

Dear Drivers, Teams, Partners.

During qualifying for Round 8 of the Championship at Daytona, event stewards noticed a number of irregularities relating to drivers in the championship who are also a part of the CORE SIMRACING team. These were reviewed along with myself as the third / appeals steward, and my role in regulating racing aspects of the series.

The incidents in question, and outcomes are as follows:

- Corentin Guinez was observed waiting on pit lane for >45 seconds, to then come out of the pits to join the front of the CORE cars. Although this was noted immediately by Race Control, and Guinez did pull back from the group, the fact that there is evidence that occurred is enough to warrant penalty points being issued.
- Marius Golombeck is seen to slow on his second timed lap, as the two British drivers were closing behind him. Although there is no evidence that the British drivers gained any time in this process, Golombeck was able to slow to the rear of the group, and then set his fastest time two laps later. Speed deltas at the S/F line show this being the slowest Golombeck was (Draft or none) all session, and his speed was slower than others running alone at this point. Golombeck will be issued with 10 penalty points, therefore giving him a qualifying ban for Hockenheim.
- There is evidence of Kieran Harrison slowing down to create additional space between himself and Gibson on Lap 3 / 4 of qualifying, which provided a duel opportunity for him to attempt to set a faster lap, **and** provide additional opportunities for Golombeck to set a faster lap by having a two-phase tow. For this, Harrison will be issued with 5 penalty points.

For Round 9 & 10 of the championship, the following will be added to the rules:

- Incident reviews in qualifying can be carried over to the race, and penalties applied in the race if not caught / determined in time
- In addition, penalties from Round 9's qualifying session may also be applied to Round 10's qualifying, where this is not caught / determined in time.

In addition, drivers should note that qualifying will be reviewed for both rounds (More so if Superpole qualifying is not used for Round 10), and additional post race penalties may be applied. Further attempts to manipulate draft packs in qualifying can result in a penalty up to and including disqualification from the race.

We hope you enjoy the last two races of the championship in 12 days time, and wish you all the best.



Wil Vincent MA BSc (Hons) FHEA

CEO – RaceSpot Live Events Limited

RaceSpot Project Co-Ordinator