

ABU DHABI AUTONOMOUS RACING LEAGUE SIM SPRINT – YAS MARINA FULL GP 2026

Race 1 – Sprint Race Session Report – Sporting Bulletin 2026/11 (Rev. 1)

Subject: Race 1 Sprint Race – Official Session Report (Revised)

report summarises the conduct and outcome of the A2RL Sim Sprint Race 1 Sprint Race, held on Thursday 21 May 2026 at Yas Marina Full GP. All times are in Gulf Standard Time (GST).

1. Pre-Race & Formation Lap

- Free practice concluded at 14:50 GST. All six cars were teleported to their designated pit slots in reverse grid order: P1 TII Racing (#71), P2 Unimore Racing (#6), P3 Constructor Racing (#8), P4 TUM (#33), P5 PoliMOVE (#5), P6 Kinetiz AI (#3).
- **Car #33 TUM – Late launch:** TUM failed to launch at the designated time, creating a significant gap between the front three cars and the rear group. Race Control noted the incident and referred it to the Stewards. An additional formation lap was required.
- **Car #6 Unimore Racing – Stack issue, stopped on track:** Unimore's stack remained in pit mode during the formation lap, limiting the car to 100 km/h. The car subsequently stopped on track. A Code 60 was issued and the race start was aborted. Referred to Stewards.
- **Car #71 TII Racing – Stopped on track:** TII Racing stopped briefly on track for approximately 3 seconds during the formation lap before resuming. The stoppage did not materially affect the race start. Referred to Stewards.
- **Race start:** Following resolution of the formation lap incidents, the race was launched on a rolling start at approximately 15:00 GST. Green flag issued by Race Control. Total laps set to 12 race laps; the platform lap counter was adjusted to 14 to account for the two formation laps.

2. Race Summary

- **Lap 1:** Race Control noted a track limits violation by Car #6 Unimore Racing at Turn 1. A potential track limits violation by Car #33 TUM at Turn 1 was flagged for review; confirmed within acceptable parameters post-session, no violation recorded. Multiple track limits violations by Car #5 PoliMOVE were observed at Turns 7–8 and Turn 9. Car #3 Kinetiz AI noted as slightly twitchy in sector.
- **Lap 2:** A collision sequence occurred at the Turn 3 area. Car #8 Constructor Racing collided with Car #71 TII Racing after TII decelerated hard to avoid Car #33 TUM ahead. TUM had slowed unexpectedly on the racing line with no identifiable cause. TII subsequently made contact with TUM. A Full Course Yellow was issued. Manual intervention was required for Constructor Racing to rejoin. Car #5 PoliMOVE continued to register track limits violations at Turn 7.
- **Laps 3–7:** Racing resumed under green flag conditions. The Blue Flag was issued to Unimore Racing as race leader (noted as slightly delayed – issued at approximately Turn 6–7 of Lap 2 rather than at the start of the lap; no material effect on race outcome). Car #5 PoliMOVE continued to record track limits violations at Turn 7 across multiple laps. Car #3 Kinetiz AI recorded track limits violations at Turn 16 exit. Kinetiz AI made a clean overtake

on TII Racing, with TII Racing leaving appropriate space. Standings after Lap 6 (communicated by Race Control): P1 Unimore, P2 Kinetiz, P3 TII, P4 TUM, P5 PoliMOVE, P6 Constructor.

- **Lap 8:** Car #3 Kinetiz AI recorded a track limits violation at Turn 3. Car #71 TII Racing recorded a track limits violation at Turn 3. Car #3 Kinetiz AI continued to close on the leading group.
- **Laps 9–10:** Car #71 TII Racing lost control at Turn 9. A Code 60 was issued and a manual intervention was required to rejoin. Car #5 PoliMOVE recorded additional track limits violations. Car #3 Kinetiz AI recorded a further track limits violation at Turn 16 exit on Lap 10. Lap 10 classification (per Race Control): P1 Kinetiz AI, P2 Unimore Racing, P3 TUM, P4 PoliMOVE, P5 Constructor Racing, P6 TII Racing.
- **Laps 11–12 – Race neutralised:** Multiple teams reported simultaneous GPS/localisation signal loss from approximately Lap 11 onwards. Cars #5 PoliMOVE and #71 TII Racing stopped on track and were teleported to the pits. The race was neutralised. The Sporting Committee determined to call the race at the completion of Lap 10. All incidents and violations from Lap 11 onwards are disregarded.

