



# 2025 JEDDAH EVENT

17 to 20 April 2025

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<b>From</b>	The Stewards	<b>Document</b>	57
<b>To</b>	All Teams, All Officials	<b>Date</b>	20 April 2025
		<b>Time</b>	00:49

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**Title** INFRINGEMENT - DRS Activitation (2 of 2)

**Description** INFRINGEMENT - DRS Activitation (2 of 2)

**Enclosed** Doc 57 - INFRINGEMENT - DRS activation (2 of 2).pdf

**Matthew Selley**

**David Fuentes**

**Abduljaleel Batterjee**

**The Stewards**



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**Date** 20 April 2025

**Time** 00:48

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	Driving Reprimand # in 2025
1	12	Kush Maini	DAMS Lucas Oil	1st Driving Reprimand
2	15	Ritomo Miyata	ART Grand Prix	2nd Driving Reprimand
3	17	Alexander Dunne	Rodin Motorsport	1st Driving Reprimand
4	22	Sami Meguetounif	TRIDENT	1st Driving Reprimand
5	24	John Bennett	Van Amersfoort Racing	1st Driving Reprimand
6	25	Rafael Villagomez	Van Amersfoort Racing	1st Driving Reprimand

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

**Decision** Driving Reprimand 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 for more than 5 seconds. However, the 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.



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While there was no clear lasting advantage gained by the breach, the Stewards were satisfied that the driver must have known that the DRS system was enabled and ought to have recognised that it ought not to have been and to have deactivated it immediately. Given the circumstances, the Stewards determined to impose a driving reprimand on the Driver of each Car 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**