

rrleagues

ASSETTO CORSA
COMPETIZIONE
THE OFFICIAL WORLD CHALLENGE GAME

SIM LAB



GT3 MASTERS VIII

PROGRAM GUIDE



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OUR GT3 MASTERS VII WINNER MAX BEYER,
PICTURED AT ROUND 3 (SPRINT RACE WEEKEND
AT MONZA).



THE MASTERS

Edition VIII

The noise surrounding our most illustrious championship intensifies as the RRL GT3 Masters VIII driven by Sim-Lab.eu, moves into the spotlight of the sim-racing scene.

8 grueling rounds of 90m, 2h, 2.4h and Sprint Race Weekend formats, visiting some of the most hallowed tarmac on the planet, means the Masters examination will once again push driver limits to the very edge where only the most ardent and committed may dream of being crowned champion.

In addition, a comprehensive live broadcast with commentary from Miguel confirms Masters VIII as the hottest and most complete virtual GT3 sim-racing series there is!

RRLEAGUES

RRLeagues is an online sim racing community that provides authentic & professionally organised sim racing one-off events and series. We aim to deliver the finest racing experience for our members and welcome all respectful drivers to our competitive yet friendly & helpful environment.

Our primary platform for community interaction is our Discord server where you will find all the information you need regarding our community & series as well as chat channels for members to discuss various topics, especially sim racing! The qr-code will take

you to our Discord server, where you can continue your virtual racing career with RRL!



OUR SPONSORS

Sim-Lab.eu

The new benchmark in simracing cockpits

Sim-Lab is a leading manufacturer of high-quality sim-racing-related hardware. Our drive is to enhance virtual racing experiences with uncompromising solutions that push the boundaries of e-sports. With in-house engineering and production facilities, we combine Dutch Design with high-end craftsmanship.



Sim-Lab started in 2015 when founder Richard Schouteren simply could not find the ultimate sim-racing cockpit without spending a fortune. He set out to develop a cockpit that was extremely rigid and fully adjustable at the same time.

Today Sim-Labs P1-X sim racing cockpit is the industry benchmark. Sim-Lab delivers cockpits and accessories to the most demanding customers worldwide.

RaceApp.eu

Your Sim Racing League Management

Established in 2016, RaceApp aims to bring passionate racers together and give our beloved sim racing sport even more possibilities for competition!

League life steps up to a new level of professionalism.



THE MASTERS HERITAGE

39 drivers / 8 rounds

Champion:
Vlastimil Lukas

Team:
BH Racing (Dhoore / Lukas)

1

AM-Cup:
Jorgen Wahlby



Iron Man:
D. Dhoore / J. Wahlby

33 drivers / 8 rounds

Champion:
Ralf Arella

Team:
Seventy Seven (Arella / Horvath)

2

AM-Cup:
Jak Camoletto



Iron Man:
A. Mol

42 drivers / 8 rounds

Champion:
Mike Stofmeel

Team:
Seventy Seven (Arella / Horvath)

3

AM-Cup:
Daniel Badcock



Iron Man:
R. Arella

38 drivers / 8 rounds

Champion:
Bram Depraitere

Team:
D&B Racing (Depraitere / Bettens)

4

AM-Cup:
Callum Morgan



Iron Man:
G. Jones

8

40 drivers / 8 rounds



40 drivers / 8 rounds

Champion:
Max Beyer

Team:
Intense Racing (Bulcke / Dhoore)

7

AM-Cup:
Hana Song



Iron Man:
M. Mackenberg / K. Rowlands

6

AM-Cup:
Jody Barrowclough



Iron Man:
C. Bulcke / R. Arella

44 drivers / 7 rounds

Champion:
Bram Depraitere

Team:
Team WRT (Depraitere / Dekeyser)

37 drivers / 6 rounds

Champion:
Cliff Bulcke

Team:
Intense Racing (Bulcke / Dhoore)

