

# ATOM ENTRY LEVEL ESPORTS

## EDITION 4 - GRAND PRIX OF GERMANY

### RACE CONTROL REPORT -

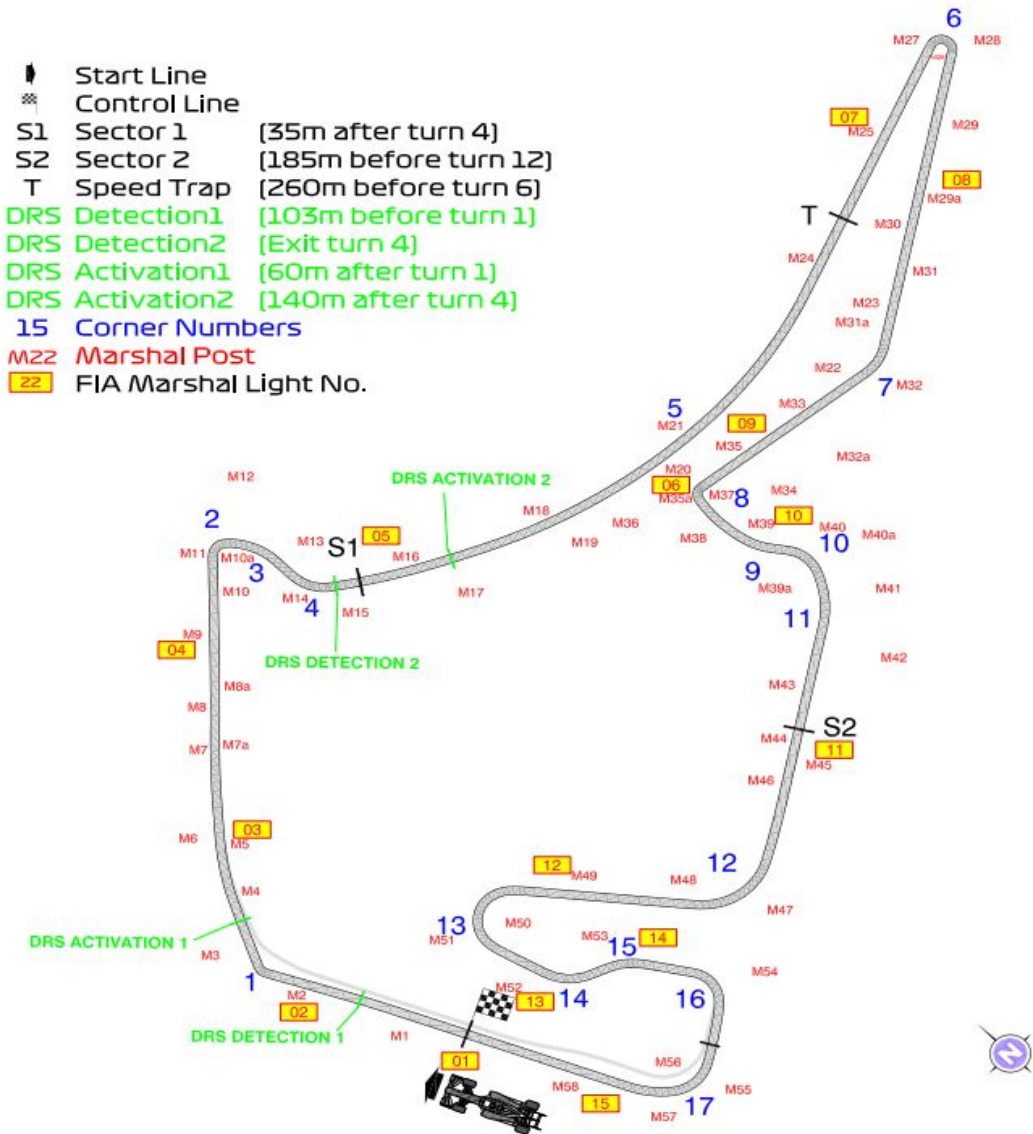
ISSUED FROM THE RACE DIRECTOR

TO ALL TEAMS / ALL PILOTS

DATE 08/06/2020

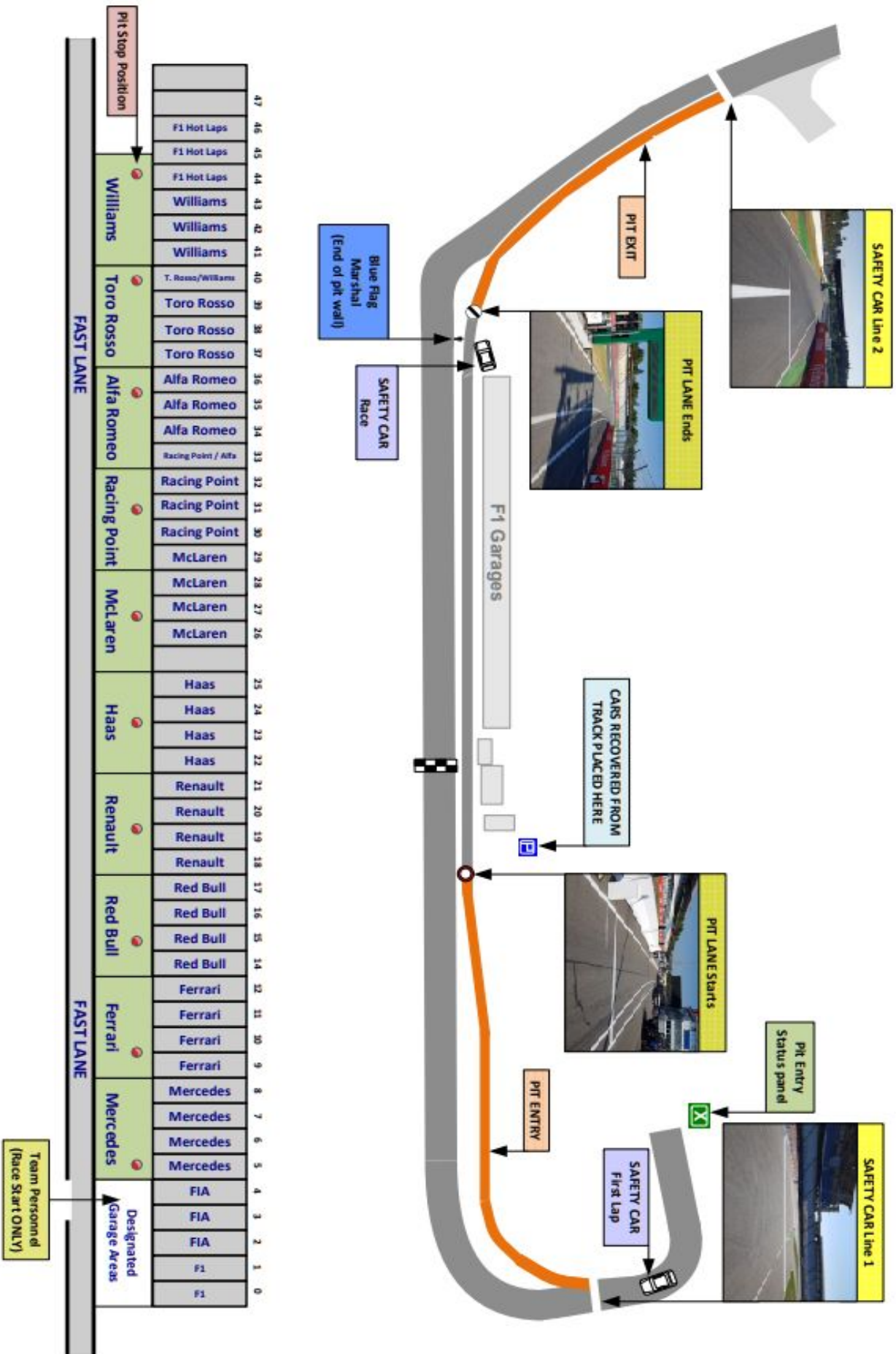
TIME 17:00

### TRACK MAP



Circuit Centreline Length = 4.574 km

# PIT LANE MAP



## **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's exit and apex and T12's exit harsh track limits.
- Safety Car line 1 is located at T16 exit as shown above.
- Safety Car line 2 is located at T1 exit as shown above.
- Pay attention to the pit exit, the track is really narrow.
- Pay attention to T1 and T6 at the start (lap 1).
- Car 72 (Bonocore) is pleased to check his racing number.

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

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

### **TURN 16 INCIDENT DURING FP INVOLVING CARS 12 AND 91 (LUCIA / GRASSI)**

**Fact** Car 12 was driving unnecessarily slowly at T16 during the free practice. As Car 91 was approaching the turn, it was reported to the stewards that Car 12 stopped in a dangerous position and then hit by Car 91. Car 91 then got a 5 place grid penalty from the game.

**Decision** **No further action.**  
The Stewards noted the incident but couldn't delve into the topic because of the lack of proofs.

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### **INCIDENT AT T1 (LAP 1) INVOLVING CARS 19, 32, 28 (FATTORI / ALLEMANN / GUARALDI)**

**Fact** Car 32 left the track at the apex of T1 and by doing so hit the back of Car 19. Both cars spun around and Car 19 resulted to block the way of Car 28, unvolountarily causing a severe impact.

