for interviews. You should always be prepared for an interview if you are in the top 3 of qualifying, sprint or main race. Please frame your video nicely, in landscape and make sure you are clearly visible.

2.7.2 Audio Regulations

All drivers are **required** to be connected to an audio feed in a specified voice-over-IP software (e.g. "Teamspeak"). Drivers are mandated to join at 17:00 for a connection test each round. They must be available for the entire event from 18:00 until 21:00 or until the show has finished and no more media enquiries are made. There are no specific regulations regarding

the audio hardware that can be used but drivers must ensure the audio quality is at least on a HD level.

2.8 General Streaming Regulations

Any kind of broadcasts other than officially sanctioned or hosted by the series or their respective broadcast partner must be **explicitly allowed in written form by the series administration and otherwise are not permitted.**

Requests must be made in writing to the broadcast director.

In any case of a broadcast / stream the streamer must provide a report of viewership and detailed statistics of their broadcast. Furthermore a clear reference to the official series broadcast(s) must be given.

2.9 Team Regulations

The importance of teams, especially on a professional level, is recognized as drivers collaborate in preparation for each race event and produce a more exciting and competitive show. No assignments from teams to drivers or vice versa will be made.

For the Porsche TAG Heuer Esports Supercup team entries will be limited to **up to four (4) cars**. A team is defined by its name, insignia, primary sponsorship(s), primary color(s), or a combination of these features. Solely a single team may carry these defining features or any closely related appearance-defining elements. Cars within a team may however feature different secondary sponsors or driver sponsors, as long as they remain a minor adjustment or addition to the livery and follow the aforementioned rules. Additionally a distinction between the drivers of a team must be made using the color-code distinction areas on the front, rear and the mirrors of the car.

It is up to the series administration to define on a case-by-case basis if sufficient distinction is made. The series administration reserves the right to determine what constitutes a primary

sponsorship within the series, as well as reserving the right to approve or deny any requested team changes during the season at its own discretion. All decisions made by the series administration regarding livery and team approvals are final. Sponsors looking to be involved with more than four cars may contact the series administration to discuss further series sponsorship options.

Teams with >1 drivers must follow the driver distinction rules for liveries which are closer defined in Art. 2.12.1.

2.10 Officiating Process

The officiating will be done in a dedicated process and is not to be confused with the default iRacing protest system used in the Porsche TAG Heuer Esports Supercup Qualification Series.



Any driver participating in the race has the right to submit a protest for any incident or action during the event. The protest must be submitted in time using the protest sheet (see Art. 5.3). After the protest deadline has passed, all incidents submitted will be reviewed and judged upon by the stewards. Additionally, incidents or other actions may also be reviewed independently by the race director or stewards, even without an explicit protest.

Once all incidents have been reviewed, a full event review containing the respective rulings and penalties will be published. Subsequently, drivers penalized have the option to appeal the decision by responding and adding information from their point of view as well as providing material of their own, such as screenshots or replays. These appeals will be reviewed and ultimately the event review will be finalized.

2.10.1 Protests

A protest must be made via email to the director of competition using the **protest sheet (see Art. 5.3) or is otherwise inadmissible.** It must contain a precise description of the incident and a sufficient replay snippet as well as at least the following information:

- Subject of the incident (such as the respective event, session, etc.)
- Lap / timecode or corner(s) / part(s) of the track if applicable
- Drivers involved
- Description from own point of view
- Replay of the incident in question (archived and attached to the email or otherwise uploaded), sufficiently cut to the front, and back showcasing the full incident and if applicable the run up to / run down from it

The protest will be checked for admissibility upon receipt and will be reviewed after the protest deadline has passed. Frivolous protests will be ignored. Should a driver file such protests, a warning or penalty may be considered.

2.10.1.1 Protest Deadline

The protest deadline is set to **Saturday, 23:59, the day of the respective event.** Protests not submitted in time are inadmissible.

2.10.2 Event Review Publishing Date

The event review contains all protests and/or other incidents, their rulings and, if applicable, their penalties. The target publishing time for the event review is set to **Monday, 23:59, two days after the event.** The exact time may vary depending on the workload created by submitted protests.

2.10.3 Appeals

If a party involved in an incident reviewed by the stewards find the decision to be **grossly erroneous, malformatted, administratively or otherwise incorrect, or can provide new evidence** they may file an appeal. They are encouraged to also provide new information from their point of view as well as material of their own, such as screenshots or replays. An appeal can be made **once** per incident via email to the director of competition using **the protest sheet (see Art. 5.3)** and **must reference the respective incident or is otherwise inadmissible.**

The appeal will be checked for admissibility upon receipt and will be reviewed as soon as possible. Frivolous appeals will be ignored. Should a driver file such an appeal, a warning or penalty may be considered.

2.10.3.1 Appeal Deadline

The appeal deadline is set to 24 hours after the publishing date of the event review. The exact publishing time and date is set in the event review and will be used as the reference for the appeals deadline. Should it not be set, the deadline is set to 24 hours after the event review has been transmitted to the drivers, referencing the timestamp of the E-Mail or other form of message sent. Appeals not submitted in time are inadmissible.

2.10.4 Finalization of the Event Review

After the appeal deadline has passed and all appeals have been reviewed, the event review will be finalized. Once the event review has been finalized no further appeals are possible. The target publishing time of the final event review is set to **Wednesday, 23:59, four days after the event.** The exact time may vary depending on the workload created by submitted protests and appeals.

2.11 Penalties

Should drivers be found at fault in the event review by stewards' decision or have otherwise infringed rules or breached conduct guidelines, penalties may be assigned. Penalties can reach from a warning to points penalties, event disqualification, qualifying- or race exclusion, up to the series exclusion depending on the severity of the incident. There may also be no penalty applied for an accident. Examples include incidents caused in majority by latency, influenced in majority by network connection, or incidents that could not have been avoided by either driver. These incidents may be deemed a racing incident and thus are not subject to a penalty above a potential warning to either or both drivers.

iRacing Stewards have sole ownership of determining what is or is not worthy of a penalty.

No penalties, other than automatically applied penalties by the simulation itself are assigned during the live event, thus incidents from qualifying sessions or intermediate sessions may have no immediate effect on the following (race) sessions. Incidents that are considered to have changed the course of the event in a large(r) amount, for example among the inverted grid positions, may result in an adapted penalty. Repeat offenders may also receive adapted penalties, should they have been warned or penalized for the same or a similar type of offence before.

2.11.1 Warning

Assigned for negligible / very light incidents or on-/off track behavior that would not necessarily warrant a penalty. May also be assigned for incidents that are caused in majority by latency, influenced in majority by network connection, or incidents that could not have been avoided by either driver. Existing warnings may be considered in the application of penalties.

2.11.2 Points Penalties

Points Penalties may be assigned for any incident depending on incident severity. They will be applied by deducting the respective number of points from the drivers' season points total.

