

## 2023 BARCELONA EVENT

1 to 4 June 2023

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<b>From</b>	The Stewards	<b>Document</b>	44
<b>To</b>	The Team Manager, MP Motorsport	<b>Date</b>	03 June 2023
		<b>Time</b>	21:44

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The Stewards have considered the following matter and determine the following:

**No / Driver** 2 - Jehan Daruvala

**Competitor** MP Motorsport

**Time** 14:52

**Session** Race 1

**Fact** The VSC matrix showed that Car 2 (Daruvala) breached the VSC Delta Time during Race 1 for five consecutive sectors during the first lap under Safety Car conditions.

**Infringement** Alleged breach of Article 40.7 of the FIA Formula 2 Sporting Regulations.

**Decision** No further action.

**Reason** The Stewards examined video and data evidence. They summoned and heard the driver and team representative (document 36). The Technical Director, Didier Perrin, also attended the hearing and he and the team representative discussed the data from the incident.

Having considered the matter extensively, The Stewards determine that Car 2 failed to satisfy the required minimum time for five consecutive sectors. The Stewards note that Car 2 had previously been in full compliance with the time requirements for all preceding sectors during both the Safety Car period and the preceding Virtual Safety Car period. He also remained in full compliance after the six corners at issue. The Driver stated that in the vicinity of Turn 4 he lost the delta information on his dash and that it did not return until Turn 9. He explained that at that point he made the decision to maintain the gap to Car 10 Hadjar in front since that was the only reference he had. The Stewards note that based on the VSC matrix and examination of the track map, Car 2 did an incredibly precise job of maintaining the time gap to Car 10 over this interval. Data overlay analysis provided by the Technical Director confirmed this as well. Unfortunately for Car 2, Car 10 had the benefit of a time surplus when Car 2 began matching his pace. Car 10 ultimately sped up as he was entitled to do given his surplus and when Car 2 sped up to maintain the gap he found himself falling below the minimum required times since he did not enjoy the cushion of a similar surplus. Given the concentration required to manage the gap to extent that he did, the Stewards accept the Driver's statement that he lost the display and chose to follow the leading car.

The Stewards note that in the middle of a VSC period the purpose of meeting the minimum time requirements is a matter of safety. Given that Car 2 was being driven in the exact same manner as Car 10, the Stewards do not find that it was being driven in an inherently unsafe manner notwithstanding the fact that the VSC matrix indicated an infraction in these sectors. The Stewards note his significant and prompt

correction when his display resumed functioning and his ultimate compliance with the required deltas. Accordingly, the Stewards elect to take no further action. The Teams should note that only the Driver's incredibly precise maintenance of the gap under these conditions permitted the Stewards to conclude that it was appropriate for them to excuse the failure to meet the requirements of Article 40.7 of the Sporting Regulations.

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. Decisions of the Stewards are taken independently of the FIA and are based solely on the relevant regulations, guidelines and evidence presented.

**Steve Pence**

**Istvan Moni**

**David Fuentes**

**The Stewards**