

ATOM ENTRY LEVEL ESPORTS

EDITION 4 - GRAND PRIX OF BELGIUM

18/06/2020

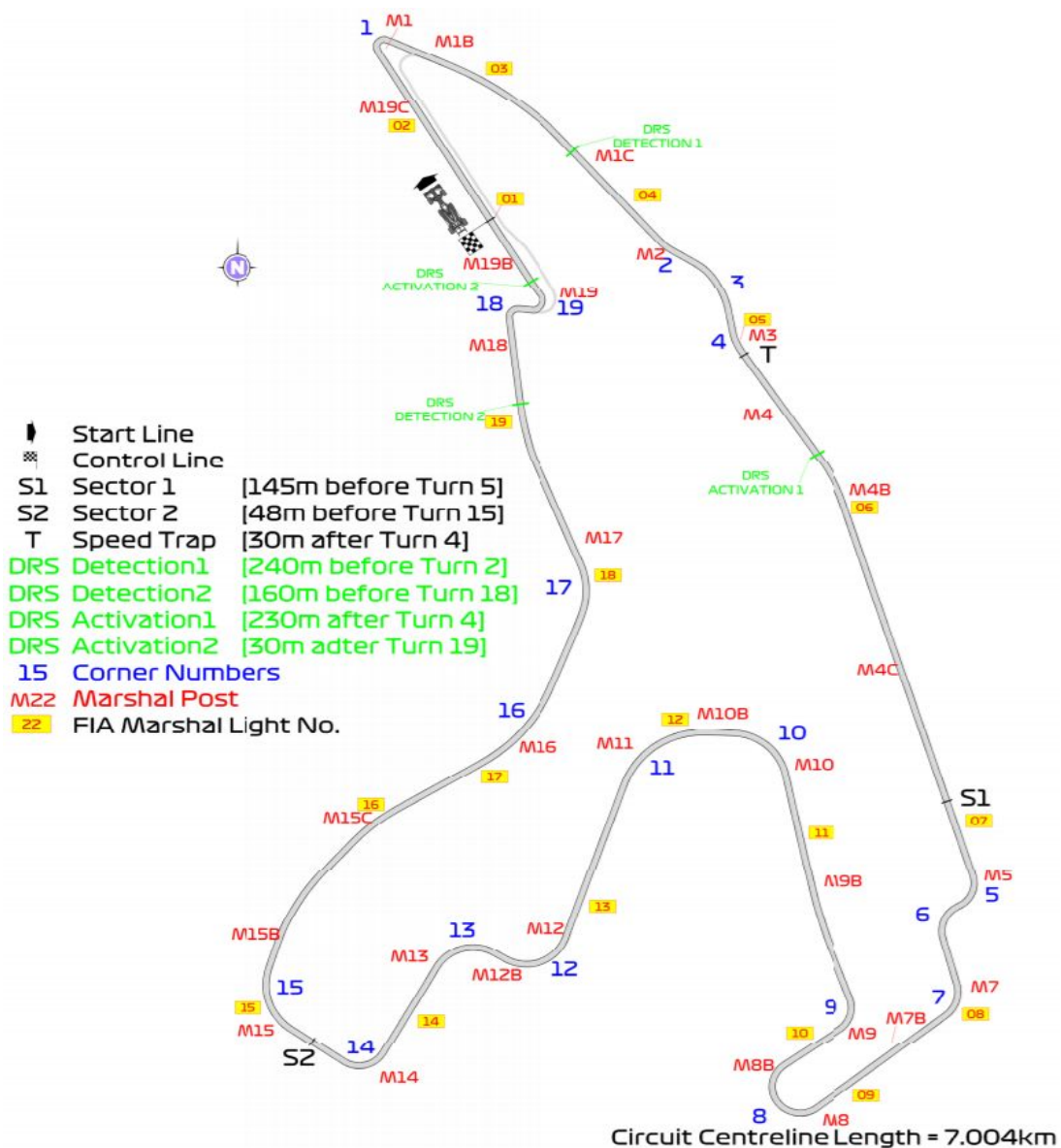
RACE CONTROL REPORT -

ISSUED FROM THE RACE DIRECTOR