Points penalties can be assigned for any type of incident depending on infringement severity in the steps of 5, 10, 15 or 25 points penalties.

In case of a points penalty, the points of the driver(s) will be adjusted post-event. Points penalties cannot be dropped.

2.11.3 Disqualification

Drivers may be disqualified for excessive infringements, actions detrimental to the series, repeatedly assigned severe penalties, as well as for intentionally causing an incident. A disqualification applies to all event sessions, therefore in case of a disqualification all points for the driver in question will be nulled for the respective event. The points awarded by the rest of the field will not be adjusted.

2.11.4 Qualifying exclusion for future round(s)

An exclusion from one or multiple qualifying sessions is a penalty that reaches beyond regular points penalties or addresses further detrimental behavior. It may be applied separately or in addition to other penalties. In case of a qualifying exclusion, the driver in question may not leave the pits during the qualifying session. Should the driver leave the pits during the qualifying session, he will be disqualified for the event in question. Further penalties up to the series exclusion may apply.

2.11.5 Event exclusion for future round(s)

An exclusion from one or multiple events may be applied for actions so detrimental that warrant the exclusion of a driver. In case of an even exclusion, the driver in question may not

connect to the event session for the respective event at all. Should he attend any session during the event in question, further penalties up to the series exclusion may apply.

2.11.6 Series Exclusion

Drivers may be excluded from the series for (repeatedly) infringing behavioral guidelines or for detrimental actions on- or off-track. The exclusion from the series is permanent and will lead to the driver forfeiting their license as well as null all their points. The series exclusion may extend to future seasons and represents the ultimate penalty.

2.11.7 Incident Limit

The incident limit for all races will be set at 17 incidents for both the sprint- and main race sessions. Upon reaching or when surpassing 17 incidents, the driver in question will receive an automatic drive-through penalty.

Upon reaching or when surpassing 25 incidents in the sprint- or main race, the driver in question will receive an automatic disqualification from the race in question.

2.11.8 Addition Driver Conduct Penalties

All drivers are held to the highest standards, both on- and off-track and are expected to represent the series, its partners, and sponsors in a positive fashion.

Should a driver quit a session / event (for example by using ALT+F4 or prematurely quitting a race after incidents), or should a driver quit the audio / video conference calls prematurely, otherwise behave in an unprofessional manor or in a way that can be considered an infringement against the iRacing.com Sporting Code and thus infringe the spirit of the series, he may be penalized with one of the penalties mentioned above, up to the series exclusion.

2.11.9 Driver Attendance

Driver attendance for the season is presumed for all drivers.

Drivers may miss a maximum of 1 round of the Porsche TAG Heuer Esports Supercup Contender Series season. If a driver misses more than 1 round, he loses his eligibility to qualify for the attached Porsche TAG Heuer Supercup season. iRacing and/or Porsche reserve the right to waive this rule.

If a driver is unable to attend the series or is unable to attend in the required number of races, he may voluntarily forfeit his license **prior** to admission date (according to Art. 2.2.2.1). In this case, no penalty (as described above) is assigned.

2.12 Livery Regulations

All drivers are encouraged to use custom liveries representing their teams, sponsors, and partners in compliance with the iRacing rules. The base vehicle template is available for download through the iRacing Paint Shop.

For this series specifically, mandatory livery additions are made. They are provided as separate files or layers and may include different options (e.g. light / dark) to ensure readability of all features. These files or layers may not be altered in any way (size, position, coloring, etc.) and must remain on the top layer of the livery. Furthermore the areas defined as restricted areas may not be used by the participants and are reserved exclusively for use by the series organization. All mandatory features and restricted areas are closer described in Art. 5.2.

Driver helmets and / or suits may be painted to drivers liking in compliance with the iRacing Rules. All liveries are subject to iRacing's approval and can be rejected for any reason.

The vehicle liveries may not contain any graphics, logos, brands, or other images conflicting with the series sponsors, especially TAG Heuer, Michelin, or Mobil 1.

This includes logos, signets, and other forms of representation from conflicting series, including own Porsche-branded series, also including other Porsche one-make cups. All

related branding must be coordinated and explicitly allowed by iRacing and/or Porsche directly and is otherwise forbidden.

The driver - respectively the team - submitting a livery must reserve all rights.

2.12.1 Color Differentiation / Driver Distinction Areas

To distinguish drivers in a team of size >1 there are distinction areas available on the vehicle that **must be used**. The following areas are defined as driver distinction areas:

- Mirrors L/R
- Front bumper area surrounding the central air intake
- Rear bumper area above and surrounding the exhaust and diffuser

These areas must be painted via a unicolor / monochrome fill and must obey the following rules:

- If unicolor: > 50% brightness and 50% saturation
- If monochrome: > 50% brightness with 0% saturation

Drivers in a team must be using colors that allow for sufficient distinction. For example red, yellow, green, and blue for a team of four drivers. It is up to the series administration to define on a case-by-case basis if sufficient distinction is made.

2.12.2 Additional Livery Regulations

Should it be necessary to further distinguish select drivers, adaptations to the series template may be made, especially in regard to colors. These changes will be applied to the base livery submitted by the participants and **do not require any additional input from the drivers or teams**.

2.12.3 Media / Livery Submission

Base liveries, suit, helmet designs, additional livery information, driver and team media must be submitted via a form to the broadcast director. **The link to the form submission can be found on Discord.**

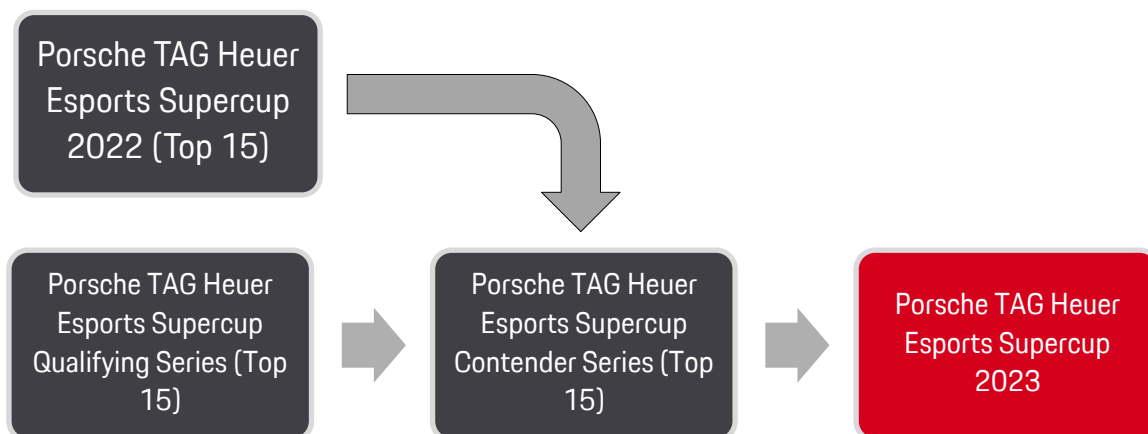
For the first round of the season the submission deadline is set to **Sunday, 11 September 2022, 23:59 UTC.**

