



2025 JEDDAH EVENT

17 to 20 April 2025

From	The Stewards	Document	56
To	All Teams, All Officials	Date	20 April 2025
		Time	00:46

Title INFRINGEMENT - DRS Activitation (1 of 2)

Description INFRINGEMENT - DRS Activitation (1 of 2)

Enclosed Doc 56 - INFRINGEMENT - DRS activation.pdf

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The Stewards



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To	All Officials, All Teams	Date	20 April 2025
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The Stewards, having received reports from the Race Director, have considered the following matters and determine the following:

Session Race 1

Fact The Drivers below activated the DRS on Lap 1 which is prohibited.

Dec	Car	Driver	Competitor
1	1	Leonardo Fornaroli	Invicta Racing
2	2	Roman Stanek	Invicta Racing
3	3	Josep Maria Marti	Campos Racing
4	4	Arvid Lindblad	Campos Racing
5	7	Luke Browning	Hitech TGR
6	10	Gabriele Mini	PREMA Racing
7	14	Victor Martins	ART Grand Prix
8	16	Amaury Cordeel	Rodin Motorsport
9	23	Max Esterson	TRIDENT

Offence Breach of Article 21.4 (b) of the FIA Formula 2 Sporting Regulations.

Decision Warning given to the Driver.

Reason The Stewards reviewed video, timing and GPS tracking data and a summary of telemetry from all cars from the FIA Technical Delegate and summoned and heard from the drivers of Cars 1, 2, 3, 4, 7, 10, 12, 14, 15, 16, 17, 22, 23, 24 and 25 and their team representatives.

On the first lap of the race a number of drivers activated the driver adjustable bodywork in one or both of the DRS zones between turns 17 and 19 and between turns 22 and 25 in contravention of Article 21.4(b) of the 2025 FIA Formula 2 Sporting Regulations which prohibits its use on the first lap of the race. Usually, activation of the DRS system on the first lap would be impossible because the DRS system is disabled by Race Control until the Race Director announces that it is enabled. However, the DRS system was not disabled due to an error in the programming of the system such that the driver adjustable bodywork could be activated by the drivers of all cars when it ought not to have been.

The Driver activated the driver adjustable bodywork on the first lap of the race. However, the activation was momentary (less than 5 seconds) and was deactivated when the driver recognised that it was operating. Each car did not overtake any other Car and the relative position of the Car and the Car ahead remained of the same order before the first of the two zones and when the field approached the final turn, turn 27. There was no clear lasting advantage gained



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by the breach and having regard to the mitigating circumstances of the malfunction of the auto disablement of the DRS system in Race Control, and noting that the activation was brief, the Stewards determined to impose a warning on the Driver of each Car as detailed above.

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.

Matthew Selley
The Stewards

David Fuentes

Abduljaleel Batterjee