

## 2020 ITALIAN GRAND PRIX

3 - 6 September 2020

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|             |                          |                 |                   |
|-------------|--------------------------|-----------------|-------------------|
| <b>From</b> | The Stewards             | <b>Document</b> | 28                |
| <b>To</b>   | All Teams, All Officials | <b>Date</b>     | 05 September 2020 |
|             |                          | <b>Time</b>     | 15:17             |

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**Title** Decision - Turn 11 incident in P3

**Description** Decision - Turn 11 incident in P3

**Enclosed** ITA DOC 28 Decision Turn 11 Incident in P3.pdf

**Garry Connelly**

**Mathieu Remmerie**

**Tom Kristensen**

**Paolo Longoni**

**The Stewards**

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The Stewards, having received a report from the Race Director, summoned (documents 23 & 24) and heard from the drivers and team representatives, have considered the following matter and determine the following:

**Time** 12:58

**Session** Practice 3

**Fact** Driving unnecessarily slowly before Turn 11

| Decision | Car | Driver          | Competitor                   |
|----------|-----|-----------------|------------------------------|
| 1        | 6   | Nicholas Latifi | Williams F1 Team             |
| 2        | 8   | Romain Grosjean | Haas F1 Team                 |
| 3        | 10  | Pierre Gasly    | Scuderia AlphaTauri Honda    |
| 4        | 11  | Sergio Perez    | BWT Racing Point F1 Team     |
| 5        | 18  | Lance Stroll    | BWT Racing Point F1 Team     |
| 6        | 23  | Alexander Albon | Aston Martin Red Bull Racing |
| 7        | 55  | Carlos Sainz    | McLaren F1 Team              |

**Offence** Alleged breach of Articles 27.4 and 31.5 of the FIA Formula One Sporting Regulations.

**Decision** No further action.

**Reason** The Stewards heard from the drivers and team representatives of Cars 44, 23, 55, 10, 11, 18, 8, and 6, have reviewed multiple angles of video evidence and GPS data.

Having carefully reviewed the evidence, we determine that it is impossible to determine that any driver was wholly or predominantly to blame for the incident.

Whilst it might be assumed that the first car in the “queue” was predominantly to blame, it was not possible for us to determine how far forward in the queue we should consider and all cars appeared to have complied with the minimum time specified by the Race Director.

Additionally, this was free practice, not Qualifying Practice, so it was not unreasonable for car 44 to seek to enter the pit lane on what was an out lap, in order to perform a practice start.

However, the Stewards expect that the entire field will respect the Race Director's instructions and that further, will use best endeavors to remain off the racing line when not at full speed.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Article 10.1.1 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

**Garry Connelly**

**Mathieu Remmerie**

**Tom Kristensen**

**Paolo Longoni**

**The Stewards**