

ATOM ENTRY LEVEL ESPORTS

EDITION 4 - GRAND PRIX OF GREAT BRITAIN

31/05/2020

RACE CONTROL REPORT -

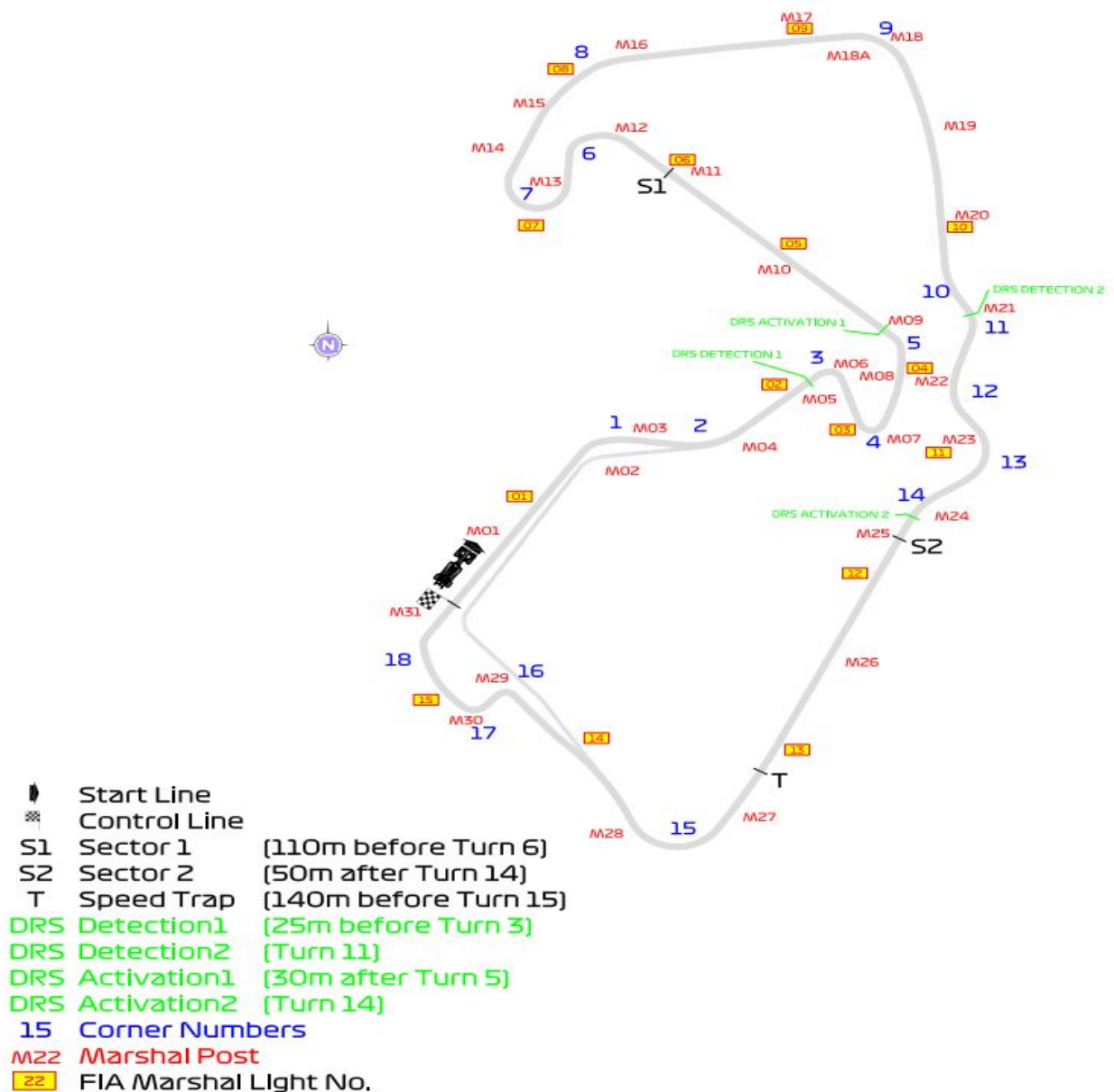
ISSUED FROM THE RACE DIRECTOR

TO ALL TEAMS / ALL PILOTS

DATE 01/06/2020

TIME 16:40

TRACK MAP



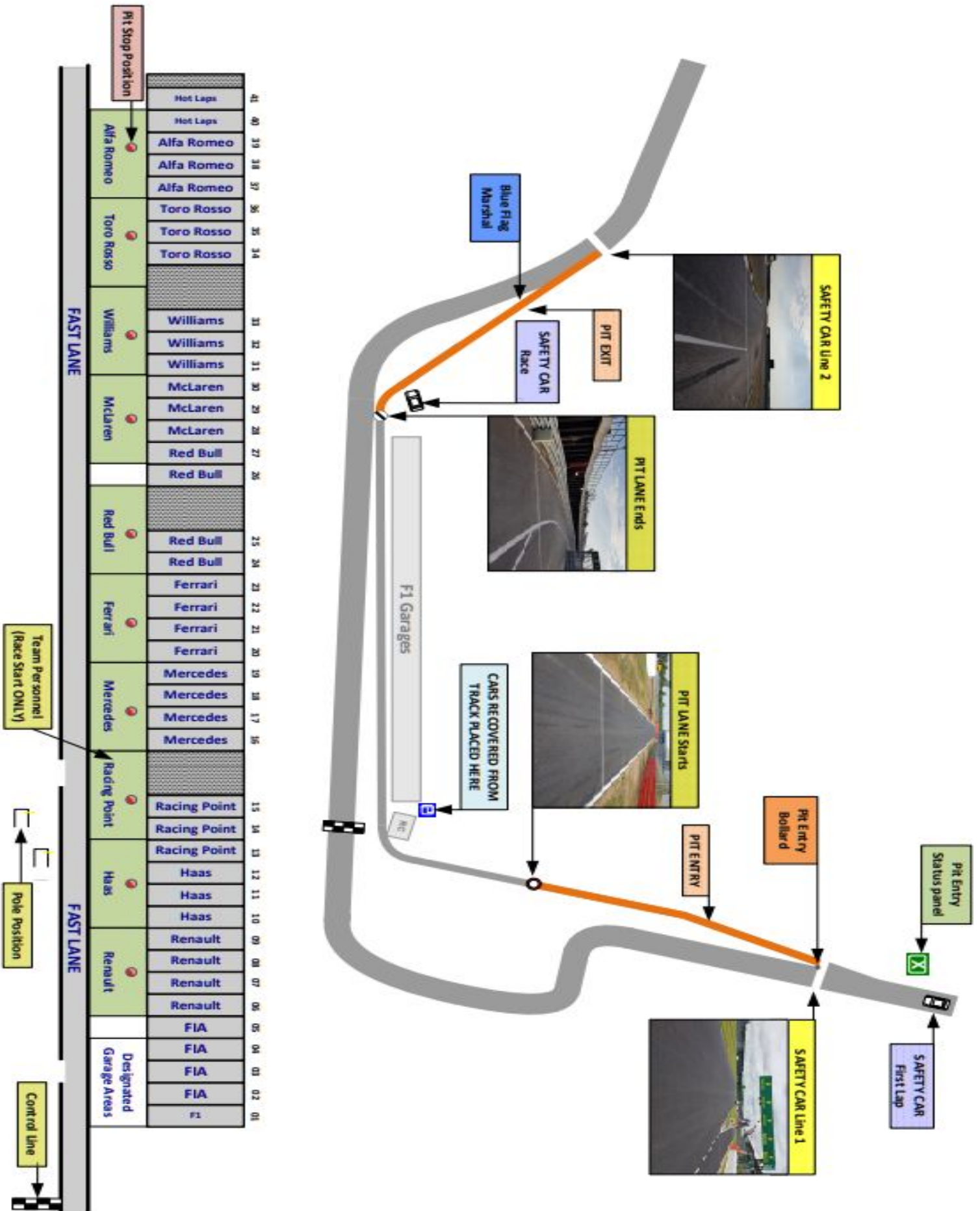
Circuit Centreline Length = 5.891km

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 T1, T6 and T9's exit harsh track limits.
- Heavy rain is expected during the grand prix. Poor visibility can lead to incidents if pilots are not taking into account to review their braking points.
- Safety Car line 1 is located before T16 as shown below.
- Safety Car line 2 is located at T2 as shown below.
- Pilots must beware that only 4 sets of intermediate tyres will be available for the entire grand prix, three for FP and Q, and a new one for the race. About the full wet tyres, there will be 2 sets (as above), plus one for the race.

PIT-LANE MAP



RACE CONTROL REPORT - OFFENCES LIST

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

CONNECTION ISSUES OF CAR 90 (CONCUTELLI) DURING THE G.P.

- Fact** Car 90 crashed from the session, but this time during the race start procedure: a massive jump-start was made compared to all the others. All cars had to overtake again the bot of Car 90.
- Decision** **Off-game warning to Car 90.**
Pilots are aware that constantly not complying with the rules might bring up to a disqualification.
As the previous grand prix had the same problem, although in a less serious way, the pilots were warned about their connection.
The Race Control does not want to forbid the participation of a laggy pilot from a Grand Prix, but since this situation happened two times out of two, the Race Control is in a position to mistrust pilots who know they don't have an adequate connection (at the moment of the GP) from taking part to the competiton.