5

AM-Cup:
-



Iron Man:
S. Fillingham / J. Britton

THE CALENDAR



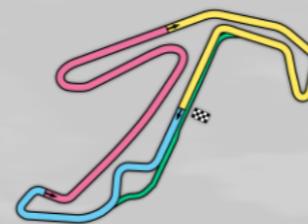
SILVERSTONE

Round 1 / August 25
120 minutes



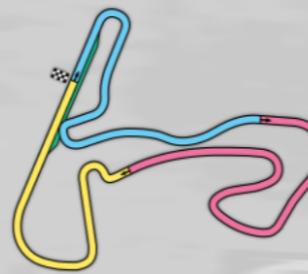
MISANO

Round 2 / September 8
90 minutes



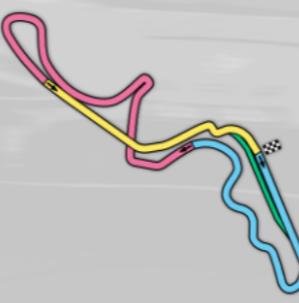
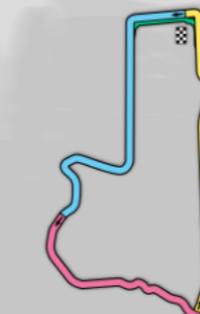
ZANDVOORT

Round 3 / September 22
Sprint Race Weekend



BATHURST / MOUNT PANORAMA

Round 4 / October 6
120 minutes



SPA-FRANCORCHAMPS

Round 5 / October 20
Endurance Race, 2.4H



NORDSCHLEIFE

Round 6 / November 3
Sprint Race Weekend



BARCELONA

Round 7 / November 17
90 minutes



SUZUKA

Round 8 / December 1
120 minutes

THE TRACKS



Silverstone declares itself the home of British racing and with a history stretching back to 1948, there is some justification to the claim. Always one of the fastest circuits, Silverstone has developed from its windswept airfield origins into one of the most recognised in world motorsport.

Home to the British Grand Prix on two and four wheels, today the circuit boasts its own interactive museum, the Silverstone Experience, as well as thriving business parks, home to motorsport businesses including the Aston Martin Formula One Team.

Outside of the Grands Prix, each year the track plays host to a wide variety of national racing and an extremely popular historic meeting, the Silverstone Classic.



Located a short distance from the beachfront in the seaside resort towns of Rimini, Riccione and Cattolica, Misano has been one of the principal Italian circuits since opening in the 1970s.

Flat and fairly featureless, the track nevertheless comes alive each year for the visit of the MotoGP World Championships, when the crowds fill the grandstands in huge numbers, in recent years drawn by home hero Valentino Rossi, for whom Misano is the home circuit.

While bike racing has been king for a number of years, the track still attracts top caliber competition on four wheels, particularly since its most recent modernisations. The DTM and GT World Challenge Europe have both been visitors, with the European Truck Racing Championship has been another popular visitor.

The track is officially known as Misano World Circuit Marco Simoncelli, in honour of the late rider who was born in Cattolica, while before 2006 it was called the Circuito Internazionale Santa Monica.



Zandvoort has been the centre of the Dutch racing scene and its most important circuit (at least for four-wheeled racing) since the late 1940s; helping put the seaside resort town on the world stage.

Home to the Dutch Formula One Grand Prix between 1952 and 1985, the circuit went into decline thereafter and was drastically shortened, before becoming a popular home to the Masters Formula 3 race, helping to groom a wealth of young talent along the way. A partial restoration of the circuit's length in 1999 saw it able to attract higher profile series again, including DTM, the WTCC and the Blancpain GT Series.

Formula One seemed a distant dream, however, until the meteoric rise of Max Verstappen propelled a Dutch round back into the consciousness of race promoters. A extensive upgrade to bring the circuit up to FIA Grade 1 standards followed, with the insertion of banking at Hugenholzbocht and Arie Luyendijk Bocht being the major features. After a coronavirus-enforced delay, the circuit was packed to the rafters when the Grand Prix returned in 2021 to witness a Verstappen win en route to the eventual world title.