The rolling livery submission deadline for round 2 onward is set to Sunday before each race, 23:59 UTC. For example, the deadline for round 2 is set to **Sunday, 25 September 2022, 23:59 UTC.**

3 Porsche TAG Heuer Esports Supercup

3.1 Definition

The Porsche TAG Heuer Esports Supercup is the most prestigious virtual Porsche One-Make series. It is limited to iRacing members who have qualified through the Porsche TAG Heuer Esports Supercup Contender Series or have retained their license from the year prior. As it forms the pinnacle of competition all drivers are held to the highest standards, both on- and off-track and drivers are expected to represent the series, its partners, and sponsors in a positive fashion. The Porsche 911 GT3 Cup (992) will be used. The graphic below illustrates the series structure.



3.1.1 Roles and Personnel

Director of Competition: race.director@iracing.com

Director of Marketing and Communications: kevin.bobbitt@iracing.com

Broadcast Director: drew.adamson@iracing.com

3.2 Championship Details

3.2.1 Rules of Communication

Official sporting communication will be done solely via email between the drivers and the director of competition, chief steward or stewards appointed. For easier casual

communication and quick contact to race officials, media / press representatives and each other, each driver is **mandated** to join the official series discord. Drivers will be contacted with an invite link upon qualifying for the series. Should drivers wish to add team personnel such as a team manager or media representative they may contact one of the series staff members on discord to request an additional invite.

3.2.2 Admission to the Supercup

Gaining an entry to the Porsche TAG Heuer Esports Supercup can be done in two ways:

By competing successfully in the Porsche TAG Heuer Esports Supercup Contender series or by maintaining the license from the Porsche TAG Heuer Esports Supercup 2022.

- The 15 highest points-scoring drivers after results finalization from the Porsche TAG Heuer Esports Supercup Contender Series 2022 / 2023 will be admitted entry to the series.
- The 15 highest points-scoring drivers after results finalization from the Porsche TAG Heuer Esports Supercup 2022 will be admitted entry to the series.

3.2.2.1 Confirmation of Entry

All drivers must confirm their participation in writing utilizing the Driver Sign-Up Form from Art. 5.1 by the admission date of 10 November 2022, 23:59 via the director of competition.

Any changes made to the initial sign-up must be communicated in this way also. The rolling sign-up change deadline is set to Sunday before each race, 23:59 UTC. For example, the deadline for the season opener is set to **Sunday, 29 January 2023, 23:59 UTC**.

Once the series grid is determined, or if changes to the grid are made throughout the season, an official series participant list will be published.

3.2.2.2 Late Entry / Open Spots

Should any competitor choose to not compete, is ineligible, or miss the sign-up deadline, the next best points-scoring driver from the Contender Series will move up. In that case this driver will be contacted immediately to confirm his series participation. In case of open slots during the season the next best points-scoring driver from the Contender Series may be considered for participation. In that case this driver will be contacted immediately to confirm his series participation.

3.2.2.3 Voluntary Opt-Out

Drivers can voluntarily opt out of the series at any time. In that case their entry is dropped from the series and the points and prizemoney earned up to that point will remain. Re-Entry to the series will not be admitted.

An opt-out must be submitted in writing to the director or competition.

3.2.2.4 Substitute Drivers

Substitute drivers are not permitted.

3.2.3 Competition License

The series participants will be awarded a "Pro/WC" license. **All series participants must be above Class A / 1.00 by the admission date of 10 November 2022, 23:59 to be automatically upgraded to a Pro/WC license and must maintain this license to compete.**

Should a driver fall below a Pro/WC 1.0 safety rating, their Pro/WC license is suspended, and series participation is prohibited. The driver in question can drive at the lower-class levels and regain their Pro/WC licenses by achieving a Class A 4.0 or higher safety rating. Furthermore, a driver may also temporarily or permanently lose their license for incidents or other actions deemed detrimental to the series.

3.2.4 Series Hosting

All championship races are being held in the iRacing league system. Invites will be sent out prior to the season. It is the driver's responsibility to accept these invites and familiarize themselves with the iRacing league system.

3.2.4.1 Drop Round

No drop rounds will be used.

3.2.5 Drivers Briefing

Prior to every round a drivers briefing will be sent out to the drivers via email. It contains vital information such as session and event details, weather forecast, or connection details for audio / video services and therefore must be read and understood by every driver.

3.2.6 Starting Numbers

All drivers may choose a starting number prior to the season following these rules:

- Number 1 is reserved for the reigning series champion. Should he choose to select a different number or not attend, the number will remain vacant.
- Numbers 2-99 are free to be selected by series drivers. No leading zeroes (e.g. 04 instead of 4 is not allowed)

The starting number must be entered in the driver sign-up form (see Art. 5.1) and will be assigned on a first-come-first-served basis. Should a number not be available, the nearest possible higher number will be assigned in order of incoming mail. Any change to the starting number during the season must be approved by the director of competition

3.2.7 Rookie Championship

The rookie championship is a secondary championship scoring system for first-time participating drivers ("rookies"). Driver must not have participated in one of the previous year's

Porsche TAG Heuer Esports Supercup championships to be eligible. They will be automatically entered should they be eligible. There is no extra points system or scoring, the points earned in the regular championship will be used for the rookie championship as well, meaning that besides the regular championship, rookies will also be scored in the rookie championship. The driver title "rookie" will be applied to the drivers automatically.

The series administration reserves the right to not host or cancel the Rookie Championship should less than three (3) rookie drivers be entered in the series at any time.

3.2.8 Championship Titles

The highest points-scoring driver at the end of the season after standings finalization is crowned the "Porsche TAG Heuer Esports Supercup Champion".

The highest points-scoring rookie at the end of the season will be awarded the title "Rookie of the Year"

3.2.9 Entry to future seasons

The 15 highest points-scoring drivers after results finalization from the Porsche TAG Heuer Esports Supercup 2023 will maintain their licenses and are eligible for participation in the subsequent season.

Drivers from **16th to 30th** will be demoted to a Pro license and are eligible for contender series participation in the subsequent season.

The series administration reserves the right to change the admission procedure for future seasons.

3.3 Season Schedule

The series features 10 rounds, starting on 04 February 2023 and finishing on 03 June 2023.