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LAP 1 INCIDENT AT T1 INVOLVING CARS 2 AND 13 (HUBER / BENASSI)

- Fact** Car 13 forced Car 2 off track.
- Decision** The Stewards noted the incident and judged that the racing line of Car 13 was too wide to even stay on the track by itself (slightly over the limit of acceptability). Car 13 collided and brought with him Car 2, which at that time was overtaking on the outside, taking the ideal racing line. Car 2 mitigated successfully the effects of the contact, by braking as soon as possible, nonetheless receiving a front-wing damage.
Reprimand to Car 13 for causing a collision to Car 2 at T1/L1.
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LAP 22 INCIDENT AT T15 INVOLVING CARS 14, 98 (ALBERTINI / PASTORE)

- Fact** Car 98 collided with Car 14 at the apex of T15.
- Decision** The Stewards instantly noted the incident and judged that the car at fault for the collision was Car 98, however no penalty will be issued as it came off the incident by losing a significant amount of time.
No further action.
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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.
 - Pilots who run out of fuel must safely return to the pits, always off the racing line. The situation is currently under control, but just a tiny mistake by anyone can lead to undesired incidents.
 - Federico Bortolotti (today's Car 14 - not being Albertini) is pleased to change his racing number for the next race, communicating his new number to the Race Control in a reasonable time.
 - Please read the publication about the next race (Race Director substitution).
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The ATOM-F1 Race Director - Giovanni Rizza

Simone Gallo

Dennis Salerno

Alessandro Granzella

Attilio Lorenzo Manfredini

Illarion Osborne

The Stewards