

Dear Drivers, Teams, Partners.

We thank all drivers and teams for their participation in the fourth round of the BMW SIM GT CUP, held on the iRacing platform at the Nurburgring. 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

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 (Note, due to operational circumstances, a different template has been used compared to normal. We will resume with a standard template for future rounds):

<u>Car(s) Investigated</u>	<u>Car(s) Involved</u>	<u>Description of Incident and Penalty</u>
Team Redline Blue	Kova 777	5 Second Penalty for pushing driver too close to the pit wall coming to the Green Flag.
R8G Junior Car		NFA: Solo Car Incident
ALL DRIVERS - LAP 1 TURNS 2 & 3		No further investigation needed.
Team Redline Orange	Apex Racing Team Car 98	5 Second penalty for Team Redline Orange, for pushing Apex Racing Team Car 98 off the track on Lap 1
Apex Racing Academy Car 198	Bombay Spice Competition 4	10 Second Penalty for Apex Racing Academy Team - Causing a Collision With Bombay Spice Competition Car
Volante Racing 77		Warning for off track / rejoin on Lap 1
Apex Racing Team 98		Warning for off track / rejoin on Lap 1
Apex Racing Team 99	Williams Esports 150	10 Second Penalty for Apex Racing Team 99 - Spinning Williams Esports 150 off track on T1 L2, then hitting him again, as Williams Esports 150 was spinning. No effort was made to slow down / avoid spinning car
Mechaninc Racing Green 7	Vendevl Sim Racing White 123	20 second penalty for Mechaninc Racing Green Car. crashing Vendevl Sim Racing White 123 on Lap 2. Penalty surplus to requirements due to both drivers being out of the race.
89 BS+ Competition	Team Redline Red	UPDATE: NO FURTHER ACTION: BS+ Competition Did Move to the right hand side of the track, but there was plenty of space between the Team Redline Red car and the edge of the track, and the incident started not because of contact but because of netcode. Without netcode, there would have been no incident.
Williams Esports Razer	Apex Racing Academy 198, Apex Racing Academy 199.	5 second penalty for pushing across the track into Apex Racing Academy cars.

Obsidian Racing 13	Urano eSports DATAGROUP 90	5 Second Penalty For Obsidian Racing 13, for turning around the Urano eSports DATAGROUP 90 car. Although there are many lines through the corner, there was enough room between cars entering the corner, and more room should have been given by the Obsidian Racing 13 car.
R8G Esports 8	Kova 707	Kova 707 Car was moving from the right hand side of the track to pinch R8G Esports, which then had limited room as the track was narrowing then opening. In this case, as the Kova 707 car is deemed to be at fault, even though they spun, the incident will be deemed NFA.

An appeal has been received in relation to the incident at the start of the race between Team Redline Blue and KOVA 777. The appeals decision is as follows:

This appeal was passed to our appeals steward, who does not do any decision making during races. The appeal steward has agreed with original stewards about the penalty, and in fact suggested a stronger penalty, however we believe the penalty originally issued was sufficient in line with previously issued penalties in the series.

Overall, although the second contact did include net code, it is the opinion of all who have reviewed this that your car was too aggressive at the start and imitated at least one contact by moving across into another cars space. The second incident occurred as a byproduct of the first, and the fact that at the point of impact, net code or not, you were continuing to move across the track into another car, which had every right to be there, and was being pushed off of the race track as defined by the white lines.

In addition, knowing that the collision predictor had changed for the worse and being aware of net code possibilities, the stewards do not understand why you as a car felt to race so close to others at the start of the race at a time where an incident can be heightened. Knowing that there are incident reviews and that net code still causes damage and time loss to others, we expect drivers to be more careful, and not willing to just place incidents on net code as a get out of jail free card.

Revised Results After Round 4

Following the application of penalties, the final race results from Round 4 are as follows.

