

# ATOM ENTRY LEVEL ESPORTS

## EDITION 4 - GRAND PRIX OF AUSTRIA

28/05/2020

### RACE CONTROL REPORT -

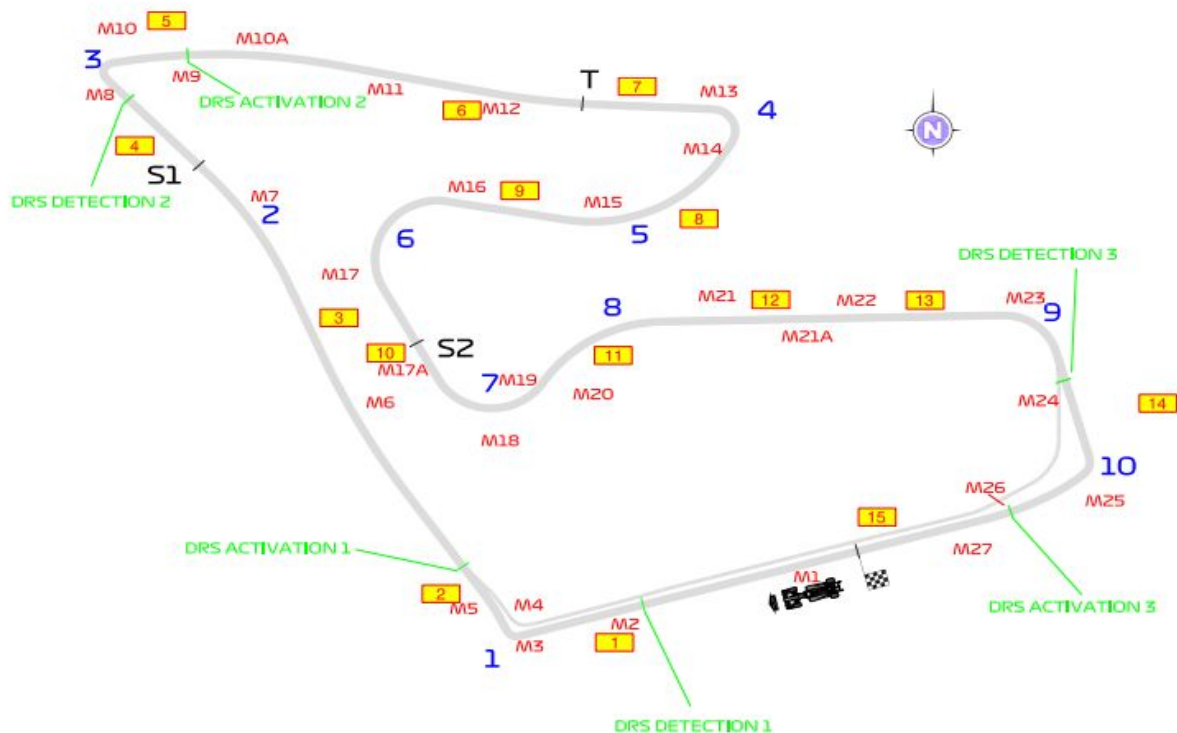
ISSUED FROM THE RACE DIRECTOR




TO ALL TEAMS / ALL PILOTS

DATE 29/05/2020

TIME 21:00

### TRACK MAP



-  Start Line
-  Control Line
- S1 Sector 1 (170m before T3)
- S2 Sector 2 (60m before T7)
- T Speed Trap (170m before T4)
- DRS Detection1 (160m before T1)
- DRS Activation1 (102m after T1)
- DRS Detection2 (40m before T3)
- DRS Activation2 (100m after T3)
- DRS Detection3 (120m before T10)
- DRS Activation3 (106m after T10)
- 15 Corner Numbers
- M22 Marshal Post
-  FIA Marshal Light No.

