

# 2025 MONACO GRAND PRIX

## 23 - 25 May 2025

<b>From</b>	The Stewards	<b>Document</b>	22
<b>To</b>	The Team Manager, MoneyGram Haas F1 Team	<b>Date</b>	23 May 2025
		<b>Time</b>	19:13

The Stewards, having received a report from the Race Director, summoned (document 19) and heard from the driver and team representative, have considered the following matter and determine the following:

**No / Driver** 87 - Oliver Bearman

**Competitor** MoneyGram Haas F1 Team

**Time** 17:19

**Session** Practice 2

**Fact** Car 87 overtook Car 55 under red flag.

**Infringement** Breach of Appendix H, Article 2.5.4.1 b) of the International Sporting Code.

**Decision** Drop of 10 grid positions for the next Race in which the driver participates.  
2 penalty points (total of 4 for the 12 month period).

**Reason** The Stewards heard from the driver of Car 87 (Oliver Bearman), team representative and reviewed positioning/marshalling system data, video, timing, team radio and in-car video evidence and determined that Car 87 overtook Car 55 at Turn 17.

Well prior to the overtake, the session had been red flagged. The team informed the driver rather late, just before the overtake happened. However, it is clear from the video footage that there was a light panel directly in front of the driver which showed the red flag and the dashboard also indicated the red flag well before the overtake took place.

The regulations require the drivers to ~~immediately~~ reduce speed and proceed slowly back to their respective pits (Article 2.5.4.1 b)). The same regulations caution drivers of the fact that in a red flag situation, ~~overtaking is forbidden~~ and that drivers should *remember that race and service vehicles may be on the track*

The driver claimed that he saw the red flags but decided not to slow down abruptly because he felt that slowing down abruptly would have been more dangerous and that what he did was a safer way of handling the situation.

We disagreed with his decision to not take steps to slow down sufficiently to avoid overtaking another car and instead proceeding slowly back to the pits, as required.

The whole purpose of requiring drivers to slow down immediately is for safety they will not know what is in front of them or the reason for the red flag being shown. This is particularly so in a track like Monaco.

In the circumstances, there is no mitigating factor for the fact that he overtook a car under red flag and we therefore imposed a penalty of a 10 grid place drop for the Race and 2 penalty points.

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.

Decisions of the Stewards are taken independently of the FIA and are based solely on the relevant regulations, guidelines and evidence presented.

**Nish Shetty**

**Loïc Bacqueline**

**Vitantonio Liuzzi**

**Jean-François Calmes**

**The Stewards**