

2023 MEXICO CITY GRAND PRIX

27 - 29 October 2023

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| From | The Stewards | Document | 33 |
| To | The Team Manager, Mercedes-AMG PETRONAS F1 Team | Date | 28 October 2023 |
| | | Time | 18:40 |

The Stewards, having received a report from the Race Director, summoned (document 24) and heard from the driver and team representative, have considered the following matter and determine the following:

No / Driver 63 - George Russell

Competitor Mercedes-AMG PETRONAS F1 Team

Time 15:14

Session Qualifying

Fact Car 63 stopped at the Pit Exit preventing other cars from exiting.

Infringement Alleged breach of Article 37.5 of the FIA Formula One Sporting Regulations and Article 12.2.1.i of the FIA International Sporting Code.

Decision No further action.

Reason The Stewards heard from the driver of Car 63 (George Russell), the team representative, the Race Director and the Single-Seater Sporting Director and reviewed positioning/marshalling system data, video and in-car video evidence.

The Stewards noted in particular the evidence of the drivers of Car 1, 14 and 63 and also noted that several other cars slowed either at the pit exit or in the pit road leading up to the SC2 line.

The Stewards consider that the entire set of incidents occurred as a direct result of the implementation of the minimum lap time between SC2 and SC1 which is designed (correctly so, in our view) to avoid dangerous backing-up of cars on the circuit during Qualification. We note that there are contrary requirements on drivers in that they must respect the minimum time, they are attempting to create manageable gaps to cars in front, yet they are also required to avoid unnecessarily stopping at the pit exit or driving unnecessarily slowly.

It was also particularly noted that the Race Director accepted that these contrary requirements exist. All parties including the Stewards are firmly of the view that it is better to have the potential of cars backing-up in the pit lane or at the pit exit, instead of the potentially dangerous situation of large speed differences on track.

We consider that in the main all drivers involved in these incidents were acting in good faith and with safety as a priority. We also accept that Race Direction has taken the correct approach in apply the minimum lap time. It is desirable that better solution be found for the pit exit however at this stage, what that solution would be, is unknown.

In view of the above, no further action is taken.

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.

Garry Connelly

Matteo Perini

Danny Sullivan

Alfonso Oros

The Stewards