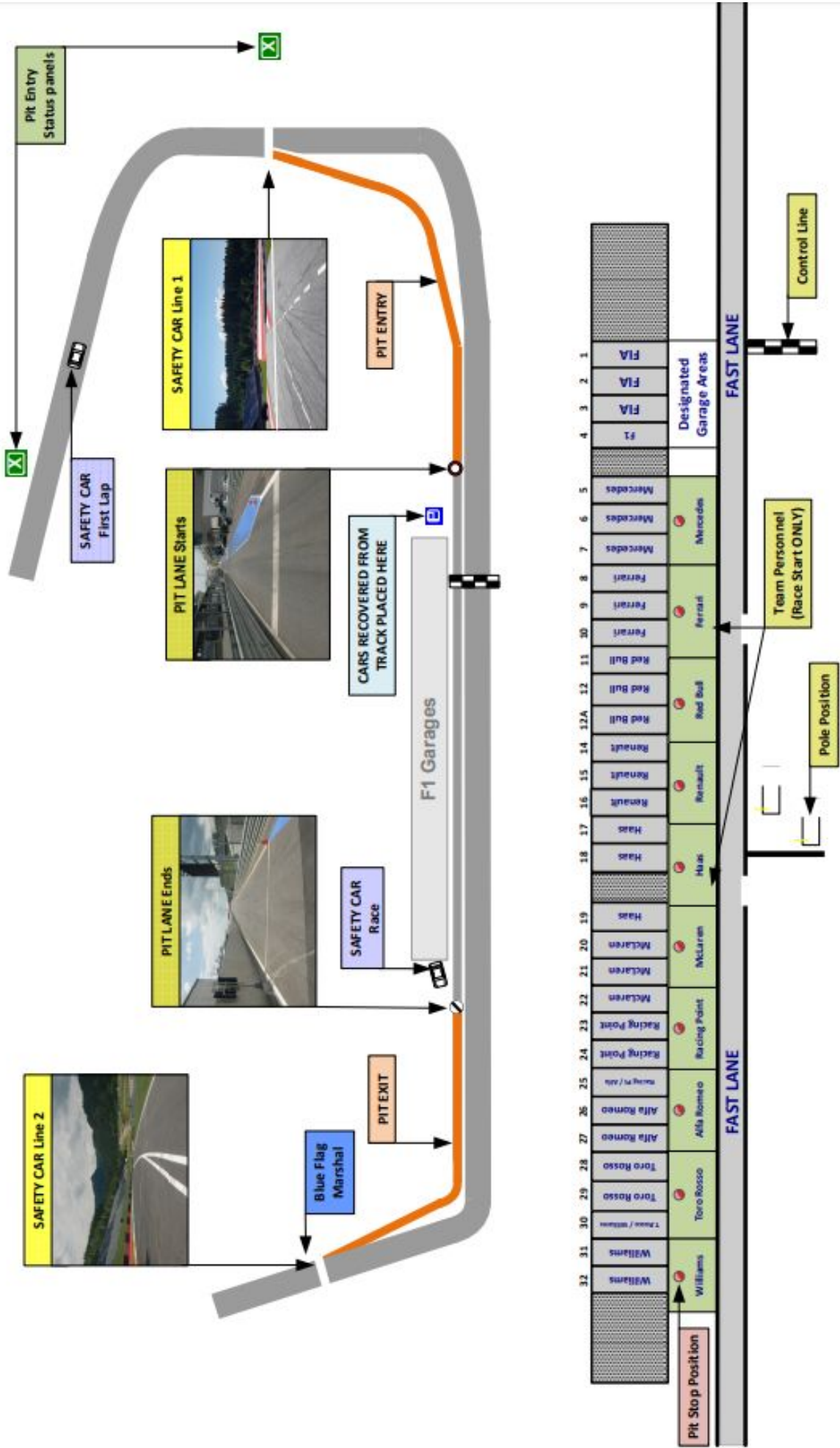
Circuit Centreline Length = 4.318km

## **RACE DIRECTOR'S EVENT NOTES**

**The Race Director, to ensure a better racing experience and to provide security advices about the evolution of the Grand Prix, before the start of the FP session has recommended the following during the pre-race Briefing:**

