

ATOM ENTRY LEVEL ESPORTS

EDITION 4 - GRAND PRIX OF MONACO

17/05/2020

RACE CONTROL REPORT -

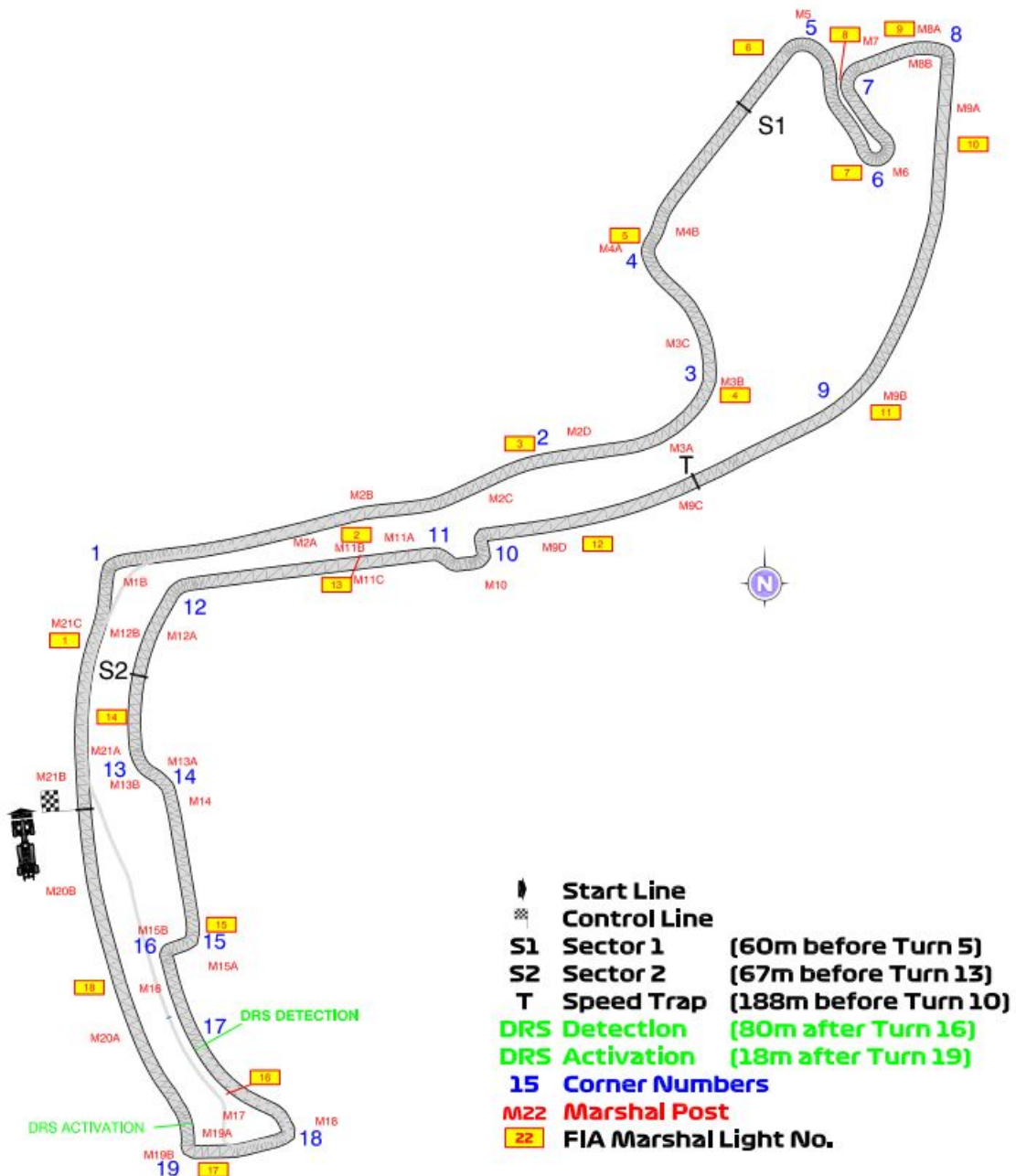
ISSUED FROM THE RACE DIRECTOR

TO ALL TEAMS / ALL PILOTS

DATE 18/05/2020

TIME 19:00

TRACK 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:

