

Dear Drivers, Teams, Partners.

We thank all drivers and teams for their participation in the second round of the BMW SIM GT CUP, held on the iRacing platform at Michelin Raceway – Road Atlanta. This document provides a brief stewards report, standings for BMW SIM LIVE 2022 qualification, as well as any upcoming points to note.

Stewards Report & Distribution of Penalties

Stewards Report - Preamble

As will be the case all season Stewards monitored the qualifying and the race live, in order to consider if there were any penalties requiring review after the race. The sole purpose of observing qualifying was to randomly check for teams 'brake dragging', and the race was reviewed for incidents which whilst already receiving incident points via the iRacing no fault incident system, may be worthy of further review and penalty.

Please note that the remit of stewards is limited to ONLY the cars who place inside the Top 10 in each respective race, and therefore are eligible to score qualification points. Other incidents that *may* have necessitated an incident review are not included, as stewards have no control to issue any penalties for these. If a driver outside of the Top 10 requires a protest review, they should follow iRacing's standard protest process by completing the protest form on the iRacing UI. Race stewards will not comment on any incident outside of the top 10 ***unless it constitutes such unsportsmanlike conduct that it may impact on a teams invitation to BMW SIM LIVE 2022.***

Following on from feedback from teams, RaceSpot Live Events will endeavour to consider a live incident sheet for future rounds of the championship. There are a number of complexities towards providing one for such a series, due to the remit of stewards and the 'random' nature by which teams can be entered into the race (Compared for example to a hosted / league event. Future updates will be provided on the [BMW SIM RACING Discord Channel](#) and the soon to be created [BMW SIM GT Page on the RaceSpot TV Website](#).

Race Investigations, Penalties, Appeals, Protests

To save these documents spanning multiple pages, the only incidents listed are those which the race stewards deem are of **SPECIFIC MENTION**. This does not mean that other incidents were considered or investigated, but are those which the stewards have determined need mentioning in this document. When considering the incidents to be included, stewards are mindful of the fact that their remit is to provide a general oversight of the series only, and not to interfere in every incident that may have happened on track. Criteria where stewards may intervene include (But are not always limited to):

- Occasions where a drivers actions has forced the retirement of other team(s) in the race.

- Occasions where unnecessary force has been used to take a position, which *may* be seen as protestable in normal circumstances on iRacing (Remembering stewards for this series are NOT iRacing stewards)
- Occasions where a drivers actions has caused time / place loss to another driver due to unsafe / overly-aggressive driving, and in the eyes of the stewards, has caused a moderate – severe detriment to another teams chances of success in the race in question.

The bar of incident review is likely to be higher than what would have been seen at previous BMW SIM LIVE events where of course RaceSpot Live Event have had sole and full responsibility for stewarding events. Therefore, less egregious incidents are unlikely to be reviewed by stewards, recognising that this is an iRacing event, where live penalties cannot be issued by stewards.

Penalties will use the following rough scale:

5 Second Penalty: Incidents where a driver is at fault, and a team has been moderately been impacted as a result of contact / actions (Position loss, no damage repair immediately necessary).

20 Second Penalty: Incidents where a driver is at fault, and a team has suffered significant impact as a result of contact / actions, including the need for repairs, or retirement from the race. The bar here is likely to be if a team's opportunity to compete for a Top 10 position has been severely / completely removed as a result of contact.

Event DQ: Incidents where a driver has either had multiple incidents of the above, or has engaged in activities which is against the spirit of fair racing (For example, brake dragging in Qualifying).

Note, other penalties may be issued where appropriate, and can be of any time between 2 and 30 seconds. In specific cases, it may be appropriate to simply 'switch' two teams based on an incident, especially if it occurs towards the end of a race. Warnings may also be offered to teams whom have committed incidents, are outside of the points, but are worthy of exceptional note.