- Pilots must beware of T9 and T10's exit harsh track limits.
- T1 exit's kerb might be dangerous and can make the car uncontrollable, if the whole the car is put on it, because of the high yellow sausage-kerb delimiting the track.
- Car 90 and Car 58 (former Car 10) must check their in-game race number due to technical regards.
- Safety Car line 1 is located at T9 exit as shown below.
- Safety Car line 2 is located at T1 exit as shown below.
- Pilots must comply the Pit-lane entry procedure by moving towards the right side of the track at T8's exit, turning right and not exceeding with all 4 wheels the pit-entry white line on the left. The Stewards will look for the pilots' infringements of these recommendations during the grand prix, as the matter of advantage gained there is extremely significant.

# PIT-LANE MAP



## **RACE CONTROL REPORT - OFFENCES LIST**

The Race Director, analyzing the Stewards' and the pilots' reports, took the following decisions:

### **LAP 1 INCIDENT INVOLVING CARS 19 AND 21 (FATTORI / SPALLETTA)**

**Fact** Car 21 went on the inside of T1 to overtake Car 19. As no space was available, Car 21 collided with Car 19 and Car 21 spun around, suffering front wing damage.

**Decision** The Stewards reviewed the fact and decided that neither car was wholly at fault for the collision.  
**Racing Incident.**

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### **LAP 4 INCIDENT INVOLVING CARS 2, 13 AND 69 (HUBER / BENASSI / CATANIA)**

**Fact** A connection lag issue produced an undesired multiple crash.

**Decision** Neither pilot was at fault for the fact.  
Pilots are required to read final notes' 2nd point.  
**No further action.**

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### **LAP 8 INCIDENT INVOLVING CARS 46 / 21 (VALENTI / SPALLETTA)**

**Fact** Car 46 collided with Car 21 at the apex of T9. Both cars spun around, no car damage was done.

**Decision** The Race Control has deeply analyzed the incident with the video-replay evidence. Car 46 was on the outside when excessively steered to the right to comply with the track limits. As a result of the available telemetry data analysis, Car 46 braked and accelerated at the same time, resulting with a massive understeer (having already taken into account the remarkable tyre wear) towards the outside the racing line. The actual contact was made when Car 46 was being more than half-way alongside Car 21.  
Considered that the place where the overtake was being made is not the most suitable, and that Car 46 has a limited set of input controls compared to Car 21 (complying with *article 2.8 ATOM R&R*), and that Car 21 had just a tiny (although concrete) opportunity to avoid the contact, the blame is equally shared between both the drivers.  
**Racing Incident.**

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## LAP 32 INCIDENT INVOLVING CARS 58 / 24 / 90 (PESCOSOLIDO / OLARU / CONCUTELLI)

- Fact** A connection lag issue produced an undesired crash.
- Decision** The Race Director, received reports from the pilots, analyzed the situation and noted that Car 90 wasn't on the screen of Car 24. Car 58 inexplicably collided with the ghost of Car 90 and therefore Car 58 was sent straight towards the grass, colliding with the wall and suffering front wing damage.  
Neither pilot was at fault for the collision.  
Pilots are required to read final notes' 2nd point.  
**No further action.**
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## LAP 35 OFFENCE BY CAR 90 (CONCUTELLI)

- Fact** Car 90 blocked Car 14 for a long time and by holding it, the car behind Car 14 was able to reasonably close the gap.
- Decision** **Reprimand to Car 90 for excessive inobservance of blue flags.**
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## FINAL NOTES

- Any other contact was judged as a racing incident and was judged not so relevant to be included above.
  - The Race Director reminds to all the pilots that they are required to match the requirements as said at *article 2.3 of ATOM R&R* (comply leastly 15 mbps of internet connection).
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The ATOM-F1 Race Director - Giovanni Rizza

Simone Gallo

Dennis Salerno

Alessandro Granzella

The Stewards