This table shows the date, location, and duration (sprint / main) for each race. The in-game

date is listed in cursive below the date and may differ from the actual race date. All races are held on Saturdays.

| Event | Date | Location |
|--------------|--|--|
| Media Day | 26 November 2022 | tbd |
| Round 1 | 04 February 2023 <i>In-game Datetime: 01 Apr 2023 11:45</i> | Hockenheimring Baden-Württemberg - Grand Prix (9 Laps / 18 Laps) |
| Round 2 | 18 February 2023 <i>In-game Datetime: 15 Apr 2023 13:00</i> | Circuit de Nevers Magny-Cours - Grand Prix (10 Laps / 20 Laps) |
| Round 3 | 04 March 2023 <i>In-game Datetime: tbd</i> | <i>Track decided by community vote</i> <i>(tbd Laps / tbd Laps)</i> |
| Round 4 | 18 March 2023 <i>In-game Datetime: 18 Mar 2023 16:15</i> | Circuit of the Americas (Grand-Prix) (8 laps / 16 laps) |
| Round 5 | 01 April 2023 <i>In-game Datetime: 01 May 2023 09:45</i> | Red Bull Ring - Grand Prix (10 Laps / 20 Laps) |
| Round 6 | 08 April 2023 <i>In-game Datetime: 15 Jul 2023 13:45</i> | Watkins Glen - Classic (11 Laps / 22 Laps) |
| Round 7 | 22 April 2023 <i>In-game Datetime: 22 Apr 2023 11:45</i> | Circuit de Spa-Francorchamps - Grand Prix Pits (6 laps / 12 laps) |
| Round 8 | 06 May 2023 <i>In-game Datetime: 09 Sep 2023 14:15</i> | Nürburgring Combined - Gesamtstrecke 24h (3 laps / 4 laps) |
| Round 9 | 20 May 2023 <i>In-game Datetime: 20 May 2023 15:00</i> | Circuit des 24 Heures du Mans (3 laps / 6 laps) |
| Round 10 | 03 June 2023 <i>In-game Datetime: 30 Sep 2023 11:45</i> | Autodromo Nazionale Monza - Grand Prix (7 laps / 14 laps) |

3.3.1 Session Settings

3.3.1.1 Weather Parameters

The weather is based on a weather forecast and will be using dynamic skies / ongoing weather progression. The weather forecast will be shared with the drivers in the drivers briefing prior to every event. The sun acceleration multiplier is set to 1x.

3.3.1.2 Time Parameters

The In-Game session start time for the free practice session is set according to the table in 3.3. Each session afterwards follows accordingly in real-time progression with the next session rounded up to the nearest 5-minutes in-game time.

3.3.1.3 Track Parameters

The track state will be set to generate for the start of the free practice session and carries over from each session. Marbles will be cleared between each session.

3.4 Event Format

An event will consist of (in order) 1 free practice session, 1 qualifying session, 1 sprint race, 1 warm-up and 1 main race. They will all be held in a single session, starting with the free practice, and ending with the main race. A standing start will be used for all race sessions.

3.4.1 Free Practice

The free practice session is an open session set at a duration of 18 minutes. It allows drivers to enter the event and gain familiarity with the track conditions.

3.4.2 Qualifying

The qualifying session is a single closed session (lone qualifying) set at a duration of 30 minutes. The qualifying session will be advanced manually, but no earlier than 12 Minutes after session start. Detailed information for each round is given in the drivers briefing.

All participants receive **one attempt** (one flying lap) to set a valid lap time.

The qualifying is split into two groups (A, B).

- **Group A** consists of all drivers ranked **P6 to P30** in the championship standings*
- **Group B** consists of the drivers in **P1 to P5** in the championship standings*.

**For the first round, the final standings from the previous season will be taken with the newly qualified drivers added at the back. Should drivers from the previous season not participate, newly qualified drivers will move up. For every other round the current standings will be taken.*

At the beginning of the qualifying session, all drivers in group A are instructed to leave the pitlane within the first 60s of the session time in no particular order. The pit exit opens at the beginning of the session and is closed after 60 seconds for all participants.

Drivers in group B will be asked to remain inside the garage until they are called up one-by-one in ascending order, in 60s intervals, starting at a session time of 150s (2:30 min). They are instructed to leave the garage within 30 seconds after being called up.

The pit exit remains closed otherwise unless explicitly instructed otherwise. Pit light signals are announced via in-game text chat. Leaving the track via the escape button or pitting in is allowed but drivers must respect pit light signals at all times.

Following incorrect qualifying procedure, group assignment, exiting the pits under red, during the incorrect time or otherwise infringing the aforementioned instructions may result in a penalty up to the disqualification from the event according to Art. 3.12.3. Furthermore the driver in question may be excluded from qualifying in the next round according to Art. 3.12.4.

The table below shows the structure of qualifying.

| Group | Standings | Pit Exit Open <i>(UTC / Session Time)</i> | Pit Exit Open Duration | Pit Exit Closed <i>(UTC / Session Time)</i> |
|--------------------|------------------|---|---|---|
| Qualifying Group A | P6 - P30 | 19:03.00 / 00:00.00 | 60s | 19:04.00 / 00:01.00 |
| Qualifying Group B | P5 | 19:05.30 / 00:02.30 | 30s | 19:06.00 / 00:03.00 |
| | P4 | 19:06.30 / 00:03.30 | 30s | 19:07.00 / 00:04.00 |
| | P3 | 19:07.30 / 00:04.30 | 30s | 19:08.00 / 00:05.00 |
| | P2 | 19:08.30 / 00:05.30 | 30s | 19:09.00 / 00:06.00 |
| | P1 | 19:09.30 / 00:06.30 | 30s | 19:10.00 / 00:07.00 |

3.4.3 Sprint Race

The sprint race will start in order of the qualifying finish with the quickest driver on pole-position and the slowest driver at the back. Drivers having not scored a time will be filling the grid at the back in order of their iRating.

It will last approx. 40km depending on the track. The duration will be set to a whole number of laps. Points will be awarded in finishing order (after penalties).

3.4.4 Warmup

Between the sprint- and the main race, a 5-minute open warmup session will take place to allow drivers to accommodate for different conditions during the main race and allow them a chance to rejoin the session should any problems occur.

3.4.5 Main Race

The main race starting grid will be made up of the Top 8 drivers from the sprint race in inverted finishing order, followed by the rest of the field in order of finish. This leads to the 8th placed finisher from the sprint race taking pole position in the main race, the 7th placed finisher taking 2nd, etc. The winner of the sprint race will start on 8th place accordingly. All positions from 9th will be resumed, meaning that the 9th positioned finisher from the sprint race will also start

the main race in 9th position and so on. Drivers not having finished the sprint race are allowed to start the main race at the back of the field in order.

The main race will last approx. 80km depending on the track. The duration will be set to a whole number of laps. Points will be awarded in finishing order (after penalties).

3.5 Event Timetable

The following table shows the rundown for series race days. All races are held on Saturdays.