All teams who have received a penalty receive the right to appeal by completing [the following form on the RaceSpot TV Website](#). Any member of a team, or a nominated representative may complete an appeal form, but must complete the form in it's entirety, and provide a replay from the perspective of the team in question. Only one appeal can be made per form, though there is no limit to the number of appeals, dependant on the number of penalties received.

NO PROTESTS WILL BE ENTERTAINED FOR INCIDENTS NOT INCLUDED BELOW. This is because it is the role of stewards to provide a general oversight of these events, and not to interfere in every incident that may have taken place on track.

Stewards Report – Incidents & Penalties

Following a review of the race, there are a number of incidents which have been reviewed by stewards, and the following penalties / notes have been issued:

Car #	Team	Description of Incident	Penalty Issued
89	BS+ Competition	Contact with Apex Racing Team 99 (Approx. 15 mins into the race). Caused loss of positions to Apex Racing Team.	5 Secs
99	Apex Racing Team	Contact With Team Redline 69 at the final corner, pushing said car off the track and causing multiple position losses (Approx. 25 mins into the race).	5 Secs
3	Team Redline Orange	Would have had a 20 second penalty had he finished in Top 10 for race ending move of 3 cars, at Turn 4, however Team Redline were also unable to continue (Approx. 27 Mins into the race). Noted due to the size of the incident, and actions of Team Redline Orange.	Warning
8	R8G Esports	Race Ending Incident with FYRA SimSport Purple.	20 Secs
69	Team Redline Green	Incident with FYRA SIMSPORT RED 2.	NFA
69	Team Redline Green	Aggressive overtake over Apex Racing Team 69.	Warning

Revised Results After Round 2

Following the application of penalties, the final race results from Round 2 are as follows.

Finish Pos	CF Pos	Name	Drivers	Interval	Penalties	Total Interval
1	1	BS+COMPETITION #89	Phil Denes Rainer Talvar	0	-5	-5
2	2	Team Redline Green	Diogo C. Pinto Luke A Bennett	-8.987		-8.987
3	4	Team Redline Blue	Chris Lulham Gianni Vecchio	-12.469		-12.469
4	3	Apex Racing Team #99	Yohann Harth Jamie Fluke	-12.221	-5	-17.221
5	6	R8G Esports \$888	Thibault Cazaubon Hugh Barter	-21.016		-21.016
6	7	MSi eSports 120	Dani Elgarbay Gabi Montoro	-21.945		-21.945
7	8	KOVA \$707	Tuomas Tähtelä Antti Ahola	-22.043		-22.043

8	9	KOVA \$777	Matti Sipilä Valtteri Alander	-22.226		-22.226
9	10	Team Redline Yellow	Christopher Dambietz Alexander Thiebe	-22.449		-22.449
10	11	Zennith Esports 120	Sergio Ignacio2 Yago Martinez	-25.81		-25.81
11	12	Apex Racing Academy #197	Yani Stevenheydens Elvis Rankin	-26.465		-26.465
12	13	FYRA SIMSPORT RED	Lasse Bak Mikkel Gade	-30.792		-30.792
13	14	Williams Esports Chillblast	Arthur Lehouck Alxander Spetz	-36.241		-36.241
14	5	R8G Esports \$8	Andre Melchers Vlad Khimichev	-20.69	-20	-40.69
15	15	Arnage Competition by O-Rouge	Ricardo Rico Nicolás Rubilar	-45.003		-45.003

Standings After Round 2

The confirmed qualification standings after Race 2 are below. Please note the following:

- Where there is a team identifier in a team (Car number, colour etc), this has been removed, as there is the chance that a driver may compete for one or more 'cars' within a team over the course of the season.
- Only the driver who sets the fastest lap will receive a bonus point. This is not issued to all drivers in a team.

