# 2026 BAKU EVENT
## 23 to 26 September 2026

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| **From** | The Stewards | **Document** | 54 |
| **To** | The Team Manager,<br>Rodin Motorsport | **Date** | 24 September 2026 |
| | | **Time** | 20:06 |

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

**No / Driver** 14 - Martinius Stenshorne

**Competitor** Rodin Motorsport

**Time** 14:34

**Session** Qualifying

**Fact** Car 14 (Stenshorne) allegedly impeded Car 17 (Inthraphuvasak) between Turn 18-19 in Qualifying 1.

**Infringement** Alleged breach of Article 31.6 of the FIA Formula 2 Sporting Regulations.

**Decision** No further action.

**Reason** The Stewards summoned (Documents 33 & 34) and heard the Drivers of Car 14 (Stenshorne) and Car 17 (Inthraphuvasak) and the team representatives. They examined video and GPS evidence.

Car 14 and Car 17 were preparing to start a push lap and this is done from the exit of Turn 16 on the preceding lap. Car 17 was behind Car 14 with an approximate 1 second gap. Video evidence showed that Car 17 had closed the gap to Car 14 by Turn 19 and given that he had the benefit of a tow he had to slow. Car 17 then passed Car 14 and started his push lap. Car 14 abandoned the lap and entered the pit lane.

The driver of Car 14 reported that he intended to start a push lap but when he saw that Car 17 had benefited from the tow and that he would likely be passed or would have to fight into Turn 1 he abandoned the lap.

The driver of Car 17 reported that the preparation for a push lap starts at the exit of T16 and he expected Car 14 to be at full speed through T19 and T20 and he was surprised that Car 14 stayed on the line and appeared not to be at full speed. As a result of not having a tow on the main straight leading to the start of the push lap Car 17 was 10 kph slower than he had been on previous laps when he had a car in front to give a tow.

The only sector that could be affected by the interaction of Cars 14 and 17 on the push lap that started was Sector 1. In that sector Car 17 was 0.11 seconds slower than his fastest sector time which was achieved when he had the benefit of the tow.

There is no doubt that Car 17 was affected by Car 14 who was not as fast through Turns 18 and 19 but that of itself is not evidence of unnecessary impeding. In fact Car 17 may have benefited from a tow from Car 14 up until Car 14 moved to the left to enter the pit lane. The Stewards therefore conclude that there is no evidence of

unnecessary impeding and take no further action.

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 5 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

**Andrew Mallalieu** **David Fuentes** **Shahin Mirkhudayev**

**The Stewards**