

## 2022 UNITED STATES GRAND PRIX

20 - 23 October 2022

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|-------------|--------------------------|-----------------|-----------------|
| <b>From</b> | The Stewards             | <b>Document</b> | 61              |
| <b>To</b>   | All Teams, All Officials | <b>Date</b>     | 23 October 2022 |
|             |                          | <b>Time</b>     | 20:53           |

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**Title** Decision - Haas Protest - Car 14  
**Description** Decision - Haas Protest - Car 14  
**Enclosed** USA DOC 61 - Haas Protest against Car 14.pdf

**Garry Connelly**

**Silvia Bellot**

**Enrique Bernoldi**

**Dennis Dean**

**The Stewards**

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**Protest lodged by Haas F1 Team against Car number 14, driven by Fernando Alonso of BWT Alpine F1 Team**  
**Stewards' Decision:**  
**The Protest is founded.**

### Procedure

1. On October 23, 2022 following the publication of the Provisional Classification for the US Grand Prix, Haas F1 Team lodged a protest against Car 14 entered by BWT Alpine F1 Team, alleging that during the race the car was unsafe due to its right hand mirror moving then falling off, and that this was in breach of the regulations.
2. The Stewards first convened a hearing with Haas to determine the admissibility, or otherwise, of the Protest.
3. Present at that Hearing were Team Principal Gunther Steiner and Ayao Komatsu Director of Engineering.

### Admissibility

4. It was noted that the Protest was lodged 24 minutes out of time however the Stewards, exercising their power under Article 13.3.5 of the International Sporting Code, determined that the compliance with the deadline was not possible in this case and that the Protest was admissible.

### Hearing

5. Present at the Hearing were;  
On behalf of Haas; Gunther Steiner and Ayao Komatsu.  
On behalf of BWT Alpine; Alan Permane.  
On behalf of the FIA; Nikolas Tombazis, Jo Bauer and Niels Wittich.
6. The Haas representatives asserted that the car was unsafe and noted that their car(s) had been given the black and orange flag on three occasions this year for situations involving their car being in an unsafe condition.
7. Mr Steiner explained that Mr Peter Crolla had contacted Race Control to report the issue with Car 14 on 2 occasions during the race and was told that the matter was being looked into.
8. Mr Permane submitted that the mirror came off through no fault of their driver or team and was due to the collision caused by the driver of Car 18. He also submitted that at only one time during the race after the mirror fell off, was there a car behind Car 14 and that the race engineer was warning the driver of the gap to that car. Further, that there was a precedence in Suzuka in 2019 where the cars of Lewis Hamilton and Charles Leclerc were allowed to continue with mirror problems.
9. The evidence shows that Car 14 was driven firstly with the mirror flapping for a significant number of laps, then with no mirror after it fell off.
10. Mr Bauer submitted that a flapping mirror was dangerous and it could come loose and hit another driver causing injury. Therefore this was unsafe.
11. Mr Bauer further stated that a car needs to have two mirrors and that in his opinion, which the Stewards accept as expert opinion, the car was unsafe to be driven with a mirror missing.
12. Mr Tombazis agreed that the car was not safe in that condition.

### **Conclusions of the Stewards**

13. The Stewards are deeply concerned that Car 14 was not given the black and orange flag, or at least a radio call to rectify the situation, despite the two calls to Race Control by the Haas Team
14. Notwithstanding the above, Article 3.2 of the Formula 1 Sporting Regulations is clear – a car must be in a safe condition throughout a race, and in this case, Car 14 was not. This is a responsibility of the Alpine Team.
15. The Stewards do not regard the Suzuka incidents from 2019 as “precedents”.
16. Having considered the evidence provided, the Stewards determine that the Protest is upheld and the Protest Fee is returned.
17. The Stewards determine to impose a 10 second Stop and Go penalty (30 second time penalty applied after the race) to Car 14.
18. No penalty points are issued as this is a team matter.

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.

**Garry Connelly**

**Silvia Bellot**

**Enrique Bernoldi**

**Dennis Dean**

**The Stewards**