The session launch time (and thus start of Free Practice) is fixed at 18:45.00. The session start-, and end times following Free Practice may vary slightly depending on the track. The event is typically concluded at 20:25.00

| Start | End | Session |
|----------|----------|--|
| 18:45:00 | 19:03:00 | Free Practice (18 Minutes) |
| 19:03:00 | 19:13:00 | Qualifying (1 Lap, ~12 Minutes) |
| 19:15:15 | 19:30:15 | Sprint Race (~15 Minutes) |
| 19:32:00 | 19:37:00 | Warmup (5 Minutes) |
| 19:38:15 | 20:08:15 | Main Race (~30 Minutes) |
| 20:10:00 | 20:25:00 | Post-Race Interviews / Event Recap (~15 Minutes) |
| 20:25:00 | | End of Event |

3.6 Points System

Points are available in the qualifying session, sprint race, and main race. They will be awarded after penalties. The maximum points a driver can score is 85 points. The minimum points a driver can regularly achieve is 0 points. Drivers may be scored negative points (<0) in the season standings due to penalties.

3.6.1 Qualifying

Points will be awarded to the five highest finishing drivers from the qualifying session (after the results have been finalized) in the following distribution:

| Pos. | 1st | 2nd | 3rd | 4th | 5th |
|------|-----|-----|-----|-----|-----|
| Pts. | 10 | 8 | 6 | 4 | 2 |

3.6.2 Sprint Race

Points will be awarded to the 20 highest finishing drivers in the sprint race (after the results have been finalized) in the following distribution:

| Pos. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Pts. | 25 | 22 | 20 | 18 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |

| Pos. | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|------|----|----|----|----|----|----|----|----|----|----|
| Pts. | - | - | - | - | - | - | - | - | - | - |

3.6.3 Main Race

Points will be awarded to the 25 highest finishing drivers in the main race (after the results have been finalized) in the following distribution:

| Pos. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Pts. | 50 | 45 | 40 | 37 | 34 | 31 | 28 | 26 | 24 | 22 | 20 | 18 | 16 | 14 | 12 | 10 | 9 | 8 | 7 | 6 |

| Pos. | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|------|----|----|----|----|----|----|----|----|----|----|
| Pts. | 5 | 4 | 3 | 2 | 1 | - | - | - | - | - |

3.6.4 Tie Breaker

Should there be a tie in points, the following tie breaker rules apply for the season standings:

- 1) Wins in main race: The driver who has the most main race wins will be awarded the position.
- 2) Top 5 finishes in main race: The driver with the most main race top 5 finishes will be awarded the position.
- 3) Average finish in main race: The driver with the better finishing average will be awarded the position.
- 4) Least Incidents in main race over the course of the full season: The driver with the least number of incidents will be awarded the position.
- 5) Laps Led in main race over the course of the full season: The driver with the most laps led will be awarded the position

3.7 Prizes

A total of \$200,000 will be on offer: \$16,000 in total race winnings and \$184,000 in season winnings.

3.7.1 TAG Heuer Pole Award

Series title sponsor TAG Heuer will award the driver with the most pole-positions (fastest laps from qualifying) a special TAG Heuer Connected Watch at the end of the season. Should a tiebreaker be required, the total amount of second places, third places, (...) up to 40th place will be considered.

3.7.2 Event Winnings

A total of \$1,600 per event (\$16,000 for the season) will be awarded based on the **total points achieved in the event after results finalization**. Should a tiebreaker be required, the better main race position will be considered.

| Event Result | Prize Money |
|--------------|-------------|
| 1st | \$ 1.000 |
| 2nd | \$ 400 |
| 3rd | \$ 200 |

3.7.3 Season Winnings

A total of \$184,000 for the season will be awarded.

| Season Result | Prize Money |
|---------------|-------------|
| 1st | \$ 50.000 |
| 2nd | \$ 25.000 |
| 3rd | \$ 17.500 |
| 4th | \$ 15.000 |
| 5th | \$ 12.500 |
| 6th | \$ 10.250 |
| 7th | \$ 9.000 |
| 8th | \$ 8.000 |
| 9th | \$ 7.000 |
| 10th | \$ 6.000 |

| Season Result | Prize Money |
|---------------|-------------|
| 11th | \$ 5.000 |
| 12th | \$ 4.250 |
| 13th | \$ 3.500 |
| 14th | \$ 2.750 |
| 15th | \$ 2.000 |
| 16th | \$ 1.750 |
| 17th | \$ 1.500 |
| 18th | \$ 1.250 |
| 19th | \$ 1.000 |
| 20th | \$ 750 |

3.8 Driver Media Regulations

Races and media activities during the season will be enhanced by featuring drivers from a more personal point of view through video streams and audio feeds.

All drivers must ensure a stable connection throughout the entire event for especially their in-game connection as well as the audio feed / video stream connection. The audio feed / video stream may not at any time impair the in-game connection performance. Drivers who suffer from connection issues or are already aware of any issues before the respective events must reach out to the director of competition to resolve said issues immediately. **Unavailability or insufficient availability of the audio feed / video stream or any kind of connection issues in**

either the in-game or the audio feed / video stream connection may lead to a penalty up to the disqualification from the event or series. Sufficient availability is defined at the sole discretion of the series organization. Drivers must ensure availability for interviews by the official broadcast crew, commentators, directors, or other series personnel.

Drivers may request to stream their own point-of-view by consulting the broadcast director. They must make sure that the official broadcast requirements are met first. Official series broadcast elements and regulations take priority in any case.

Requests must be made in writing to the broadcast director.

In any case of a point-of-view stream the streamer must provide a report of viewership and detailed statistics of their broadcast.

Details on how to join the video call and audio feed will be shared with the drivers prior to each race in the drivers briefing.

3.8.1 Video Regulations

All drivers are **required** to be connected to a specified video streaming conference call (e.g. "Zoom"). Drivers are mandated to join at 17:00 for a connection test each round. They must be available for the entire event from 18:00 until 21:00 or until the show has finished and no more media enquiries are made. While no regulations are in place for the specific video hardware used, drivers must be utilizing either their PC, a mobile device or other streaming device / camera setup of their choosing offering at least HD quality.

During all sessions, starting with the free practice and leading up to the finish of the main race, at least the drivers face, hands and steering wheel must be clearly visible in one scene (not cropped, edited, or cut together from multiple sources). Should a driver be using a virtual reality headset, then they must contact the series administration ahead of their first event.

All participants will be muted in the video streaming call and may receive a request to unmute their microphone for interviews. You should always be prepared for an interview if you are in the top 3 of qualifying, sprint or main race. Please frame your video nicely, in landscape and make sure you are clearly visible.

3.8.2 Audio Regulations

All drivers are **required** to be connected to an audio feed in a specified voice-over-IP software (e.g. "Teamspeak"). Drivers are mandated to join at 17:00 for a connection test each round. They must be available for the entire event from 18:00 until 21:00 or until the show has finished and no more media enquiries are made. There are no specific regulations regarding the audio hardware that can be used but drivers must ensure the audio quality is at least on a HD level.

