

RaceSpot Live Events Ltd.

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Great Britain

### **Statement regarding the penalty decision / qualifying review concerning M. Golombeck**

*This statement is presented to you as a reaction to the round 8 qualifying review posted by you on April 18, 2022, 19:53 UTC on the Hyundai N e-Festival discord.*

I would like to address the key errors made in these accusations:

In the beginning of your review you refer to the drivers *"also being part of the CORE SIMRACING team"*. In this championship there is no simracing team affiliation. I race with my fellow countryman and not with my teammates. This has been made abundantly clear by us drivers in the past both vocally and by our driving activity on track.

Can you please explain how and why you base your judgement in this review on a team affiliation that is to no effect in this championship and its regulations?

1. **Regarding Part 2 of the review:** You define the action as "seen to slow" and state that "the speed deltas at S/F are the slowest [...] all session". Can you please provide data that proves this accusation?
  - a. You claim the speed delta is extraordinary slow, yet the following drivers crossed start-finish **slower** during qualifying.
    - i. 02:28 J. Manriques (12): 223kph
    - ii. 02:30 N. Carpenter (57): 238kph
    - iii. 02:30 J. Han: 239kph
    - iv. 02:32 F. Zaperlini (32): 227kph

- v. 04:30 J. Manriques (12): 236kph
  - vi. 04:36 A. Patnaik (76): 232kph
  - vii. 04:41 J. Jang (10): 235kph
  - viii. 06:03 M. Golombeck 239kph (for reference)
  - ix. 06:13 T. Maxson (77): 238kph
- b. As you can see, only 10 seconds after the crossing of me, T. Maxson (77) crosses the line at 238kph - a slower speed than me.
- c. Additionally there are many similar cases that are not represented or referenced in this review. These cases are:
- i. Lap 0, #17 makes a mistake onto the oval which gives him a much better position in draft.
  - ii. End of Lap 2 #77 and #44 (Countrymates) slow down significantly to start a lap.
  - iii. #10 slows at the end of lap 1 crossing S/F with 235kph, gaining draft from cars ahead for the laps to come.
  - iv. At the end of Lap 0 #92 pulls up high and lets cars go, crossing the line at 238kph.
  - v. Start of Lap 4 #45 misses T1 to regain draft for the following lap.
- d. Lastly, you state the fact of "running alone" in qualifying.
- i. Comparing me vs. #99 (B. Hawkin) for running alone, B. Hawkin crosses the line at 240-242kph during the entire session, which shows a negligible difference to the 239/240kph if you consider the different ways into the oval, different setups etc.

Were none of the cases above investigated? Why is there no review for the multitude of similar issues listed?

Daytona has an undeniable, massive, and inevitable effect of draft due to its high degree of oval track parts. Comparing the penalties to the Silverstone round: #23 (G. Kim) has claimed pole-position by brake dragging AND deliberately drafting the qualifying with his countrymate #92 J. Han, who waited for several seconds over multiple occasions. Even though they came away with a pole position and broke multiple rules clearly, they both only received 1 Penalty Point for their behavior, which did also not lead to a qualifying ban.

Frankly I am appalled by this review, the decisions made, and the penalties derived from it. I ask you to please amend your decision.

Yours sincerely,

**Marius Golombeck**

Hyundai N e-Festival Participant for Germany