- Ghosting is enabled as *R&R ATOM ed4, rule 4.5*. Anyway, pilots are not permitted lacking on using caution while driving past a crash, especially in those involving multiple cars.
- During qualifying, it is strictly forbidden to slow down on the racing line, due to the narrow width of the track. Pilots on the out-lap or in-lap must use extreme caution about the upcoming full-speed cars doing their fast lap. In case a pilot is in the middle of a turn, or a series of consecutive narrow turns, the pilot must reach with full speed an enough wide section to then get out of the racing line.
- Pilots exiting from the pit-lane must not cross the yellow line on the left for any reason, due to a bug present in the game: if the line is crossed, then a reprimand is issued, followed by a 10 second time-penalty for cutting T1.
- Pilots entering the pit-lane must remember to slow down previously due to the sudden closeness of the pit-limiter line.
- Pilots racing alongside each other on the S/F "straight" may use extreme caution while overtaking on the right, due to the sudden, narrow and blind pit-lane exit.
- Pilots must seriously consider not to overtake within yellow flags (as the sport regulation says) due to the narrow width of the track.
- A poor attempt of an overtake may cost a disqualification for the upcoming drivers who need to stop, waiting for the track to clean. These situation may occur at T6 (hairpin). Pilots must use caution, especially on this point.

RACE CONTROL REPORT - OFFENCES LIST

The Race Director, analyzing reports from pilots, took the following decisions:

QUALIFYING INCIDENT BETWEEN CARS 2/98 (HUBER/PASTORE)

- Fact** Car 2 was exiting the pit-lane as Car 98 was in front. Car 98 was significantly slow, but Car 2 didn't slow down to keep a safe distance. As a result, Car 2 collided to the back of Car 98 (which in the meantime was moving out of the way at T2).
- Decision** Car 2 received a 5 position penalty on the starting grid for causing a collision. No further action.
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LAP 1 INCIDENT BETWEEN CARS 14/98 (ALBERTINI/PASTORE)

- Fact** Car 98 completely missed the braking point at T5 and went straight forward towards the inside line, causing a collision to Car 14. The incident caused a Virtual Safety Car deployment.
- Decision** **4 point penalty to Car 98 for causing a collision at T5/L1.**
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LAP 19 INCIDENT BETWEEN CARS 21/19 (SPALLETTA/FATTORI)

- Fact** Car 21 was behind Car 19 after a Safety Car restart. Car 21 missed the braking point and cut T1, illegally overtaking Car 19. After T4, Car 21 slowed down to give the position back, however Car 21 slowed down in the middle of the track, leaving no space and clearly without paying attention about the position of the car behind, causing a collision and a remarkable front wing damage to the leader (Car 19) as well.
- Decision** **1 point penalty to Car 21 for causing a collision at T4/L19.**
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**LAP 24 MULTIPLE INCIDENT BETWEEN CARS 19/21/2/13
(FATTORI/SPALLETTA/HUBER/BENASSI)**

Fact Car 13 was leading the train, when at T18 braked early due to its front wing damage. Car 2 had nowhere to go and braked as well, being hit later on from Car 21. Car 21 had nowhere to go either, it almost realized, and it even braked quite early, but Car 19 didn't realize and collided with the back of Car 21. Safety Car has been deployed.

Decision Racing incident.

LAP 29 INCIDENT BETWEEN CARS 21/79 (SPALLETTA/ALIPERTI)

Fact Car 21 was more than halfway alongside Car 79 at the apex of T1, Car 79 turned in as no one was on the inside, leaving no space and making Car 21 spin around.

Decision **3 point penalty to Car 79 for causing a collision at T1/L29.**

LAP 29 INCIDENT BETWEEN CARS 2/13 (HUBER/BENASSI)

Fact Car 13 overtook Car 2 at T5. Car 2 carried on side by side as it ran out of track. At the mid-apex before T6, Car 2 was exactly half-way alongside Car 13.

Decision Racing incident.

LAP 37 INCIDENT BY CAR 21/91 (SPALLETTA/GRASSI)

Fact Car 91 was braking for T18. Car 21 missed the braking point and collided with the car in front. Car 91 got pushed into the wall and suffered front wing damage.

Decision **2 point penalty to Car 21 for causing a collision at T18/L37.**

FINAL NOTES

The Race Director noted offences also from other cars, however there is no clear evidence about the facts, as video-proof quality was very poor, if even present.

A handwritten signature in black ink, appearing to read 'G. Rizza', written in a cursive style.

The ATOM-F1 Race Director - Giovanni Rizza

Simone Gallo

Federico Longo

The Stewards