

2023 MONZA EVENT

31 August to 3 September

From	The Stewards	Document	53
To	The Team Manager, Hitech Pulse-Eight	Date	01 September 2023
		Time	22:05

The Stewards, having received a report from the Race Director, have considered the following matter and determine the following:

No / Driver 16 - Luke Browning

Competitor Hitech Pulse-Eight

Time 15:41

Session Qualifying

Fact The tyres on Car 16 (Browning) were changed when Car 16 was under parc ferme regulations after the end of the session.

Infringement Breach of Article 2.5.5 of the FIA International Sporting Code.

Decision Disqualification of Car 16 from the results of the Qualifying Session.
Removal of all times set by Car 16 in the Qualifying Session.
All cars originally classified behind Car 16 are moved up one place in the Qualifying Session classification.
Permission is given for Car 16 to start the Sprint Race from the back of the grid.
Permission is given for Car 16 to start the Feature Race from the back of the grid.

Reason The Stewards examined video evidence. They summoned and heard the Driver of Car 16 and the team representative (document 45).
During the session Car 6 (Goethe) collided with the tyre barrier at the exit of Turn 7 which caused a red flag and necessitated repairs to the barrier. The Race Director considered that there was insufficient time remaining to complete the repairs and resume the session before the scheduled start time for the following category on the program. At 15:39 the Race Director announced that the session would not resume. The announcement was made by radio to all teams and was posted on the timing screen.
Video evidence showed mechanics for Car 16 lift Car 16 approximately 2 minutes after that announcement and commence to remove the tyres from Car 16 and replace these tyres with another set. Shortly thereafter the Race Director reminded all teams that all Cars were under parc ferme regulations and no work on them was permitted.
The team representative accepted that when the Race Director announced that the session would not resume, the session had ended and all cars were under parc ferme regulations which prohibit any work being performed on a car, including the removal and replacement of tyres. He explained that the team had earlier fitted new tyres to Car 16 in preparation for the session resuming but in discussions with the engineer before the session was declared they had decided that if the session was to resume, there was a likelihood it might be interrupted again, and therefore they would

use a used set of tyres. He explained that when he heard the Race Director's announcement that the session would not resume and saw that message on the timing screen, he failed to recognise that this meant that parc ferme regulations would immediately apply and failed to warn the engineer accordingly.

Having considered the matter extensively, the stewards determined that the changing of the tyres was a breach of parc ferme regulations. The circumstances of the ending of this session were unusual and the stewards accept that it might not have been immediately apparent to all teams that the Race Director's announcement that the session would not resume meant that parc ferme regulations immediately applied to all the cars in the pit lane under red flag when ordinarily the session would end with cars crossing the Control Line on the track. In this case the breach was a consequence of a mistake by the team which gave no sporting advantage. However, the absence of a sporting advantage from a parc ferme or technical infringement does not render a competitor immune from the accepted penalty of disqualification.

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 applicable time limits.

Andrew Mallalieu

Matt Selley

Alice Scutellà

The Stewards