

## 2021 ITALIAN GRAND PRIX

9 - 12 September 2021

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<b>From</b>	The Stewards	<b>Document</b>	64
<b>To</b>	The Team Manager, Red Bull Racing Honda	<b>Date</b>	12 September 2021
		<b>Time</b>	18:41

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The Stewards, having received a report from the Race Director, summoned (documents 55, 56) and heard from the drivers and team representatives, have considered the following matter and determine the following:

**No / Driver** 33 - Max Verstappen

**Competitor** Red Bull Racing Honda

**Time** 16:10

**Session** Race

**Fact** Collision with car 44 in turn 2.

**Offence** Breach of Article 2 (d) Chapter IV Appendix L of the FIA International Sporting Code.

**Decision** 3 Grid Place Drop at the driver's next event.  
(2 penalty points imposed, total of 2 points in the 12 month period)

**Reason** The Stewards heard from the driver of car 33 (Max Verstappen), the driver of car 44 (Lewis Hamilton) and team representatives, reviewed the video evidence and determined that the driver of Car 33 was predominantly to blame for the collision with Car 44 at Turn 2.

Car 44 was exiting the pits. Car 33 was on the main straight. At the 50m board before Turn 1, Car 44 was significantly ahead of Car 33. Car 33 braked late and started to move alongside Car 44, although at no point in the sequence does Car 33 get any further forward than just behind the front wheel of Car 44.

During the hearing the driver of Car 33 asserted that the cause of the incident was the driver of Car 44 opening the steering after Turn 1 and "squeezing" him to the apex of turn 2. The driver of Car 44 asserted that the driver of Car 33 attempted to pass very late and should have given up the corner either by backing off sooner, or by turning left behind the kerb.

The Stewards observed on CCTV footage that the driver of Car 44 was driving an avoiding line, although his position caused Car 33 to go onto the kerb. But further, the Stewards observed that Car 33 was not at all alongside Car 44 until significantly into the entry into Turn 1. In the opinion of the Stewards, this manoeuvre was attempted too late for the driver of Car 33 to have "the right to racing room". While Car 44 could have steered further from the kerb to avoid the incident, the Stewards determined that his position was reasonable and therefore find that the driver of Car 33 was predominantly to blame for the incident.

In coming to the penalty the Stewards emphasise that they have only considered the incident itself and not the consequences thereof.

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 Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits

**Tim Mayer**

**Garry Connelly**

**Vitantonio Liuzzi**

**Paolo Longoni**

**The Stewards**