Finish Pos	CF Pos	Name	Drivers	Interval	Penalties	Total Interval
1	1	KOVA \$777	Valtteri Alander Matti Sipilä	0		0
2	3	Team Redline Purple	Luke A Bennett Diogo C. Pinto	-1.121		-1.121
3	4	BS+COMPETITION #89	Rainer Talvar Phil Denes	-4.067		-4.067
4	2	Team Redline Blue	Chris Lulham Gianni Vecchio	-0.87	-5	-5.87
5	5	R8G Esports \$88	Valentin Mandernach Florian Lebigre2	-9.126		-9.126
6	6	R8G Esports \$8	Andre Melchers Vlad Khimichev	-11.988		-11.988
7	7	MSi eSports RED	Dani Elgarbay Gabi Montoro	-12.282		-12.282
8	8	Team Redline Yellow	Christopher Dambietz Alexander Thiebe	-16.008		-16.008
9	9	Apex Racing Team #98	Alejandro Sánchez Maxime Brient	-22.951		-22.951
10	10	KOVA \$707	Tuomas Tähtelä Antti Ahola	-26.515		-26.515

Standings After Round 4

The confirmed qualification standings after Race 3 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. For this round, as the driver who set the fastest lap finished outside of the top 10, no bonus points will be awarded.

Pos	Name	Team	R1	R2	R3	R4	BP	Total
1	Phil Denes	BS+COMPETITION		25	25	15		65
2	Rainer Talvar	BS+COMPETITION		25	25	15		65
3	Chris Lulham	Team Redline	25	15	4	12	1	57
4 =	Gianni Vecchio	Team Redline	25	15	4	12		56
4 =	Diogo C. Pinto	Team Redline	18	18	2	18		56
6	Luke A Bennett	Team Redline	18	18		18		54
7	Jamie Fluke	Apex Racing Team	12	12	15			39
8 =	Matti Sipilä	KOVA		4	8	25		37
8 =	Valtteri Alander	KOVA		4	8	25		37
10	Alejandro Sanchez	Apex Racing Team	15		15	2	1	33
11 =	Florian Lebigre2	R8G Esports			12	10		22
11 =	Valentin Mandernach	R8G Esports			12	10		22
13	Maximilian Benecke	Team Redline	1		18		1	20
14	Patrik Holzmann	Team Redline	1		18			19
15 =	Elvis Rankin	Apex Racing Team	12		6			18
15 =	Yohann Harth	Apex Racing Team		12	6			18
17 =	Hugh Barter	R8G Esports	6	10				16
17 =	Andre Melchers	R8G Esports	8			8		16
17 =	Vlad Khimichev	R8G Esports	8			8		16
20	Kevin Ellis Jr	Apex Racing Team	15					15
21 =	Dani Elgarbay	MSi Esports		8		6		14
21 =	Gabi Montoro	MSi Esports		8		6		14
23 =	Thibault Cazaubon	R8G Esports		10	1			11
23 =	Antti Ahola	KOVA	4	6		1		11
23 =	Tuomas Tähtelä	KOVA	4	6		1		11
26 =	Gaël VALERO	Apex Racing Academy			10			10
26 =	Kenny Roosen	Valkyrie esport X	10					10
26 =	Mario Vartanian	R8G Esports	6		4			10
26 =	Simeon Lynch	Valkyrie esport X	10					10
26 =	Thijs J Simons	Apex Racing Academy			10			10

31 =	Alexander Thiebe	Team Redline		2		4		6
31 =	Christopher Dambietz	Team Redline		2		4		6
33 =	Bruno do Carmo	Full Time Esports by TK	2					2
33 =	Gustavo Ariel	Full Time Esports by TK	2					2
33 =	Luke McKeown	Team Redline			2			2
36 =	Przemyslaw Marek Lemanek	R8G Esports			1			1
36 =	Sergio Ignacio2	Zennith Esports		1				1
36 =	Yago Martinez	Zennith Esports		1				1
	Maxime Brient	Apex Racing Team				2		

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 the Nürburgring, and we look forward to seeing you at the next BMW SIM GT CUP event at Watkins Glen International in June.

With kindest regards,



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