



2022 MONZA EVENT

8 to 11 September 2022

From	The Stewards	Document	69
To	All Teams, All Officials	Date	11 September 2022
		Time	16:31

Title DECISION PREMA PROTEST
Description DECISION PREMA PROTEST
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Dennis Dean

Istvan Moni

Iacopo Arcangeli

The Stewards



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8TH – 11TH SEPTEMBER 2022

From	The Stewards	Document	69 (3 pages)
To	The Team Manager, PREMA Racing	Date	11 September 2022
Copy	All Teams & Officials	Time	16:30

Protest filed by PREMA Racing against Trident regarding the Red Flag tyre change on Car 3.

Stewards' Decision:

The Protest is Dismissed.

Procedure:

1. On 11 September 2022, the parties were summoned at 1430 hours. (Documents 60 and 61) and heard.

The following persons were present during the hearing:

On behalf of PREMA Racing ("PREMA"):

- Guillaume Capietto, Team Manager

On behalf of Trident

- Giacomo Ricci, Team Manager

The hearing adjourned at 1445 hours.

2. At the hearing the parties set out oral arguments and addressed the questions asked by the Stewards.

Background:

During lap 17 of the F3 Feature race, an on-track incident caused the Race Director to call for a Red Flag. All cars proceeded to the pit lane and stopped in on-track running order in the fast lane of the pit lane, where they were allowed to work on the cars as specified in the F3 Sporting Regulations.

It is alleged by PREMA and not disputed by Trident that during this Red Flag period Trident changed the tyres on Car 3.

F3 Sporting Regulation Pertinent References:

Article 38.8

Unless a precautionary tyre change is necessary for clear and genuine safety reasons, or a change of climatic conditions necessitates the use of a different specification of tyre, only a punctured or damaged tyre may be changed during all reconnaissance laps, formation laps and the race.



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Article 42.4

Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop.*
- b) Cars may be worked on once they have stopped in the fast lane but any such work is restricted to that listed in i) to x) below and must not impede the resumption of the race.*
 - i) Starting the engine and any directly associated preparation.*
 - ii) The fitting or removal of permitted cooling and heating devices.*
 - iii) Changes to the air ducts around the front and rear brakes.*
 - iv) Changes to the radiator ducts.*
 - v) Changes made for driver comfort.*
 - vi) Changing wheels and tyres.*
 - vii) Repair of genuine accident damage, including the replacement of assemblies containing such damaged parts.*
 - viii) The aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed or replaced.*
 - ix) Connecting laptops to the car for the purpose of downloading data*
 - x) Checking and adjusting tyre pressures*
- c) Only team members, officials and duly accredited television cameramen will be permitted in the pit lane.*

The Claims of PREMA Racing:

PREMA claims that the restrictions regarding tyre changes stipulated in Article 38.8 are to be applied universally in the regulations and are meant to be restrictive on Article 42.4. That is to say, that any wheels and tyres changed under the allowance of 42.4 must also meet the test of 38.8 and, therefore, could only be done for reasons of safety, change of climactic conditions, or a punctured or damaged tyre.

The Claims of Trident:

Trident claims that Article 42.4 is to be read alone in the case of a race suspension and that any work allowed there is fully described in that article and is not subject to the limitations of Article 38.8.

Conclusions of the Stewards:

The protest was originally sent to the Race Director by email at 09:50 hours. The Provisional Classification for the F3 Feature Race was published at 10:04. Due to the press of an exceptionally busy F3 race, which continued into the post-race period, the communication was not seen by the Race Director and forwarded to the Stewards until much later. After a clarifying discussion between PREMA and the Stewards concerning the protest, it was formally accepted by the Stewards at 12:50 hours. The Stewards find this delay beyond the normal deadline to be understandable given the unusual circumstances at the time of its submission. They, therefore, under the power granted to them in the 2022 FIA International Sporting Code Article 13.3.5, extended the protest time limit to 13:00 hours.

The Stewards, therefore, consider that the protest is both timely and admissible.

Having considered the protest document and the various statement of the parties, the Stewards determine the following:



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FIA international motorsport governance documents are based on a pyramid structure of regulations which flows down from the International Sporting Code to series sporting regulations, to Supplementary Regulations, etc. Throughout these regulations it is common to find documents and articles that state a general regulation and then rely on further amplification of that regulation in either a subordinate document or in other articles within the same document.

In the case of these two articles, 38.8 states the general case which does not allow tyre changes except for specifically detailed reasons. Article 42.4 states the more specific case and details the specific list of work that is to be allowed under a Red Flag when a race is suspended. That work includes changing the wheels and tyres.

In view of the above, the Stewards find that Trident acted within the scope of Article 42.4 when it changed the tyres on Car 3 while the race was suspended by a Red Flag.

Accordingly, the Protest is dismissed.

The Protest fee is retained.

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.

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