

## ***Dear Drivers, Teams, Partners.***

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

### **Participation, Low iRated Teams, Stewarding**

As you are likely aware, the BMW SIM GT CUP exists as an Official iRacing Event to encourage participation in a way that cannot be achieved with league based races. For the majority of past races, there has been no major issues due to the fact that a race has at least 'split' once, allowing different levels of skilled drivers to be more closely matched with teams of similar skill levels. This did not occur at Barber, hence one split.

It should be noted that season participation dropoff is nothing new. This has occurred in various iRacing World Championship Series, previous BMW iRacing Series, and hosted series, and for the large part cannot be helped. August is a historically low participation month, and whilst efforts are made to avoid scheduling races at inopportune times, sometimes this simply becomes necessary due to other conflicts (For example, the date of BMW SIM LIVE). In addition, Barber Motorsports Park may be a lower participation track, but it is deemed necessary to provide virtual experiences from across the world where BMW have participated at.

An iRacing official series needs to have the same number of teams for a 'split' throughout the season, both in terms of setup, and to be fair to all participants. Series across iRacing deal with tracks with lower participation to others, and whilst comments about racing for money are received and understood, the nature of the series is also not to exclude a driver and teams who meet the minimum requirements for the series. There have been comments about minimum iRating, or moving to A Class for a minimum SR, but in all honesty, many participants in the series are aware of the pleasures of iRacing farming, even if they have not participated as such themselves. Whilst iRating is of course a measure of performance it is also not *the* only measure of performance, especially as the Road license is split across various disciplines.

Tied to the above is the conversation around live stewarding in sim. In short, this is simply not possible, both from a technical perspective and the fact that this would require the use of accounts which are extremely limited on iRacing for specific purposes only. The current approach is seen as the 'best option' in terms of combining the requirement for the series to use Official Series to allow access to all, and providing some additional scrutiny of the race that otherwise would not exist in close to real time.

Feedback as ever is greatly appreciated and comments received on Discord and elsewhere are welcomed, especially when in a constructive manner. This will be taken onboard as BMW prepare for their Esports activities in 2023.

## 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:

Car(s) Investigated	Car(s) Involved	Description of Incident and Penalty
71	707	NFA: 71 makes a move on the 707. contact is made but the 71 makes the apex.
13	150	20 seconds to car 13. While being lapped,13 completely misses the corner and cuts through the grass, causing an incident with the 2nd place running 150 who is out of the race
777	70	The 70 gets a run on the 777 and tries to make a move on the 777. The 777 squeezes the 70 to the pit wall. The 777 JUST leaves a cars width. It is noted, however this is No further action/
70	13 & 281	281 is lapped traffic & is backing out as the 13 in front is slow and moving around on line. the 70 then makes front to rear contact with the 281 as it can't see the 13 running slow. No Further Action.
13	2	Event DQ. Same car and corner of incident 2, gets nervous in traffic and misses the corner resulting in the end of event for another team.
93	88	5 second penalty to the #93. The 88 takes a wide entry to turn 15 and the 93 tries to dive up the inside from multiple car lengths back which was never going to work
88	93	5 Second penalty to the #88. Into turn 5 the 88 dives to the inside of the 93 and is not making it to the apex. Causes the 93 to lose positions. Potential retaliation for the incident earlier with the 93?
777	70	No Further Action, 777 loses the car themselves at the corkscrew, the 70 tries to avoid and makes slight contact.
91	89 & 1	No further action, 89 loses throttle and both the 91 & 1 makes contact with the 89. No fault for either of those cars.
15	71	The 15 tries to rejoin and drives directly into the 71.
11	3	The 11 makes an effort to move, but does so poorly, and the 3 has no way to avoid being clipped.
88	92	No further action. Into T 1 the 88 makes a move on the 92 which had been weaving on the straight. There is a viable netcode contact made which spins the 92.
93	69	No further action. Through T2 & T3 the 69 exiting pit road makes side to side netcode contact.

### **Steward Appeals**

There were two appeals received after the race. Both submitted by KOVA. The first pertains to an incident with Team Redline Red, and the second pertaining to the lack of a Stewards Investigation into an incident with BS+ Competition 89.

In terms of the incident with Team Redline Red, no replay was submitted. Furthermore, the appeal stated only about 'upsetting' a car. The stewards acknowledged there was contact made, but feel that overall that this is a racing incident, and whilst KOVA did get moved wide as a result of the incident, the Team Redline Red car was moving directly to the apex of the corner, and it was not an excessively late lunge. With this in mind, it is deemed that no further action should be taken in regards to this, as no substantive new evidence was provided to change the opinion of the stewards.

