

2024 MIAMI GRAND PRIX

03 - 05 May 2024

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| From | The Stewards | Document | 62 |
| To | The Team Manager, MoneyGram Haas F1 Team | Date | 04 May 2024 |
| | | Time | 20:08 |

The Stewards, having received a report from the Race Director, summoned (document 44) and heard from the driver and team representative, have considered the following matter and determine the following:

No / Driver 20 - Kevin Magnussen

Competitor MoneyGram Haas F1 Team

Time 12:27

Session Sprint

Fact Alleged unsportsmanlike behaviour.

Infringement Alleged breach of Article 12.2.1.L. of the FIA International Sporting Code.

Decision No further action.

Reason The Stewards spoke to the driver, the team representative and reviewed video evidence of Car 20 in relation to the three separate incidents where Car 20 left the track and gained a lasting advantage. Each of those infringements attracted a 10 second time penalty.

The Stewards wanted to examine the circumstances under which the second and third instances of leaving the track and gaining an advantage were done especially in the context of an on track battle with Car 44.

We were also aware of the impact that these infringements potentially had on the time gaps to the cars in front, in particular Car 20's teammate in Car 27.

The Stewards were made aware of a media interview that the driver of Car 20 gave immediately after the session where he was quoted as saying among other things:
I started using these stupid tactics, which I don't like doing... But at the end of the day, I did my job as a team player. Nico scored points because I got that gap for him.
..

During the hearing the driver confirmed that these comments were accurately reported.

We therefore wanted to investigate if the driver of Car 20 was deliberately flouting the regulations to gain an advantage for his team or his teammate and if so, whether such conduct would be an infringement of Article 12.2.1.L of the FIA International Sporting Code.

We had a lengthy hearing with the driver of Car 20 and the team representative to

understand their perspective on what happened.

The driver candidly explained that he thought that he was entitled to race with Car 44 in the manner that he did and also that he was willing to accept what he considered to be standard penalties that would have been imposed on him for any infringements that occurred while he was battling for position.

He was also of the view that building a gap between himself and the cars ahead was perfectly within the regulations and it was not uncommon for a driver to seek to assist his teammate in the course of a race by doing so.

He did not at any point in time think that what he was doing was wrong or that it was in any way unsportsmanlike.

He highlighted that the Stewards would typically not increase the severity of the penalties for repeat offences.

We considered the matter and found as follows:

1. The standard for establishing unsportsmanlike behaviour must undoubtedly be high.
2. In circumstances such as this one, there must be clear evidence of an intention to behave in a manner that can be said to be unsportsmanlike as a finding of unsportsmanlike behaviour is serious.
3. While we disagreed with the way in which Car 20 was driven today, in particular, the repeated infringements from leaving the track, we do not think that the actions reached the level of unsportsmanlike behaviour.

Having said that, moving forward, the Stewards will need to consider if, in appropriate situations, especially in the case of repeat infringements, the penalties to be applied for each infringement need to be increased to discourage scenarios such as those that we found today. This is something that we will raise explicitly with the FIA and the Stewarding team.

We accordingly take no further action on the present summons.

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

Andrew Mallalieu

Vitantonio Liuzzi

Dennis Dean

The Stewards