TO ALL TEAMS / ALL PILOTS

DATE 20/06/2020

TIME 11:00

TRACK MAP

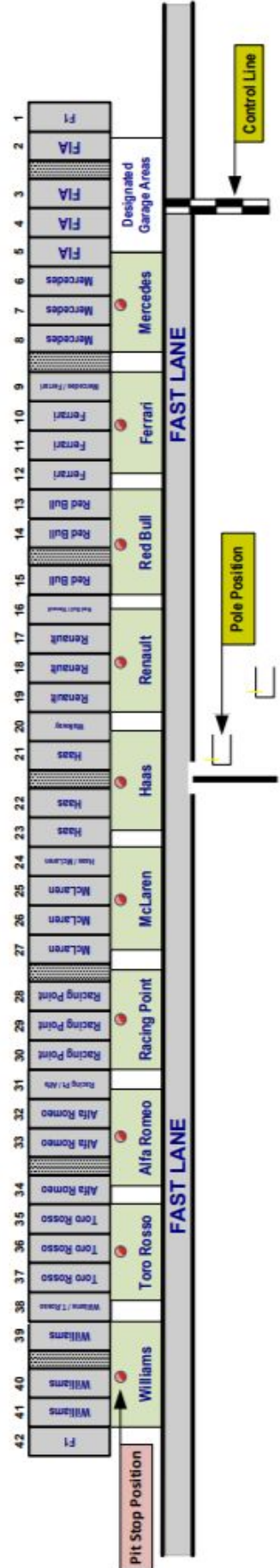
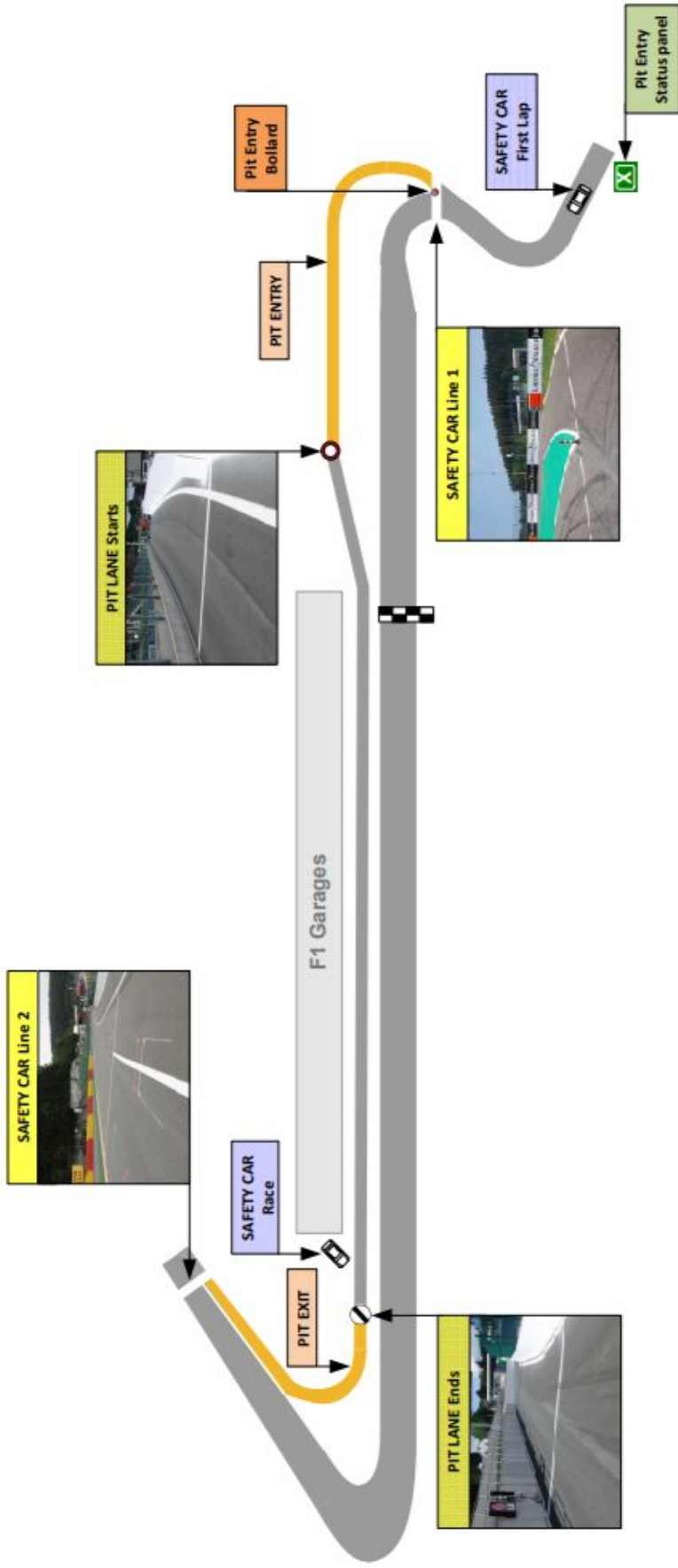


