



2024 MONZA EVENT

29 August to 1 September

From	The Stewards	Document	97
To	The Team Manager, AIX Racing	Date	31 August 2024
		Time	15:11

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

No / Driver 26 - Tسانapol Inthraphuvasak

Competitor AIX Racing

Time 09:41

Session Race 1

Fact Car 26 (Inthraphuvasak) overtook Car 31 (Loake) under Safety Car.

Infringement Breach of Article 40.8 of the 2024 FIA Formula 3 Sporting Regulations.

Decision Ten seconds (10) time penalty in accordance with Article 39.3 (b) of the FIA F3 Sporting Regulations. In addition, 2 penalty points are to be added to the Driver's record. Total for the 2024 season = 4 points.

Reason The Stewards reviewed video evidence. They summoned and heard the Drivers and Team Representatives (Documents 88 & 89).

Car 26 (Inthraphuvasak) went wide at Turn 7 and as a result Car 31 (Loake) had better speed out of Turn 7. The front wing of Car 31 was slightly ahead of Car 26 at the moment the Safety Car light panel before the bridge was activated. Car 31 immediately slowed down but Car 26 did not such that Car 26 was ahead of Car 31 at the entry to Turn 8 and continued to stay ahead of Car 31. The Driver of Car 26 said that he was unsure if he had been ahead or behind Car 31 when he first recognised the Safety Car deployment had commenced. He did not radio his Team to check. The Driver of Car 26 said that he radioed his Team when Car 26 passed him to say that he thought he had been ahead of Car 26 but he was unsure.

While the Stewards accept that the Driver of Car 26 would not have had an opportunity to see the Safety Car light panel was activated at that point and acknowledge that he slowed before the next light panel, the Driver of Car 26 acknowledged that he heard a beep in his earpiece which warned him that the Safety Car has been deployed. The timing of that audible warning corresponded with the activation of the first light panel. Therefore, the Driver of Car 26 ought to have known he had been behind Car 31 at the commencement of the deployment and should then have given the position back.

Having considered the matter extensively, the Stewards determined that Car 26 overtook Car 31 behind the Safety Car and did not give the position back. The Stewards imposed the standard penalty applicable in these circumstances.

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.

Matt Selley

Dennis Dean

Manuela Trivarelli

The Stewards