



# 2024 MONZA EVENT

## 29 August to 1 September

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<b>From</b>	The Stewards	<b>Document</b>	53
<b>To</b>	The Team Manager, PREMA Racing	<b>Date</b>	30 August 2024
		<b>Time</b>	21:23

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

**No / Driver** 2 - Gabriele Mini

**Competitor** PREMA Racing

**Time** 15:06

**Session** Qualifying

**Fact** Car 2 (Mini) was driving unnecessarily slowly between Turns 6-7

**Infringement** Breach of Appendix L, Chapter IV, Article 2 (e) of the FIA International Sporting Code.

**Decision** A drop of 4 places on the grid for the next race in which the Driver participates. There are no penalty points associated with this decision.

**Reason** The Stewards examined video evidence. They summoned the Drivers of Car 2 (Mini), Car 4 (Fornaroli), Car 10 (Stromsted), Car 12 (Boya), Car 14 (Browning), Car 18 (Esterson), Car 20 (Leon), Car 22 (Smith), Car 26 (Inthraphusvasak), Car 28 (Dufek) and Car 30 (Piotr) and heard from all of them excepting the Driver of Car 30, who did not attend the hearing, and the Team Representatives (Documents 39, 40, 42, 43, 44, 45, 46, 47, 48, 49 & 50).

During the session Car 14, which was the leader of a group of cars, slowed out of Turn 6 and pulled over to the right side of the track leaving the racing line to the left clear continuing to slow to approximately 10kph. Several following cars behind arrived and chose to fall in behind Car 14 rather than continuing on at normal speed on the racing line. Cars 30 and 26 arrived and because they were unable to join the queue behind Car 14, they overtook and pulled in in front of Car 14 such that the queue was now formed behind Car 30. The speed of the new lead car in what had become a 10 car queue, Car 30, reduced to just 2kph at one point with all the cars behind nose to tail travelling at a similar speed. Car 8 (Sztuka) later arrived out of Turn 6, and the Driver saw the queue and slowed contemplating an attempt to fall in at the back of the queue and Car 24 (Van Hoepen) collided with the rear of Car 8.

The Driver of Car 14 said that he decided to pull over to the right and slow because he hoped that another car would pass him and he could fall in behind and gain the advantage of a tow on his preparation lap. The other Drivers acknowledged that they decided to join the queue for the same reason. The decisions of all of the Drivers to form, join and maintain a queue of cars travelling at an extraordinarily slow speed resulted in the collision between Cars 24 and 8.

The Stewards acknowledged that there will be occasions during practice and qualifying sessions for cars to slow significantly off-line, potentially to a stop, in order

to avoid impeding another car. Such circumstances are examples of driving “necessarily” slowly. In this case, however, it was entirely “unnecessary” for any of the Drivers to have slowed to such an extraordinarily slow speed. It was only done in the hope of gaining a sporting advantage from a tow.

The Stewards also acknowledged that what speed might be considered “unnecessarily” slow may be a matter of judgment and degree according to the particular circumstances. However, to be driving at under 10kph and as low as 2kph on a straight is, on any view, unnecessarily slow and is potentially dangerous to other drivers.

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**