3.9 General Streaming Regulations

Any kind of broadcasts other than officially sanctioned or hosted by the series or their respective broadcast partner must be **explicitly allowed in written form by the series administration and otherwise are not permitted.**

Requests must be made in writing to the broadcast director.

In any case of a broadcast / stream the streamer must provide a report of viewership and detailed statistics of their broadcast. Furthermore a clear reference to the official series broadcast(s) must be given.

3.10 Team Regulations

The importance of teams, especially on a professional level, is recognized as drivers collaborate in preparation for each race event and produce a more exciting and competitive show. No assignments from teams to drivers or vice versa will be made.

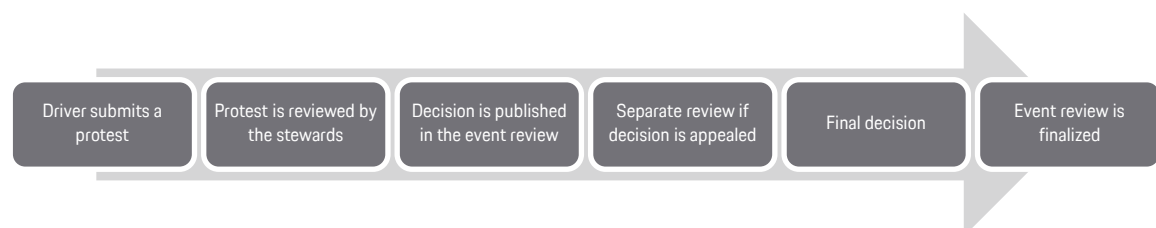
For the Porsche TAG Heuer Esports Supercup team entries will be limited to **up to four (4) cars**. A team is defined by its name, insignia, primary sponsorship(s), primary color(s), or a combination of these features. Solely a single team may carry these defining features or any closely related appearance-defining elements. Cars within a team may however feature different secondary sponsors or driver sponsors, as long as they remain a minor adjustment or addition to the livery and follow the aforementioned rules. Additionally a distinction between the drivers of a team must be made using the color-code distinction areas on the front, rear and the mirrors of the car.

It is up to the series administration to define on a case-by-case basis if sufficient distinction is made. The series administration reserves the right to determine what constitutes a primary sponsorship within the series, as well as reserving the right to approve or deny any requested team changes during the season at its own discretion. All decisions made by the series administration regarding livery and team approvals are final. Sponsors looking to be involved with more than four cars may contact the series administration to discuss further series sponsorship options.

Teams with >1 drivers must follow the driver distinction rules for liveries which are closer defined in Art. 3.13.1.

3.11 Officiating Process

The officiating will be done in a dedicated process and is not to be confused with the default iRacing protest system used in the Porsche TAG Heuer Esports Supercup Qualification Series.



Any driver participating in the race has the right to submit a protest for any incident or action during the event. The protest must be submitted in time using the protest sheet (see Art. 5.3). After the protest deadline has passed, all incidents submitted will be reviewed and judged upon by the stewards. Additionally, incidents or other actions may also be reviewed independently by the race director or stewards, even without an explicit protest.

Once all incidents have been reviewed, a full event review containing the respective rulings and penalties will be published. Subsequently, drivers penalized have the option to appeal the decision by responding and adding information from their point of view as well as providing material of their own, such as screenshots or replays. These appeals will be reviewed and ultimately the event review will be finalized.

3.11.1 Protests

A protest must be made via email to the director of competition using the **protest sheet (see Art. 5.3) or is otherwise inadmissible.** It must contain a precise description of the incident and a sufficient replay snippet as well as at least the following information:

- Subject of the incident (such as the respective event, session, etc.)
- Lap / timecode or corner(s) / part(s) of the track if applicable
- Drivers involved
- Description from own point of view
- Replay of the incident in question (archived and attached to the email or otherwise uploaded), sufficiently cut to the front, and back showcasing the full incident and if applicable the run up to / run down from it

The protest will be checked for admissibility upon receipt and will be reviewed after the protest deadline has passed. Frivolous protests will be ignored. Should a driver file such protests, a warning or penalty may be considered.

3.11.1.1 Protest Deadline

The protest deadline is set to **Saturday, 23:59, the day of the respective event.** Protests not submitted in time are inadmissible.

3.11.2 Event Review Publishing Date

The event review contains all protests and/or other incidents, their rulings and, if applicable, their penalties. The target publishing time for the event review is set to **Monday, 23:59, two days after the event.** The exact time may vary depending on the workload created by submitted protests.

3.11.3 Appeals

If a party involved in an incident reviewed by the stewards find the decision to be **grossly erroneous, malformed, administratively or otherwise incorrect, or can provide new evidence** they may file an appeal. They are encouraged to also provide new information from their point of view as well as material of their own, such as screenshots or replays. An appeal can be made **once** per incident via email to the director of competition using **the protest sheet (see Art. 5.3) and must reference the respective incident or is otherwise inadmissible.**

The appeal will be checked for admissibility upon receipt and will be reviewed as soon as possible. Frivolous appeals will be ignored. Should a driver file such an appeal, a warning or penalty may be considered.

3.11.3.1 Appeal Deadline

The appeal deadline is set to 24 hours after the publishing date of the event review. The exact publishing time and date is set in the event review and will be used as the reference for the appeals deadline. Should it not be set, the deadline is set to 24 hours after the event review has been transmitted to the drivers, referencing the timestamp of the E-Mail or other form of message sent. Appeals not submitted in time are inadmissible.

3.11.4 Finalization of the Event Review

After the appeal deadline has passed and all appeals have been reviewed, the event review will be finalized. Once the event review has been finalized no further appeals are possible. The target publishing time of the final event review is set to **Wednesday, 23:59, four days after the event.** The exact time may vary depending on the workload created by submitted protests and appeals.

3.12 Penalties

Should drivers be found at fault in the event review by stewards' decision or have otherwise infringed rules or breached conduct guidelines, penalties may be assigned. Penalties can reach from a warning to points penalties, event disqualification, qualifying- or race exclusion, up to the series exclusion depending on the severity of the incident. There may also be no penalty applied for an accident. Examples include incidents caused in majority by latency, influenced in majority by network connection, or incidents that could not have been avoided by either driver. These incidents may be deemed a racing incident and thus are not subject to a penalty above a potential warning to either or both drivers.

iRacing Stewards have sole ownership of determining what is or is not worthy of a penalty.

No penalties, other than automatically applied penalties by the simulation itself are assigned during the live event, thus incidents from qualifying sessions or intermediate sessions may have no immediate effect on the following (race) sessions. Incidents that are considered to have changed the course of the event in a large(r) amount, for example among the inverted grid positions, may result in an adapted penalty. Repeat offenders may also receive adapted penalties, should they have been warned or penalized for the same or a similar type of offence before.