In the incident with BS+ Competition, it is the sole right of Race Control to determine if incidents deserve further review, and this itself cannot be protested. That being said, where an incident is missed and upon protest we deem it necessary to review, we will make an effort to do so. In this case, as the BS+ Competition car finished outside of the Top 10, no investigation will be held, as the point is moot.

## Revised Results After Round 8

Following the application of penalties, the final race results from Round 7 are as follows.

Finish Pos	CF Pos	Team	Drivers	Interval	Penalties	Total Interval
1	1	Apex Racing Team #98	Alejandro Sanchez Kevin Ellis Jr	0		0
2	2	Team Redline Red	Maximilian Benecke Patrik Holzmann	-33.381		-33.381
3	3	Urano Esports Heinekingmedia	Sam Kuitert Vlad Khimichev	-35.093		-35.093
4	4	Williams Esports BenQ	Carl E Jansson Sami-Matti Trogen	-40.416		-40.416
5	5	Urano Esports Datagroup	Alexey Nesov Luca Kita	-47.842		-47.842
6	6	Team Redline Blue	Chris Lulham Gianni Vecchio	-52.72		-52.72
7	7	KOVA 777	Matti Sipilä Valtteri Alander	-54.127		-54.127
8	9	Urano Esports HUAWEI	Daniel Alves Lourenco Niclas Laubisch	-55.865		-55.865
9	10	Team Redline Purple	Diogo C. Pinto Luke A Bennett	-56.208		-56.208
10	11	KOVA 707	Tuomas Tähtelä Antti Ahola	-58.698		-58.698
11	8	SimRC	Corentin Guinez Kieran Harrison	-55.635	-5	-1:00.635
12	13	Williams Esports Razer	Florian Lebigre2 Julien Soenen	-1:03.672		-1:03.672
13	14	KOVA 770	Alexander A Spetz Josh N Lad	-1:07.879		-1:07.879
14	15	Apex Racing Team 99	Lassi Juurinen Oskari Rinne	-1:08.159		-1:08.159
15	12	R8G Esports 88	Jamie Fluke Yohann Harth	-1:03.604	-5	-1:08.604

## Standings After Round 8

The confirmed qualification standings after Race 8 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	R3	R4	R5	R6	R7	R8	BP	Tot
1	Chris Lulham	Team Redline	25	15	4	12	18	15		8	1	98
2	Gianni Vecchio	Team Redline	25	15	4	12	18	15		8		97
3	Alejandro Sanchez	Apex Racing Team	15		15	2		18	15	25	2	92
4	Maximilian Benecke	Team Redline	1		18		25	25		18	1	88
5	Patrik Holzmann	Team Redline	1		18		25	25		18		87
6 =	Phil Denes	BS+COMPETITION		25	25	15	12				1	78
6 =	Diogo C. Pinto	Team Redline	18	18	2	18	4	12	4	2		78
8 =	Rainer Talvar	BS+COMPETITION		25	25	15	12					77
8 =	Luke A Bennett	Team Redline	18	18		18	4	12	4	2	1	77
10	Kevin Ellis Jr	Apex Racing Team	15					18	15	25		73
11	Matti Sipilä	KOVA		4	8	25	1		12	6	1	57
12	Valtteri Alander	KOVA		4	8	25	1		12	6		56
13 =	Antti Ahola	KOVA	4	6		1		10	25	1		47
13 =	Tuomas Tähtelä	KOVA	4	6		1		10	25	1		47
15 =	Jamie Fluke	Apex Racing Team	12	12	15				6			45
15 =	Florian Lebigre2	R8G Esports			12	10	15		8			45
15 =	Valentin Mandernach	R8G Esports			12	10	15		8			45
18 =	Alexey Nesov	URANO eSports					10	1	18	10		39
18 =	Luca Kita	URANO eSports					10	1	18	10		39
20 =	Elvis Rankin	Apex Racing Team	12		6				6			24
20 =	Andre Melchers	R8G Esports	8			8	8					24
22	Thibault Cazaubon	R8G Esports		10	1		8					19
23	Yohann Harth	Apex Racing Team		12	6							18
24 =	Hugh Barter	R8G Esports	6	10								16
24 =	Vlad Khimichev	R8G Esports	8			8						16
24 =	Daniel Pasztor	Williams Esports BenQ					6		10			16
24 =	Lois Nahser	Williams Esports BenQ					6		10			16
28 =	Sam Kuitert	URANO eSports								15		15
28 =	Vlad Khimichev	URANO eSports								15		15
30 =	Gaël VALERO	Apex Racing Academy			10			4				14
30 =	Dani Elgarbay	MSi Esports		8		6						14