**Decision** The Stewards noted the incident and judged that Car 32 was at fault for the collision.  
**2 point penalty to Car 32 for causing a collision at T1/L1.**

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## **INCIDENTS DURING LAP 1 AT T1, T2, T6 AND T7 INVOLVING CARS 14 AND 46 (ALBERTINI / VALENTI)**

- Fact**
- Car 46 went on the inside of T1 and by doing so left Car 14 with no space to avoid a contact, as it was forced within a narrow space. Car 14 got damaged by the collision.
  - Reaching T2, Car 14 saw a gap and went down the inside of Car 46. As at the apex, Car 14 was more than halfway alongside the other, Car 46 was required then to leave enough space to the overtaker, which received none.
  - Reaching T6 Car 14 legitimately squeezed to the right side of the track the other car before the braking zone. At the exit, Car 46 was ahead and therefore with the right of taking the racing line. Car 14 didn't yield and collided with the back of Car 46.
  - Reaching T7, Car 46 slowed significantly down in the middle of the corner (judged that this is a flat-out corner, therefore no reason was actually found about the loss of speed), causing a remarkable collision to Car 14 and an additional front-wing damage as well.

**Decision**            **5 second time penalty on final race time to Car 46 for causing collisions to Car 14 at T1 and T2 of L1.**  
**1 point penalty to Car 46 for causing a collision to Car 14 at T7/L1.**

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## **INCIDENT AT T8 (LAP 1) BETWEEN CARS 46 AND 14 (VALENTI / ALBERTINI)**

**Fact**                    Car 14 deliberately avoided to brake and intentionally collided with Car 46, knocking himself out with the other car.

**Decision**            **Disqualification from German GP and 13 point penalty to Car 14 for causing an intentional collision to Car 46 at T8/L1.**

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## INCIDENT AT T1 (LAP 3) BETWEEN CARS 96 AND 12 (AGOSTINI / LUCIA)

- Fact** Car 96 was committed to overtake Car 12 at T1, and for a moment even managed to do so. Car 12 was legitimately forced wide, and didn't pay enough attention to the other car by coming back to the track in a questionable manner. Contact was made but no damage was done.
- Decision** The Stewards noted the incident and fully revised the situation by first retrieving data about the flags shown at the moment of the event. The marshal light n.02 was flashing yellow flags before the transit of both cars (because of an incident ahead involving Car 2). Car 96 ignored the indications and decided however to make a move on Car 12. The situation was very dangerous as Car 2 ahead was yet to face the correct way of the track by slowly turning towards the right direction, and Car 12 was taking a really wide line, dangerously.  
**Reprimand to Car 96 for ignoring yellow flags at T1/L3.**  
**Reprimand to Car 12 for unsafe rejoining of track at T1/L3.**
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## INCIDENT AT T2 (LAP 3) BETWEEN CARS 24, 96 AND 12 (OLARU / AGOSTINI / LUCIA)

- Fact** Car 24 missed the braking point of T2 and made contact with Car 12, making it spin around. Car 96 was involved as well, but was able to mitigate the effects of the incident.
- Decision** **3 point penalty to Car 24 for causing a collision to Car 12 at T2/L3.**
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## LAP 13 INCIDENT BETWEEN CARS 24 AND 12 (OLARU / LUCIA)

- Fact** Car 24 missed the braking point of T6 and went past Car 12 by making contact and leaving the track by gaining a lasting advantage.
- Decision** **Reprimand to Car 24 for unsporting conduct.**
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## LAP 22 INCIDENT BETWEEN CARS 21, 58, 95 (SPALLETTA / PESCOSOLIDO / RIZZA)

**Fact** Car 21 missed the braking point of T6 and collided with Car 95, spinning around and blocking the way of Car 58 which suffered front wing damage.

**Decision** The Stewards judged that Car 21 was at fault for the collision, but as the car lost a reasonable amount of time after the action, no penalty will be issued. The following contact with Car 58 was judged as a racing incident (Car 58 took a wider line and was not able to clearly see the incident due to the narrow field of view).

**Reprimand to Car 21 for causing a collision to Car 95 at T6/L22.**

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## LAP 29 OFFENCE BY CAR 12 (LUCIA)

**Fact** A pilot reported that Car 12 was apparently driving in a dangerous manner during the overtake of Car 12 (backmarker). No contact was made.

**Decision** **No further action.**  
The Stewards and the Race Director reviewed the video-proof evidences and delighted that neither car was at fault for any offence.

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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.
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*Matteo Benassi*

The ATOM-F1 Race Director - Matteo Benassi

Simone Gallo

Giovanni Rizza (text revision only)

Dennis Salerno

Alessandro Granzella

Tom Begum

The Stewards