3.12.1 Warning

Assigned for negligible / very light incidents or on-/off track behavior that would not necessarily warrant a penalty. May also be assigned for incidents that are caused in majority by latency, influenced in majority by network connection, or incidents that could not have been avoided by either driver. Existing warnings may be considered in the application of penalties.

3.12.2 Points Penalties

Points Penalties may be assigned for any incident depending on incident severity. They will be applied by deducting the respective number of points from the drivers' season points total. Points penalties can be assigned for any type of incident depending on infringement severity in the steps of 5, 10, 15 or 25 points penalties.

In case of a points penalty, the points of the driver(s) will be adjusted post-event. Points penalties cannot be dropped.

3.12.3 Disqualification

Drivers may be disqualified for excessive infringements, actions detrimental to the series, repeatedly assigned severe penalties, for intentionally causing an incident or infringements during qualifying. A disqualification applies to all event sessions, therefore in case of a disqualification all points for the driver in question will be nulled for the respective event. The points awarded by the rest of the field will not be adjusted.

3.12.4 Qualifying exclusion for future round(s)

An exclusion from one or multiple qualifying sessions is a penalty that reaches beyond regular points penalties or addresses further detrimental behavior. It may be applied separately or in addition to other penalties. In case of a qualifying exclusion, the driver in question may not leave the pits during the qualifying session. Should the driver leave the pits during the

qualifying session, he will be disqualified for the event in question. Further penalties up to the series exclusion may apply.

3.12.5 Event exclusion for future round(s)

An exclusion from one or multiple events may be applied for actions so detrimental that warrant the exclusion of a driver. In case of an even exclusion, the driver in question may not connect to the event session for the respective event at all. Should he attend any session during the event in question, further penalties up to the series exclusion may apply.

3.12.6 Series Exclusion

Drivers may be excluded from the series for (repeatedly) infringing behavioral guidelines or for detrimental actions on- or off-track. The exclusion from the series is permanent and will lead to the driver forfeiting their license as well as null all their points. The series exclusion may extend to future seasons and represents the ultimate penalty.

3.12.7 Incident Limit

The incident limit for all races will be set at 17 incidents for both the sprint- and main race sessions. Upon reaching or when surpassing 17 incidents, the driver in question will receive an automatic drive-through penalty.

Upon reaching or when surpassing 25 incidents in the sprint- or main race, the driver in question will receive an automatic disqualification from the race in question.

3.12.8 Addition Driver Conduct Penalties

All drivers are held to the highest standards, both on- and off-track and are expected to represent the series, its partners, and sponsors in a positive fashion.

Should a driver quit a session / event (for example by using ALT+F4 or prematurely quitting a race after incidents), or should a driver quit the audio / video conference calls prematurely,

otherwise behave in an unprofessional manor or in a way that can be considered an infringement against the iRacing.com Sporting Code and thus infringe the spirit of the series, he may be penalized with one of the penalties mentioned above, up to the series exclusion.

3.12.9 Driver Attendance

Driver attendance for the season is presumed for all drivers.

Drivers may miss up to 2 rounds of the Porsche TAG Heuer Esports Supercup season. If a driver misses more than 2 rounds, he automatically forfeits his license for the following season. In addition, he will not be eligible to qualify for the series in the following season. iRacing and/or Porsche reserve the right to waive this rule.

If a driver is unable to attend the series or is unable to attend in the required number of races, he may voluntarily forfeit his license **prior** to admission date (according to Art. 3.2.2.1). In this case, no penalty (as described above) is assigned.

3.13 Livery Regulations

All drivers are encouraged to use custom liveries representing their teams, sponsors, and partners in compliance with the iRacing rules. The base vehicle template is available for download through the iRacing Paint Shop.

For this series specifically, mandatory livery additions are made. They are provided as separate files or layers and may include different options (e.g. light / dark) to ensure readability of all features. These files or layers may not be altered in any way (size, position, coloring, etc.) and must remain on the top layer of the livery. Furthermore the areas defined as restricted areas may not be used by the participants and are reserved exclusively for use by the series organization. All mandatory features and restricted areas are closer described in Art. 5.2.

Driver helmets and / or suits may be painted to drivers liking in compliance with the iRacing Rules. All liveries are subject to iRacing's approval and can be rejected for any reason.

The vehicle liveries may not contain any graphics, logos, brands, or other images conflicting with the series sponsors, especially Porsche, iRacing, TAG Heuer, Michelin, or Mobil 1.

This includes logos, signets, and other forms of representation from conflicting series, including own Porsche-branded series, also including other Porsche one-make cups. All related branding must be coordinated and explicitly allowed by iRacing and/or Porsche directly and is otherwise forbidden.

The driver - respectively the team - submitting a livery must reserve all rights.

3.13.1 Color Differentiation / Driver Distinction Areas

To distinguish drivers in a team of size >1 there are distinction areas available on the vehicle that **must be used**. The following areas are defined as driver distinction areas:

- Mirrors L/R
- Front bumper area surrounding the central air intake
- Rear bumper area above and surrounding the exhaust and diffusor

These areas must be painted via a unicolor / monochrome fill and must obey the following rules:

- If unicolor: > 50% brightness and 50% saturation
- If monochrome: > 50% brightness with 0% saturation

Drivers in a team must be using colors that allow for sufficient distinction. For example red, yellow, green, and blue for a team of four drivers. It is up to the series administration to define on a case-by-case basis if sufficient distinction is made.

3.13.2 Rookie Livery Regulations

To distinguish rookie participants from season veterans the following visual distinctions are made by the series administration on top of Art. 3.13:

- Rear Wing top / bottom background color set to #FFFFFF

- Rear Wing endplates background color set to #FFFFFF
- Numberplate top background color set to #FFFFFF
- Windscreen banner background color set to #FFFFFF

These changes will be applied to the base livery submitted by the participants and **do not require any additional input from the drivers or teams.**

3.13.3 Additional Livery Regulations

Should it be necessary to further distinguish select drivers, adaptations to the series template may be made, especially in regard to colors. These changes will be applied to the base livery submitted by the participants and **do not require any additional input from the drivers or teams.**

3.13.4 Media / Livery Submission

Base liveries, suit, helmet designs, additional livery information, driver and team media must be submitted via a form to the broadcast director: **The link to the form submission can be found on Discord.**

For the media day the submission deadline is set to **Wednesday, 16 November 2022, 23:59 UTC.**

The rolling livery submission deadline is set to Sunday before each race, 23:59 UTC. For example, the deadline for round 1 is set to **Sunday, 29 January 2023, 23:59 UTC.**

4 Contest Rules

By participating in this series you agree and have understood that you consent to the following rules and documents outlined in this document.

