



## 2022 MONACO EVENT

25 to 29 May 2022

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|             |                          |                 |             |
|-------------|--------------------------|-----------------|-------------|
| <b>From</b> | The Stewards             | <b>Document</b> | 83          |
| <b>To</b>   | All Teams, All Officials | <b>Date</b>     | 30 May 2022 |
|             |                          | <b>Time</b>     | 19:03       |

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**Title** Doc 75 - Decision for Car 21 - incident at 1103

**Description** Doc 75 - Decision for Car 21 - incident at 1103

**Enclosed** DOC 75 - 2022 Monaco Event - DECISION - Car 21 - allegedly off track and gained advantage.pdf

**Mathieu Remmerie**

**Steve Pence**

**Eric Barrabino**

**The Stewards**

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|-------------|---|-----------------|-------------|
| <b>From</b> | The Stewards                            | <b>Document</b> | 75          |
| <b>To</b>   | The Team Manager,<br>Trident Motorsport | <b>Date</b>     | 29 May 2022 |
|             |   | <b>Time</b>     | 15:39       |

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

**No / Driver** 21 - Calan Williams

**Competitor** Trident Motorsport

**Time** 11:03

**Session** Race 2

**Fact** Car 21 allegedly went off track at Turn 10 and gained lasting advantage.

**Offence** Alleged Breach of Article 2.c) of Chapter IV of Appendix L of the International Sporting Code

**Decision** No further action.

**Reason** The Stewards examined video evidence. They summoned and heard the drivers and team representatives (documents 61 & 63).

Having considered the matter extensively, the Stewards determined that Car N°2 was overtaking Car N°21 on the inside in the braking zone for Turn 10. At the apex of the left-hand part of the chicane at Turn 10, Car N°2 was wholly alongside Car N°21 and thus had the right to be there, given that he did not out-brake himself and did not 'divebomb' Car N°21. However, at the right-hand part of the chicane at Turn 10, Car N°21 was still substantially alongside Car N°2 on the inside and could not just disappear. In order to avoid a collision at the right-hand part of the chicane at Turn 10, Car N°2 left the track at the apex and re-joined shortly before Turn 11 as it was safe to do so.

Due to the tight confines of the track at Turn 10, the Stewards feel that the Driver of Car N°2 did not deliberately crowd Car N°21 beyond the edge of the track and that the necessity for Car N°21 to take evasive action was justified. Thus, Car N°21 did not leave the track without a justifiable reason. Finally, it needs to be underlined that both cars continued towards Turn 12 in the same order as they had arrived at Turn 10 and that neither car had gained a lasting advantage.

Therefore, the Stewards have decided to take 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.

**Mathieu Remmerie**

**Steve Pence**

**Eric Barrabino**

**The Stewards**