RACE DIRECTOR'S EVENT NOTES

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:

- Last race before mid-season fast break.
- Car 22 must double check the in-game racing number due to technical reasons.
- Cars 21 and 38 must double check the regulations (article 4.10 of ATOM R&R).
- Safety Car line 1 is located at T19 as indicated above.
- Safety Car line 2 is located at T1's exit as indicated above.
- Distance between pole position and T1 is 271m.
- Pilots must beware that the new cluster of penalties (see the table on R&R) will bring - from now on - more "time penalties" instead of "championship-point penalties". Race control will be as consistent as usual by bringing the appropriate actions.
- Pit-lane entry and exit lanes are quite tight and therefore **pilots must use caution**. If an evident obstruction is spotted, then the upcoming drivers might avoid "diving" into the pitlane.
- It is permitted by the game to ride the entire runoff (all the kerb + the synthetic grass) at the exit of T14 (*Stavelot*).
- **During the qualifying session pilots must beware not to drive on the off-track asphalt zone located on the left of the short straight between T15 and T16. The current and the next lap would be invalidated by the game.**
- As the track has several very fast corners, pilots should particularly comply with articles 4.1 and 4.2 of the sporting regulations of ATOM's R&R.
- If a driver overshoots the corner at T5 there is a small road along the front of the tyre barrier which leads back on to the track before T7, please use this when necessary rather than passing over the bumps.
- Pilots are required to pay attention at the T1 (*La Source*) and Turns 2-3-4 (*L'Eau-Rouge, Le Radillon*) at lap 1, as **incidents are very likely to happen**. For information, pole position is on the right-hand side.
- Reminder: when the faster car is within 3.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels and blue cockpit lights) and the driver must allow the following driver to overtake at the first available opportunity.

PIT-LANE MAP



RACE CONTROL REPORT - OFFENCES LIST

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

PRE-RACE OFFENCE BY CARS 21, 90 AND 38

- Fact** Cars 90, 21, and 38 lacked on communicating within 24 hours their absence.
- Offence** Breach of article 4.10 of the ATOM R&R.
- Decision**
- **Reprimand to Car 90 for having had a 5-hour delay about the communication of absence to Race Control.**
 - **Reprimand to Car 21 and Car 38 for having had a 17-hour delay about the communication of absence to Race Control.**
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SESSION RECREATION AND DELAYED START

- Fact** Official start of the GP has been delayed from 21:00 to 21:09.
- Offence** Breach of article 3.3 of the ATOM R&R.
- Decision** **Pilots are required to pay attention not to put theirself in spectator mode in the pre-lobby loading.**
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INCIDENT AT T1 (LAP 1) INVOLVING CARS 91 AND 13 (GRASSI / BENASSI)

- Fact** Car 91 rode the T1's exit kerb and got an oversteer, following a contact with Car 13. Car 13 suffered front-wing damage.
- Offence** Alleged breach of article 4.1.4 of the ATOM sporting regulations.
- Decision** **No further action.**
- The Stewards reviewed the video-proof evidence and judged that Car 91 caused a collision to Car 13, however an analysis about the telemetry data available, proved that Car 91 did not leave the track at T1¹, and having the hotlap ERS mode (5), the full throttle application caused a sensible oversteer instantly corrected by the pilot, who applied almost instantly a decisive and correct counter steering action. Even though the angle of the counter steering could not completely avoid the collision², Race Control evaluated that all

¹ See the **attachment A** below.

