



2025 DUTCH GRAND PRIX

29 - 31 August 2025

From	The Stewards	Document	59
To	The Team Manager, Kick Sauber F1 Team	Date	31 August 2025
		Time	20:47

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

No / Driver 5 - Gabriel Bortoleto

Competitor Kick Sauber F1 Team

Time 15:22

Session Race

Fact Failing to stop a car with significant and obvious damage

Infringement Alleged breach of Article 26.10 of the FIA Formula One Sporting Regulations

Decision No further action.

Reason The Stewards heard from the driver of Car 5 (Gabriel Bortoleto), team representative, FIA representatives, namely the Formula One Race Director and Sporting Director, and reviewed video, radio and in-car video evidence.

On lap one, a racing incident occurred between Car 5 and Car 18 at Turn 12. As a result of that incident, the end-plate of Car 5's front wing sustained damage and was hanging but still connected.

The issue was brought to the attention of the team by Race Control. The Team elected not to pit Car 5 because they were satisfied that the horizontal wing element of the inboard of the end plate retained its structural integrity. No black and orange flag was displayed to Car 5.

Several laps later, the end plate dislodged and fell onto the track. The end plate was struck by Car 18 but Car 18 did not suffer a puncture or any other consequence or damage.

Article 26.10 requires a driver to enter the pit lane if significant and obvious damage to a structural component results in it being in a condition presenting an immediate risk of endangering the driver or others. Article 26.10 has no application in this case because it was accepted by the FIA Representatives that the end plate is not a structural component.

We were also directed to FIA directive REF: No F1Tm/07-24 issued to all Sporting Directors which addresses the circumstances when a competitor is expected to address bodywork damage on their own initiative and regardless of whether a black and orange flag is displayed.

We reviewed the directive and found that it did not apply as the dislodgement of the wing element in this instance did not result in a race intervention to remove it nor did it result in any damage to any other car.

In the circumstances, we took 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 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

Matthew Selley

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The Stewards