

# 2023 AUSTRALIAN GRAND PRIX

31 March - 02 April 2023

---

<b>From</b>	The Stewards	<b>Document</b>	47
<b>To</b>	All Teams, All Officials	<b>Date</b>	02 April 2023
		<b>Time</b>	18:58

---

**Title** First Restart Procedure  
**Description** First Restart Procedure  
**Enclosed** AUS DOC 47 - Race Restart Procedure.pdf

**Nish Shetty**

**Loïc Bacqueline**

**Enrique Bernoldi**

**Christopher McMahon**

**The Stewards**

# 2023 AUSTRALIAN GRAND PRIX

31 March - 02 April 2023

---

<b>From</b>	The Stewards	<b>Document</b>	47
<b>To</b>	All Officials, All Teams	<b>Date</b>	02 April 2023
		<b>Time</b>	18:58

---

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

**Time** 15:34

**Session** Race

**Fact** Restart procedure

**Offence** Alleged breach of Article 58.8 of the F1 Sporting Regulations – failing to follow the safety car no more than 10 car lengths apart.

**Decision** No further action.

**Reason** The Stewards reviewed positioning/marshalling system data, video, timing, telemetry, team radio and in-car video evidence and determined as follows.

After a Red Flag period in Lap 9, the safety car resumed the race with the cars following it per the restart procedure under Article 58 of the F1 Sporting Regulations.

For a race to resume with a standing start behind a safety car, Article 58.8 of the Regulations require the cars to follow the safety car no more than 10 car lengths apart.

The first car in line behind the safety car may *“dictate the pace and, if necessary, fall more than ten (10) car lengths behind it”*.

In this case, Car 44 HAM was the first car in line and when the safety car lights went out at turn 6, dictated the pace by going very slowly (as the regulations entitled it to do).

Car 63 RUS, got off to a slow start from the pits and as soon as he left the pit lane sped up to make up the gap. That then resulted in the other cars behind RUS to be delayed leaving the pit lane and also speeding up.

When RUS and the cars behind caught up with the cars in front, they were met with a significant speed delta between the two groups resulting in a situation where a number of cars had to take evasive action.

This was not at all an ideal situation from a safety point of view.

Although RUS’s start was slow, given that he had to maintain the pit lane speed till he got out of the pits and that he immediately sped up to make up the gap, we did not consider that it would be necessary or appropriate to penalise RUS for a slow

start from the pit lane. We therefore took no further action.

We do consider that part of the problem is the regulation that permits the lead car to set the pace even when the restart is for a standing start from the pit lane (as opposed to a rolling start).

This should perhaps be looked at in the future to see if this is appropriate for a restart of this nature.

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.

**Nish Shetty**

**Loïc Bacqueline**

**Enrique Bernoldi**

**Christopher McMahon**

**The Stewards**