Bathurst / Mount Panorama

Bathurst's Mount Panorama circuit has become an indelible part of Australian sporting history and a gathering place for petrolheads the world over thanks to its mix of speed, danger and endurance.

Winding its way up and down a hillside, the circuit has been enchanting racing fans since the 1930s and remains one of the most challenging circuits in world motorsport. Winning here, whatever the category, is major accolade for any racing driver.

The programme of events has expanded in recent years to take in not only the Bathurst 1000 but also the Bathurst 12 Hours for international GT cars, the 6 Hour production car enduro, Challenge Bathurst for all comers and the Bathurst International, for the Australian Racing Group's roster of categories.



Spa-Francorchamps

Spa-Francorchamps is one of the classic race circuits beloved by drivers and spectators alike, where today the true essence of speed can be explored in spectacular style on a relatively safe and modern facility.

However, it hasn't always been like this; in its original incarnation, Spa was a circuit truly to be feared as it posed dangers almost like no other. Fast straights along public roads, sweeping corners and unpredictable weather could combine to create a lethal combination – and too often did.

The extensive redesign in the late 1970s created the outline of much of today's course, which is now a completely standalone racing circuit. Outside of F1, the circuit has a full calendar of events, including the 24 Hours (now run to the popular GT3 rules), the FIA World Endurance Event for sportscars and a 24 Hour race for motorcycles, alongside rounds of the International GT Open, World Rallycross and a popular historic meeting, the Spa Classic. There's even a 25 hour race for Citroën 2CVs to round off the racing season.



Above all other circuits, the Nürburgring has a history and tradition which is intertwined with that of the motorsport itself. The 'Green Hell', as Jackie Stewart so memorably described it, has been thrilling and terrifying drivers in equal measure since 1927 and any event here remains one of the greatest spectacles and challenges on the sporting calendar.

While the full Nordschleife is only used for selected racing events, notably the annual 24 Hours and the regular 'Langstrecken' races, it remains an iconic venue, drawing enthusiasts from the world over with the chance to take a lap in their road machinery during the 'Touristfahrten' sessions.



The modern Grand Prix track remains in full use as an FIA Grade 1 circuit, with a full roster of events including the DTM, GT Masters and the Oldtimer Grand Prix. The Circuit de Barcelona-Catalunya (as it became known in September 2013) is one of Europe's busiest tracks, playing host to high profile rounds of Formula One, MotoGP and becoming the seasonal winter home of the F1 teams as they test their new cars and drivers.

While most of the circuit is fast and flowing, safety requirements have seen the final sector much modified and butchered with chicanes in recent years, spoiling what was one of the more enjoyable laps on a 1990s era circuit. Happily, as of 2023 the circuit is now licensed for all categories to use the variants with and without the chicane, with the majority (including Formula 1) electing to omit the chicane.

Never the easiest to overtake on, the track nonetheless hosts a wide variety of racing at all levels on two and four wheels.



The Honda-owned race course at Suzuka has emerged as one of the world's most demanding and rewarding motor racing circuits, packing a mix of almost every type of corner into a remarkably small space. Drivers rate it highly, mainly because it is one of the few circuits these days which still has challenges to throw at them. It has also gained world recognition because of its unusual figure-of-eight layout, which has spawned countless Scalextric imitations!

Various safety upgrades over the years have seen corners eased to add run-off and the addition of the chicane onto the start-finish straight, however there's no disguising that this remains an 'old school' circuit and true test of driver and rider.

Aside from the Formula One Grand Prix, major events today include the Suzuka 10 Hours endurance race for GT cars and the Suzuka 8 Hours, which remains one of the most important events for motorcycle manufacturers and is an important cornerstone of the FIM Endurance World Championship.

