



## 2025 BAHRAIN GRAND PRIX

### 11 - 13 April 2025

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<b>From</b>	The Stewards	<b>Document</b>	34
<b>To</b>	The Team Manager, Mercedes-AMG PETRONAS F1 Team	<b>Date</b>	12 April 2025
		<b>Time</b>	22:24

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The Stewards, having received a report from the Race Director, summoned (document 28) and heard from the driver and team representative, have considered the following matter and determine the following:

**No / Driver** 12 - Kimi Antonelli

**Competitor** Mercedes-AMG PETRONAS F1 Team

**Time** 19:34

**Session** Qualifying

**Fact** Entering fast lane in the pit lane before a re-start time was confirmed.

**Infringement** Breach of Article 12.2.1 i) of the International Sporting Code and non-compliance with Race Director's Event Note (item 19, document 23).

**Decision** Drop of 1 grid position for the next Race in which the driver participates.

**Reason** The Stewards heard from the team representative, the Race Director and FIA Single Seater Sporting Director and reviewed video, timing, team radio and in-car video evidence. The drivers were excused from attending.

The team representative, Mr Shovlin, in evidence stated that he gave the instruction for the cars to be released, in error, having misinterpreted the message posted on page 3 of the Timing Screen, "estimated re-start time" to be a message advising the actual re-start time. He argued that there was no sporting advantage gained in this case as there was sufficient time remaining (11 minutes) for other teams to perform their run plans.

It was also noted that the team's Sporting Director, Mr Meadows, was not present at the event and that normally he would be involved in the release process.

The FIA Single Seater Sporting Director stated that such a move could be a sporting advantage in that it could enable a team to perform its run plan whereas other teams may not be able to.

The Stewards agree with this view particularly where there are only a few minutes remaining in the session.

The FIA Sporting Director argued that there needed to be a sporting penalty rather than a team fine, otherwise in future teams would release their cars as soon as the estimated re-start time was published. The Stewards agree with this view.

Mr Shovlin argued that it was possible to give a non sporting penalty if the Stewards declared that it was not to be taken as a precedent but also stated that if a sporting penalty was to be given, it should be mitigated.

The Stewards agreed with the view that this breach required a sporting penalty however accept that the breach was unintentional and a genuine mistake by the team

for which Mr Shovlin apologised. We decide to impose a one position grid penalty. A similar breach in different circumstances, could entail a more severe sporting penalty, in future.

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.

**Garry Connelly**

**Mathieu Remmerie**

**Vitantonio Liuzzi**

**Mazen Al Hilli**

**The Stewards**