

## 2023 SAKHIR EVENT

2 to 5 March 2023

---

<b>From</b>	The Stewards	<b>Document</b>	76
<b>To</b>	The Team Manager, Campos Racing	<b>Date</b>	04 March 2023
		<b>Time</b>	21:01

---

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

**No / Driver** 23 - Josep Maria Marti

**Competitor** Campos Racing

**Time** 12:30

**Session** Race 1

**Fact** Creating a potentially dangerous situation during Safety Car restart

**Offence** Alleged breach of Article 27.4 and 40.13 of the FIA Formula 3 Sporting Regulations and of Appendix L, Chapter IV, Article 2 (e) of the FIA International Sporting Code.

**Decision** No further action

**Reason** The Stewards examined video evidence. They summoned and heard the driver and team representative (documents 56). At the first restart at approximately 12:30 Car 10 driven by Colapinto was leading the race. As provided in the Code and Sporting Regulations the leader may dictate the pace. Having reviewed the telemetry data it was found that the leader chose a constant speed of approximately 60KPH. Car 10 was also observed to make very wide weaving manoeuvres in an attempt to either warm the tyres and/or to disguise the point at which he would accelerate.

These actions taken together could have created a potentially dangerous situation which could be magnified further back in the pack.

It is clear that the actions of the lead driver can have a significant impact on the safety of the restart procedure. Although the leading driver has both the right to dictate pace as well as to choose the point at which to accelerate, this does not relieve them of their responsibility to avoid creating a potentially dangerous situation as defined in the Code Appendix L Ch IV 2(e) and Article 40.13 of the Formula 3 Sporting Regulations.

In assessing what driving conduct would be considered potentially dangerous at a restart after a safety car period, amongst other factors, the Stewards will look at:

1. the speed chosen by the leader for the restart (i.e. abnormally slow)
2. any variation in speed
3. the amount, duration and breadth of weaving (i.e. more than 1 cars width as an example)
4. has the weaving continued after SC Line 1
5. was the acceleration in a straight line or at an abnormal angle to the circuit's natural direction
6. the track surface conditions at the time of the restart

If in the Stewards opinion any driver has driven in a manner that, within their sole discretion, is determined to be potentially dangerous then it is likely that a significant penalty will be applied.

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.

**Andrew Mallalieu**

**Matt Selley**

**Yasser Shamsudin**

**The Stewards**