

2023 UNITED STATES GRAND PRIX

20 - 22 October 2023

From	The Stewards	Document	31
To	All Teams, All Officials	Date	21 October 2023
		Time	14:40

Title Sprint Shootout SC2-SC1 Times
Description Sprint Shootout SC2-SC1 Times
Enclosed USA DOC 31 - Sprint Shootout SC2-SC1 Times.pdf

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

Session Sprint Shootout

Fact The cars below exceeded the 1:56.0-time limit between the Safety Car lines.

No	Car	Driver	Competitor	Time of Day	Lap
1	63	George Russell	Mercedes-AMG PETRONAS F1 Team	12:39:21	4 (SQ1)
2	23	Alexander Albon	Williams Racing	12:40:47	5 (SQ1)
3	27	Nico Hulkenberg	MoneyGram Haas F1 Team	12:40:53	5 (SQ1)
4	20	Kevin Magnussen	MoneyGram Haas F1 Team	12:40:58	5 (SQ1)
5	10	Pierre Gasly	BWT Alpine F1 Team	12:41:03	5 (SQ1)
6	81	Oscar Piastri	McLaren F1 Team	12:41:09	6 (SQ1)
7	4	Lando Norris	McLaren F1 Team	12:41:13	6 (SQ1)
8	77	Valtteri Bottas	Alfa Romeo F1 Team Stake	12:41:15	5 (SQ1)
9	63	George Russell	Mercedes-AMG PETRONAS F1 Team	12:41:42	5 (SQ1)
10	22	Yuki Tsunoda	Scuderia AlphaTauri	12:41:50	5 (SQ1)
11	11	Sergio Perez	Oracle Red Bull Racing	12:41:50	5 (SQ1)
12	23	Alexander Albon	Williams Racing	12:57:53	8 (SQ2)
13	24	Zhou Guanyu	Alfa Romeo F1 Team Stake	12:57:58	10 (SQ2)
14	81	Oscar Piastri	McLaren F1 Team	12:58:08	12 (SQ2)
15	3	Daniel Ricciardo	Scuderia AlphaTauri	12:58:15	8 (SQ2)
16	4	Lando Norris	McLaren F1 Team	12:58:22	12 (SQ2)
17	63	George Russell	Mercedes-AMG PETRONAS F1 Team	13:00:03	10 (SQ2)

Infringement Alleged breach of Article 33.4 of the FIA Formula One Sporting Regulations and Article 12.2.1 i) of the FIA International Sporting Code (non-compliance with the Race Director's Event Notes, item 4.2, document 16)

Decision No further action.

Reason The Stewards thoroughly reviewed Marshalling/Positioning data, timing data, on-board cameras and CCTV cameras for every incident.

All drivers concerned stayed at or above speeds necessary to stay below 1:56.0 around the vast majority of the circuit. However, in all cases the Stewards determined that the drivers took appropriate actions to not impede other drivers, and in all cases they either slowed down significantly to allow other drivers to pass while giving those drivers a clear track or otherwise drove in a sensible manner to avoid any potentially dangerous incidents on track. The Stewards therefore determine that all drivers concerned did not drive “unnecessarily slowly”, and that evidently the reason they were above the maximum time was due to their appropriate actions and take no further action.

The Stewards note that the intention of the delta time regulation is to reduce the chance of dangerous impeding incidents on track. This intention is taken into account when investigating such incidents and the Stewards acknowledge that the regulation is working well for this purpose. However, all teams and drivers are reminded that the latitude extended in these particular incidents cannot be used as a general excuse for not complying with the delta time requirement.

Note 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.

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