² See the **attachment A2** below.

the proper actions regarding not to leave the track (and to successfully avoid the collision) have been made.

INCIDENT AT T1 (LAP 1) INVOLVING CARS 12, 79, 98, 14, 19, 22, 32 AND 6 (LUCIA / ALIPERTI / PASTORE / ALBERTINI / FATTORI / CASAGRANDA / ALLEMANN / SCIUTO)

Fact Multiple contact was made at T1 because of a lack of space given by Car 98. The following deceleration of the pack caused a front wing damage to Car 6.

Offence Breach of articles 4.1-2 and 4.3.4-5 of the ATOM sporting regulations.

Decision **10 second time penalty to Car 98 for causing a collision to Car 79.**
No investigation necessary for the summoned Car 58 (Pescosolido). The Stewards analyzed the available data (no video evidence this time, only sequence of images) and proved that Car 98 took an unnecessarily tight racing line³, packing up 3 cars on its right towards the apex of the corner. Cars 19 and 79 then had nowhere to go, despite Car 79 put itself in trouble joining the tight space between Car 19 and Car 98, closing up. It was then clear that the space was not enough⁴, Car 12 was fairly in front, Car 79 tried to backoff, while Car 19 still had nowhere to go. As the behind cars 14 and 22 collected front wing damage⁵, Car 46 left the track to avoid them. Car 98 was trying to countersteer, despite being late. Another damage was made in the back of the pack, as Car 6 collided⁶ with the back of Car 32, due to the sudden deceleration of all the cars in front.

OFFENCE AT T1 EXIT (LAP 1) BY CAR 32 (ALLEMANN)

Fact Car 32 overtook Car 19 under Virtual Safety Car conditions.

Offence Breach of article 3.2.1.2 of the ATOM sporting regulations.

Decision **Drive-Through penalty to Car 32 for overtaking under VSC. (20 seconds added on final race time)**

³ See the **attachment B** below.

⁴ See the **attachment B2** below.

⁵ See the **attachment B3** below.

⁶ See the **attachment B4** below.

INCIDENT AT T1 EXIT (LAP 8) INVOLVING CARS 12 AND 98 (LUCIA / PASTORE)

Fact Car 12 crashed in a dangerous spot. Car 98 did not see the crashed car and hit it at severe speed. The Safety Car has been deployed.

Offence Alleged breach of article 3.2.1.3 of the ATOM sporting regulations.

Decision **No further action.**
The Race Director reviewed the video-proof evidence and checked that yellow flags were shown by the marshall lights n.02 and n.03 constantly from about 10 seconds. However, Car 98 was exiting the pit-lane and could see the light n.03 only. Taken into account that the other car was stationary in a shadowed place, and that another car was partially blocking the overhead view of Car 98, The Stewards decided not to reprimand the lack of attention paid by Car 98.

OFFENCE AT 2ND DRS ZONE (LAP 16) INVOLVING CARS 22 AND 28 (CASAGRANDA / GUARALDI)

Fact Car 22 moved twice while defending its track position.

Offence Alleged breach of article 4.1.2 of the ATOM sporting regulations.

Decision **No further action.**
The Race Director did not find any proof to demonstrate what he previously noted during the race.

ATTACHMENTS

- A
 - Proof that Car 91 did not leave the track.



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- A2
 - Angle of the collision.



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- B



- B2



- B3



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- B4



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FINAL NOTES

- Any other incident was judged as a racing incident and was judged not so relevant to be included above.
 - The pilot-transfer window is open. It is possible to agree between two pilots to exchange seats, under conditions expressed in chapter 10.2 of the R&R (by June 30). Please communicate the various agreements to the organizers by midnight of June 30. The website will be updated with new team assignments on July the 1st.
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The ATOM-F1 Race Director - Giovanni Rizza

Simone Gallo

Dennis Salerno

Alessandro Granzella

The Stewards