Pos	Name	Team	R1	R2	BO	Total
1	Chris Lulham	Team Redline	25	15	1	41
2	Gianni Vecchio	Team Redline	25	15		40
3	Diogo C. Pinto	Team Redline	18	18		36
4	Luke A Bennett	Team Redline	18	18		36
5	Phil Denes	BS+COMPETITION		25		25
6	Rainer Talvar	BS+COMPETITION		25		25
7	Jamie Fluke	Apex Racing Team	12	12		24
8	Alejandro Sanchez	Apex Racing Team	15		1	16
9	Hugh Barter	R8G Esports	6	10		16
10	Kevin Ellis Jr	Apex Racing Team	15			15
11	Elvis Rankin	Apex Racing Team	12			12
12	Yohann Harth	Apex Racing Team		12		12
13	Kenny Roosen	Valkyrie esport X	10			10
14	Simeon Lynch	Valkyrie esport X	10			10
15	Antti Ahola	KOVA	4	6		10
16	Tuomas Tähtelä	KOVA	4	6		10

17	Thibault Cazaubon	R8G Esports		10		10
18	Andre Melchers	R8G Esports	8			8
19	Vlad Khimichev	R8G Esports	8			8
20	Dani Elgarbay	MSi Esports		8		8
21	Gabi Montoro	MSi Esports		8		8
22	Mario Vartanian	R8G Esports	6			6
23	Matti Sipilä	KOVA		4		4
24	Valtteri Alander	KOVA		4		4
25	Bruno do Carmo	Full Time Esports by TK	2			2
26	Gustavo Ariel	Full Time Esports by TK	2			2
27	Christopher Dambietz	Team Redline		2		2
28	Alexander Thiebe	Team Redline		2		2
29	Patrik Holzmann	Team Redline	1			1
30	Maximilian Benecke	Team Redline	1			1
31	Sergio Ignacio2	Zennith Esports		1		1
32	Yago Martinez	Zennith Esports		1		1

Notes for upcoming races

Please find some information for upcoming races below. These detail potential considerations relating to participation, and ensuring fair competition.

Brake Dragging

We are aware of accusations made by teams about brake dragging, and saw some evidence of this ourselves when reviewing qualifying during the first round of the championship at Daytona. As it was not made clear previously, and not all drivers had read the stewards report due to it being in the wrong location, it was not possible for us to police, however moving forward:

1. NO CAR will be allowed to brake drag on their qualifications lap for BMW SIM GT CUP (Top Split).
2. We have requested that qualifying scrutiny be upgraded to strict to support this.
3. Any car seen to be brake dragging to gain an advantage will be DISQUALIFIED from earning qualification points for BMW SIM LIVE 2022 for the race in question.
4. In the event of car(s) being disqualified from the race from earning qualification points, these will be distributed further down the field as needed.
5. Persistent brake dragging by teams will see them DISQUALIFIED for participating in BMW SIM LIVE 2022. In these cases, invitations will be given to teams further down the field as needed.

We thank you in advance for your co-operation in this matter. If you have any questions, please do not hesitate to contact me on Discord.

Telemetry & Replays

Teams are requested to keep a replay file of their race, and a copy of their telemetry files to support race stewards in their investigations and decision making. These should be kept for 2 weeks, to allow for stewards to consider investigations that may be initiated during the race, or as part of a post race review.

Discord, Live Timing, Webcams & Interviews

The BMW SIM RACING channel is now open to all. Please visit <https://racespot.wtf/BMWSIMRACING>.

Live Timing for each race can be found at <https://racespot.wtf/BMW>. We thank our partners at Timing 71 for updating their software so we can once again use it.

The TeamSpeak for post race interviews is ts.racespot.tv. No port number or password needed to join. Drivers are also invited to share their webcams for races via a Zoom meeting which will be publicised on the BMW SIM RACING Discord, and these will be used in the race when doing onboards.

We hope you enjoyed the racing at Michelin Raceway Road Atlanta, and we look forward to seeing you at the next BMW SIM GT CUP event at Sebring International Raceway in March.

With kindest regards,



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