THE GRID

40 DRIVERS · 17 TEAMS · 10 NATIONALITIES

 **Hana Song**
39

 **Alpha SimSport**

PORSCHE

 **Iridiusz Partes**
195

 **Max Beyer**
392

 **Grizzly Racing**

 **Ruud Denis**
393



 **Radek Pawlaczek**
64

 **HorsePOWER**



 **Sven Hecke**
99

 **Tommi Kosunen**
197

 **Finger Racing**

 **Florian Kötz**
297



 **Timo Syska**
92

 **NERV GT**



 **Justin Vetter**
93

 **Cliff Bulcke**
2

 **Intense Racing**

 **David Dhoore**
17



 **Dirk Weigt**
163

 **PROschecco Performance**

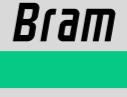
PORSCHE

 **Raphael Czompel**
288

 **Amedeo Dekeyser**
8

 **NSN Racing**



 **Bram Depraitere**
44

 **Nemanja Manojlovic**
66

 **Pantera Blu**



 **Damien De Grasse**
67

 **Robert Horvath**
112

 **Pannonia Racing Team**



 **Szabolcs Albertini**
313

THE GRID

CONTINUED

 **Sven Mackenberg**
4

 **Marvin Mackenberg**
Spekulatius 32



 **Richard Veenema**
3

 **Xander Huizing**
TSRacing NL 69



 **Kevin Rowlands**
57

 **Michael Huemer**
Winward Racing 157



 **Nigel Wood**
18



 **Rob Taplin**
214



 **Michael Thomas**
28



 **Frank Ceurvelts**
777



 **Si Fillingham**
76

Seventy Seven



 **Ralf Arella**
77

 **Ian Paskin**
9

TSRacing GB



 **Mike Landreth**
19

 **Stefan Fierloos**
29

Useless Racers



 **Paul Herron**
46

 **Sven De Wulf**
24

Yellow Bull Racing



 **Tino De Munck**
79

 **Olivier Cauwenbergh**
170



 **Wouter Billen**
183



LIVERY LAUNCH WEEK

In what can feel like an endless wait for the Masters, preseason reaches a crescendo when RaceApp Livery Launch Week comes to town allowing teams to parade their factory creations for the first time before taking them to the track in anger.

Over seven spectacular nights, 12 teams and 1 solo driver brought this dazzling event to life, showcasing their work in a display of awe and wonder. From the understated to the utterly breathtaking, these lavish liveries will light up the grid of GT3 Masters VIII...



NSN Racing



Pannonia Racing Team



Intense Racing



Seventy Seven



Grizzly Racing



Spekulatius



HorsePOWER



Useless Racers



NERV GT



Winward Racing

THE ACTION

GT3 MASTERS VII



Yellow Bull Racing

Alpha SimSport

PROschecco Performance

Rob Taplin

THE POINTS

Finishing position	Regular race	Sprint Race Weekend
1	100	50.0
2	90	45.0
3	82	41.0
4	75	37.5
5	69	34.5
6	64	32.0
7	59	29.5
8	55	27.5
9	51	25.5
10	48	24.0
11	45	22.5
12	42	21.0

Finishing position	Regular race	Sprint Race Weekend
13	39	19.5
14	36	18.0
15	33	16.5
16	30	15.0
17	28	14.0
18	26	13.0
19	24	12.0
20	22	11.0
21	20	10.0
22	18	9.0
23	16	8.0
24	14	7.0

Finishing position	Regular race	Sprint Race Weekend
25	12	6.0
26	11	5.5
27	10	5.0
28	9	4.5
29	8	4.0
30	7	3.5
31	6	3.0
32	5	2.5
33	4	2.0
34	3	1.5
35	2	1.0
36	1	0.5



DON'T MISS A BEAT

Stay up-to-date on the latest news, results, broadcasts and discussions through these links!

WEBSITE



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