Notwithstanding the foregoing or anything to the contrary in the EULA or the Privacy Policy, you hereby acknowledge and consent that, if any User information, is submitted or collected in connection with User's use of the Sim (including through a requested account name change or otherwise), and including without limitation the

User's name, image, photograph, likeness, animation, autograph, voice, audiovisual recording, and other information described in the Privacy Policy, all such information may be used and processed by iRacing.com and its parent, subsidiaries, and affiliates, and its and their streaming partners, assigns and licensees (collectively, the »Promoters«) in accordance with the terms of the EULA and the Privacy Policy.

Without limitation of the above, you further hereby grant to the Promoters a non-exclusive, perpetual, royalty-free, worldwide, irrevocable, fully paid, sublicensable (through multiple tiers) and transferable right, license, and permission (but not the obligation), in all forms and media, whether now known or not currently known, to use, adapt, reproduce, distribute, edit, exhibit, publicly display, publicly perform, and publish photographs, videotaped images and recordings, illustrations, reproductions or otherwise, including without limitation all intellectual property rights therein and thereto, of User's likeness, image or appearance, with or without User's name or voice (collectively, the »User's Likeness«) for any lawful purposes whatsoever, including without limitation for promotional purposes, now or at any time in the future.

You have agreed to the following agreements, which comprise the iRacing Rules, by being an iRacing member and by participating in this series.

- Official Sporting Code
- Terms of Use and End User License Agreement

- iRacing.com Motorsport Simulations, LLC Privacy Policy
- Online Competitions and Contests Official Contest Rules

Alternatively, you can email the director of competition for a copy of the rules or to ask any questions. In the event of a conflict between any of the policies, terms of use, codes or rules listed above, the one that is the most protective of iRacing.com (as determined by iRacing.com) shall govern and control. In order to guarantee impartiality, employees of iRacing, Porsche or any series Partner or Sponsor are ineligible to participate.

4.1 Payment of Championship Prizes

Unless otherwise agreed between an iRacing member and his/her team, all championship earnings will be paid directly to the iRacing member who won the championship prize at the end of the season. Upon request by a team that employs an iRacing member, and with the consent of the iRacing member, iRacing may at its discretion pay championship earnings directly to such team, but only if the team (a) provides documentary evidence to iRacing that unambiguously authorizes such payment, (b) indemnities, defends and holds harmless iRacing from competing claims for championship prizes, (c) submits the affidavit of eligibility and other documentation specified below and (d) provides any specific documents and materials iRacing deems needed or appropriate for iRacing.com to comply with all tax reporting and withholding requirements, which for non-U.S. members or teams, may include an affidavit from the member or team, as applicable, that confirms such person or team is not a U.S. person and that such prize is not related to commercial activity in the United States.

Each prize winner will receive confirmation of his/her prize, with instructions on how to claim the prize, via email sent to the email address associated with his/ her membership within ten days after the season ends. Each winner (or a team acting on behalf of a winner) may be required to sign and return an affidavit of eligibility, liability waiver and publicity/intellectual property release within ten days of the date of winning notification. If a winner (or a team acting

on behalf of a winner) is found to have violated any of the iRacing Rules, is otherwise disqualified, cannot be reached, or fails to take all actions required to claim the prize within the times specified, that winner will forfeit the prize and an alternate winner may be selected by iRacing. Winners will be announced as soon as feasible after all winners have been qualified. A driver must be in good standing at the season end to be eligible for any prizes (i.e., not suspended).

4.2 Series Age Restriction

To register for the Sim, you must be an adult according to the laws of the jurisdiction (i.e. state or country, as the case may be) in which you reside. If you are not an adult but at least 13 years old, and if you wish to use the Sim and Race in this Series, you must have a parent or guardian register for the Sim on your behalf and then agree and sign the Parental Consent Release. We require every member to be at least 13 years old to use iRacing.

If you are at least 13 and not an adult according to the laws of your jurisdiction, your parent must sign the parental consent and release form (https://d3bxz2vegbjddt.cloudfront.net/members/pdfs/iRacing_Parental_Consent_and_Release_v2018_12_19.pdf) and return it to the director of competition.

The Sim is not designed for minors under the age of 13, so minors under the age of 13 are not permitted to use the Sim or Race in this Series under any condition.

5 Appendix

5.1 Driver Sign-Up Form

| | |
|---|--|
| Contender Series <input type="checkbox"/> I qualified through the Qualifying Series 2022/23 <input type="checkbox"/> I qualified through the Supercup 2022 <input type="checkbox"/> I qualified otherwise | Supercup <input type="checkbox"/> I qualified through the Contender Series 2022/23 <input type="checkbox"/> I qualified through the Supercup 2022 |
|---|--|

| | |
|-----------------|----------------------------|
| iRacing User ID | Date of Birth (DD.MM.YYYY) |
| Last Name | First Name |
| Address 1 | Address 2 |
| ZIP Code | City / State |
| Country | Nationality |
| E-Mail Address | Discord User ID |

| | |
|--|--|
| Preferred Car Number <small>Selectable Numbers: 2-99, see Art. 2.2.6 / 3.2.6</small> | <input type="checkbox"/> Rookie Classification <small>Only relevant for Supercup participants, please see Art. 3.2.7</small> |
| Team | |
| Achievements | |

I hereby confirm I have read and understood the series regulations and confirm my participation.

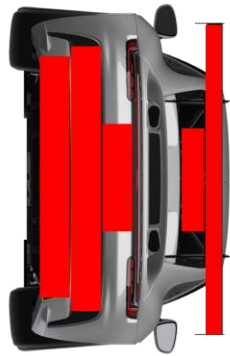
/

Date (DD.MM.YYYY) / Signature



Livery Guidelines 2023 Season

Version 1.0, 23.08.2022
 Regular Season Base Livery
 Restricted Areas



| Element | Area / Description | Permissions Info |
|------------------|--------------------|---|
| Restricted Areas | Fixed red areas | These areas are reserved for series sponsors and partners. They do not contain any participant's sponsor or logo. |

5.3 Protest Sheet

| | | |
|----------------------------------|---|--|
| <input type="checkbox"/> Protest | <input type="checkbox"/> Appeal <small><i>In case of an appeal please reference the protest below</i></small> | <input type="checkbox"/> Independent Stewards Review |
| Date | Time | Event / Track |
| Session | Track Section, Corner or Timecode | |

Incident Description

| | | | |
|--|-------------------------|-------------------------|------------------------------|
| Car Number Full Name | - Protest / Appeal by - | Car Number Full Name | - Protest / Appeal against - |
| <div style="text-align: right; margin-top: 10px;">- Incident Description -</div> | | | |

I hereby confirm that before submitting a protest / appeal I have thoroughly read the respective articles of the regulations. The steward 's decision will be published in the event review.

/

Date (DD.MM.YYYY) / Signature