3. Post-Session Team Debrief

Following the conclusion of the session, Race Control invited all teams to share observations. The following comments were recorded:

- **TUM – Dominic Ebner:** Two points raised. First, regarding the collision sequence on Lap 2: TUM noted that Constructor hit TII first, and TII then hit TUM as a consequence. TUM raised the question of how collisions should be handled going forward – specifically whether cars involved in collisions should continue or be teleported to the pits, as was the practice in the 2025 season. No specific opinion was expressed; TUM requested clarity on the process. Second, TUM observed that there appeared to be significantly more track limits violations during the race than were called out by Race Control, and offered to share screenshots of violations they identified. Race Control accepted and invited all teams to submit evidence via Slack.
- **Constructor Racing – Ilya Shimchik:** Constructor reviewed onboard data immediately post-session. The data showed that TII Racing braked significantly harder than normal entering the corner, at a speed much lower than would be typical for that turn. Constructor stated that they were unable to react appropriately to the unusual deceleration profile. Constructor submitted this as context for the Stewards' collision review.
- **TII Racing – Michael Baumgartner:** TII had not yet reviewed logs at the time of the debrief. TII noted that all of their incidents occurred on the same section of track, which they considered unusual and potentially indicative of a localisation or platform stability issue – as they had never experienced similar behaviour in solo running. TII acknowledged that the collisions significantly affected their race result and that clarity on manual intervention procedures would be helpful. TII also commented that the reverse grid format produced noticeably more on-track action than the standard grand final format, with close racing sustained throughout rather than settling after the first few laps. TII confirmed they would submit timestamped log data to Race Control.

- **Unimore Racing – Riccardo Vianello:** Unimore agreed broadly with TII's observations and had nothing further to add. Unimore noted that GPS stability was not consistent throughout the race, particularly in the final laps, and committed to reviewing their data.
- **Kinetiz AI – Mustafa Alp:** Kinetiz proposed that the race result be taken at Lap 10, before the GPS issues became prevalent. Race Control acknowledged this as an option under consideration. Kinetiz noted that the Blue Flag clearance they received appeared to have arrived after Unimore had already passed Turn 5, suggesting the flag was not issued at the start of the lap as expected.
- **Unimore Racing – Alessandro Toschi:** Unimore confirmed they had to make a last-minute stack modification at the start of free practice due to a persistent timestamp discrepancy across multiple topics. Unimore noted localisation instability throughout the race, which they committed to investigating. On the format and organisation, Unimore found the flag system satisfactory and agreed the race was more engaging than previous simulation events.
- **Race Control response:** Race Control requested all teams to compile and submit any platform-related log data with timestamps to assist in correlating GPS issues across the field. Race Control also noted that if a significant platform issue was confirmed, a re-run of the Sprint Race the following morning was under consideration, subject to platform stability being confirmed and time availability.

4. Platform Notes

- **GPS/localisation outage:** A GPS/localisation signal disruption affected multiple cars simultaneously from approximately Lap 11. Autonoma confirmed no critical server-side issue was immediately identified; investigation is ongoing. Teams have been asked to submit timestamped log data.
- **Automatic track limits detection:** Not active for Race 1 due to performance concerns in multi-car sessions. Autonoma to prioritise for Race 2.
- **Timestamp issue – Unimore Racing:** A known platform-side timestamp discrepancy affecting ground truth and V2V topics was the underlying cause of Unimore's formation lap stack issue. Autonoma confirmed this will be resolved before Race 2.
- **Camera shake:** Teams requested to disable camera shake for the Grand Final and all future official sessions. Enforcement from Race 2 onwards.
- **Car number overlay:** Car numbers (rather than team names) to be used in the visualiser overlay from Race 2 onwards.

5. Lap 10 Classification (Before Penalties)

In accordance with the Sporting Committee's decision to call the race at Lap 10 due to the GPS/localisation disruption, the following classification is taken at the completion of Lap 10 by Car #3 Kinetiz AI:

Pos	Car	Team	Penalty	Status
P1	#3	Kinetiz AI	+10 sec	Provisional
P2	#6	Unimore Racing	+5 sec	Provisional
P3	#33	TUM	+10 sec	Provisional
P4	#5	PoliMOVE	TBD	Pending track limits count

P5	#8	Constructor Racing	+5 sec	Provisional
P6	#71	TII Racing	+5 sec	Provisional

Final classification and points allocation will be published in a separate bulletin once the PoliMOVE track limits review is complete. Full stewards' decisions are published in Sporting Bulletin 2026/12.