



2026 SILVERSTONE EVENT

02 to 05 July 2026

From	The Stewards	Document	75
To	The Team Manager, Trident	Date	05 July 2026
		Time	16:36

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

No / Driver 6 - Matteo De Palo

Competitor Trident

Time 11:45

Session Race 2

Fact The rear diffuser of Car 6 was found to be lower than the minimum height stipulated in Article 3.4.1a of the 2026 FIA F3 Technical Regulations.

Infringement Article 3.4.1.a of the 2026 FIA Formula 3 Championship Technical Regulations.

Decision Disqualification of Car 6 from the Classification of Race 2 (Feature).
All cars originally classified behind Car 6 are moved up one place in the Race classification.
All lap times set by Car 6 during the Race are cancelled.

Reason The Stewards, having received the report of the Technical Delegate (Document 57), summoned (Document 62) and heard the driver of Car 6 (De Palo), the Team Representative and the Race Engineer.

The Technical Delegate reported that, following Race 2, the diffuser of Car 6 was found to be below the minimum height required by Article 3.4.1.a of the FIA Formula 3 Technical Regulations. After the 5 mm tolerance under Article 3.4.2 had been taken into account, the diffuser measured up to 3 mm below the minimum on the right-hand side and 1 mm below the minimum on the left-hand side.

The Team Representative confirmed the measurements taken by the Technical Delegate. The team submitted, however, that Car 6 had received a number of rear impacts from Car 5 (Slater), the Driver's team-mate, during Race 2, most likely in the diffuser area, and invited the Stewards to review the footage in support of that account.

The Stewards reviewed the footage of the final two laps of Race 2 and confirmed that Car 5 made contact with Car 6 on two occasions during that period. The Stewards and the Technical Delegate inspected Car 5 and observed some damage to its front wing. On inspection of Car 6, the Stewards observed only very minimal scratches to the rear diffuser. The Race Engineer stated his belief that the contact from Car 5 may have caused a deformation or bending of the diffuser plates.

Article 11.7.3 of the ISC provides that, where the regulations place the burden of proof on the person alleged to have committed a breach, that person must satisfy the Stewards, on the balance of probability, that the fact asserted is more likely than not to be true.

Under Article 1.4 of the Technical Regulations, the car must comply with the FIA Formula 3 Technical Regulations in their entirety at all times during a Competition, and under Article 1.8 it is the duty of the Competitor to satisfy the Technical Delegate and the Stewards that its car so complies. The burden of establishing compliance therefore rests, at all times, with the Competitor.

The longstanding jurisprudence of the FIA International Court of Appeal (the "ICA") holds that a breach of the technical regulations must lead to disqualification unless the Competitor has committed no fault, whether intentionally or through negligence, and the non-conformity is the result of exceptional circumstances. These two conditions are cumulative, and exceptional circumstances are admitted only under very limited criteria. The ICA has likewise declined to accept an in-race incident as the cause of a technical irregularity where the physical condition of the car does not support that account (ICA-2014-03).

Applying that framework, the breach is established and is not disputed. The Team Representative confirmed the measurements, and the Stewards are comfortably satisfied that the diffuser of Car 6 was below the minimum height permitted by Article 3.4.1.a after the applicable tolerance.

The burden then rests on the Competitor to show, on the balance of probability, that the car was compliant before the contact and that the contact from Car 5 caused the non-conformity.

The Stewards considered whether the contact from Car 5 was, by itself, enough to relieve the Competitor of the consequence of the non-conformity. The Stewards accepted that contact occurred twice. The burden, however, was on the Competitor to show that it was more likely than not that the contact caused the non-conformity, and the Competitor produced nothing to meet it. Beyond the assertion that the contact may have deformed the diffuser, no evidence was put before the Stewards connecting the contact to the measurements found. The very minimal scratches observed on Car 6 showed no breakage consistent with a displacing impact. The Technical Delegate confirms that the diffuser assembly was properly fixed and they did not note any displacement or misalignment. With no evidence before them capable of tipping the balance of probability in the Competitor's favour, the Stewards cannot treat the contacts as the cause of the breach.

The Competitor has therefore not met the burden upon it. In-race contact of this nature does not meet the strict and narrow criteria for exceptional circumstances recognized by the International Court of Appeal.

For these reasons, and having considered the matters raised extensively, the Stewards find that Car 6 is in breach of Article 3.4.1.a of the 2026 FIA Formula 3 Championship Technical Regulations, and that the Competitor has not provided evidence capable of relieving it of its obligation to ensure the conformity of the car. The Stewards therefore issue the disqualification as a standard penalty for a technical infringement.

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.

Mazen Al-Hilli

Francesco Maffezzoni

Nicky Moffitt

The Stewards