

## Round 5 - Race 1

Incident #	Drivers involved	Description of the incident	Stewards verdict	Penalty summary
1	Vermeylen and Fiduci	Formation and race start "Vermeylen qualified P11, should've been on the right hand side for the start but started the race on the left hand side. Fiduci qualified P12, should've been on the left hand side for the start but started the race on the right hand side.  Both of these drivers being out of position causing Isaac and those behind to wonder what was going on and potentially be out of position and speed by the time the race starts. Jajovski, in P10, and above were correct. The issues started from Vermeylen and Fiduci in P11 and P12."	Vermeylen positions himself on the wrong side, Fiduci was just reacting on the mistake. Drivers behind are disadvantaged due to larger gap.	Vermeylen: 1 Strike, +5s
2	Nikodem Wisniewski	Race Start / 02:46.000 Nikodem does not use his pit limiter during the double file/red zone. Shortly before the start he clearly accelerates to over 80 kph, starting at around 02:50.00. He extends his gap to all the other competitors and gains a clear speed advantage for the start of the race. The drivers briefing clearly states that speeding/overtaking during the green flag phase is forbidden.	As Wisniewski is not speeding (above 81km/h), there is no penalty	None
3	Jeffrey Rietveld, Mihai Neg	Start	Neg positions himself on the wrong side. Drivers behind are disadvantaged due to larger gap. Rietveld just reacting on the mistake but should have closed the gap to the driver ahead but with him being in last position and nobody is disadvantaged by him - no penalty.	Neg: 1 Strike, +5s Rietveld: None
4	Alessandro Ottaviani	Start	Gap larger than by rule to drivers ahead. Drivers behind are disadvantaged	Ottaviani: 1 Strike +5s
5	Leonard Krippner	Start	Speeding up to 92km/h	Krippner: half-pen, +3s
6	Florian Hasse, Jack Keithley	Formation lap/ double file Incorrect place in doublefile	Due to Vermeylens wrong position, there is a lot of confusion behind. Keithley struggles to find his spot but finally takes the correct position. No impact on race start.	None
7	Florian Hasse, Alessandro Ottaviani	Lap 1 t2 Too late on the brake, drives into me which leads to a half spin and a loss of position	Invalid report, wrong indication of lap and turn.	None
8	Nikodem Wisniewski	Lap 1 - 2:31 Slowed down to 68kmh, it really disrupted the flow, I almost hit Tim because of it. 7kmh under the 75kmh threshold	The last corner is a tight one and he need to maintain the inner line, its okay to decelerate below the treshold	None
9	Tim Jarschel	Lap 1 - 2:41 Went 85kmh in green zone, gained a small amount before green light. more than the 82kmh threshold	Speeding above given limit	Jarschel: hal-pen, +3s
10	Isaac Price Axel Vermeylen	Start, T1-T2 Vermeylen not leaving space for Price, Price is forced on the grass	Price looses momentum and possible gain of position	Vermeylen: 1 Strike, +5s
11	Julian Kunze Christian Michel Remi Delorme	Start T1	Unsafe rejoin by Kunze with impact on to other cars (massive loss of positions)	Kunze: 2 Strikes, +10s
12	Florian Hasse, Alessandro Ottaviani	Lap 3 t2 Too late on the brakes, uses Karten to stop the car and has an overtake while offtrack	Ottaviani too late on the brakes and hitting Hasse, who looses momentum exiting the corner and positions.	Ottaviani: 1 Strike +5s
13	Kevin Siggy, Tim Jarschel	Lap 10 - 15:10 As I'm about to go for the gap on the inside, he reacts to it and keeps turning into me, rubbing into my car and pushing me onto the anticut, losing me momentum, a great line for the exit and speed, so I was unable to go for another move in T3. He has been reacting to half sends, divebombs and fake divebombs everytime, and if you check his previous laps, his line into T2 is very wide, focusing a lot on exit, but this time he starts to turn in as I want to go alongside. I didn't even brake late at all, and even if i let go of the brakes, I still made the corner with ease.	Late attack by Siggy, Jarschel leaving as much space as he can, despite the late maneuver. No further action	None
14	Vermeylen	L12, 18:30.00 Entry into T3, Vermeylen does an aggressive reaction move to Isaac looking to the inside. Then on exit pushes Isaac onto the kerb, knowing that this kerb will slow Isaac down thus preventing an overtake into the next corner. This is also contact boosting, which Vermeylen uses to gain an advantage on exit.	Change of driving line was not okay but Price had time to react. Both drivers only leaving the bare minimum of space for each other (on apex and exit) resulting in small contacts - due to that - no further action.	None