30 =	Gabi Montoro	MSi Esports		8		6						14
33 =	Carl E Jansson	Williams Esports BenQ								12		12
33 =	Sami-Matti Trogen	Williams Esports BenQ								12		12
35 =	Thijs J Simons	Apex Racing Academy			10							10
35 =	Kenny Roosen	Valkyrie esport X	10									10
35 =	Simeon Lynch	Valkyrie esport X	10									10
38 =	Jeff Giassi	Team Redline						8				8
38 =	Shane van Gisbergen	Team Redline						8				8
40 =	Maxime Brient	Apex Racing Team				2		4				6
40 =	Mario Vartanian	R8G Esports	6									6
40 =	Alex Palou	Team Redline						6				6
40 =	Alexander Thiebe	Team Redline		2		4						6
40 =	Christopher Dambietz	Team Redline		2		4						6
40 =	Max Verstappen	Team Redline									6	6
46 =	Daniel Alves Lourenco	URANO eSports								4		4
46 =	Niclas Laubisch	URANO eSports								4		4
48 =	Jordan Caruso	Altus Esports						2				2
48 =	Simone Maria Marcenò	Altus Esports						2				2
48 =	Bruno do Carmo	Full Time Esports by TK	2									2
48 =	Gustavo Ariel	Full Time Esports by TK	2									2
48 =	Lassi Juurinen	KOVA							2			2
48 =	Oskari Rinne	KOVA							2			2
48 =	Arturo Melgar	Monaco Esports #SimCup					2					2
48 =	Jaidyn J Ladic	Monaco Esports #SimCup					2					2
48 =	Luke McKeown	Team Redline			2							2
57 =	Mathias Stokbæk Jensen	Apex Racing Academy							1			1
57 =	Yani Stevenheydens	Apex Racing Academy							1			1
57 =	Przemyslaw Marek Lemanek	R8G Esports			1							1
57 =	Sergio Ignacio2	Zennith Esports		1								1
57 =	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.

### **Communication, Messaging & Respect**

BMW Events on iRacing have always been based around fair competition and respect of others. Whilst there is prize money involved for each race, and the nature of the series acting as the iRacing qualifier BMW SIM LIVE 2022, this does not mean that drivers can share vitriol with each other, either in sim, in private messages, or on the BMW SIM LIVE DISCORD.

Some of the comments made towards event stewards and other drivers following the conclusion of this event were totally unacceptable, especially where individuals and teams were called out for actions. Drivers and teams are reminded that where they feel that a team is in breach of the rules, this should be protested via the usual channels. Regardless of the legitimacy of complaints, incidents will not be reviewed because of Discord posts, and we do not condone any driver who attempts to use a public forum to share long established hatred / issues with drivers.

We have also received messages from some teams with indications of potential retaliatory actions against other teams. We take this very seriously, and any such actions may result in the disqualification of drivers and teams from the series and BMW SIM LIVE 2022. This series should be a safe space for outright competition, and there is no place for insinuating or acting upon threats towards others.

### **Brake Dragging**

Although iRacing release notes imply that this has been eradicated, the rule remains in place until software changes are proven to be effective against 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.

### Grass Cutting

Grass cutting is far more difficult to enforce than brake dragging, especially as this happens frequently during races. To monitor every driver on every lap would be a near impossible feat, as would it be communicating warnings / penalties to drivers due to the fact that there is no way to have direct in game communication with drivers / teams. It is also worth noting that because of the fact that this is an official and not hosted race, some participants may be unaware of the stipulations.

Our position is that we expect drivers to race fairly, and abide by track limits in the sim. Where grass cutting provides a driver with a 1x, this will go towards their incident limit. As enabling this to be a protested action will likely see every team protest every other team, we request that this is followed up via the iRacing protest system. We will work to co-ordinate with iRacing's FIRST stewards, and where protests towards drivers are upheld, this may impact on their ability to partake in future BMW SIM GT CUP races.

### 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.

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We hope you enjoyed the racing at Barber Motorsports Park, and we look forward to seeing you at the next BMW SIM GT CUP event at Silverstone Circuit in September.

With kindest regards,



**Wil Vincent MA BSc (Hons) FHEA**

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