



FIA FORMULA 1 WORLD CHAMPIONSHIP



2025 BELGIAN GRAND PRIX

25 - 27 July 2025

From	The Stewards	Document	49
To	The Team Manager, Stake F1 Team Kick Sauber	Date	26 July 2025
		Time	18:50

Title Infringement - Car 27 - Pit Lane incident

Description Infringement - Car 27 - Pit Lane incident

Enclosed BEL DOC 49 - Infringement Car 27 - Pit Lane Incident with Car 18 .pdf

Garry Connelly

Felix Holter

Vitantonio Liuzzi

Loïc Bacquelaine

The Stewards



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The Stewards, having received a report from the Race Director, summoned (documents 43 & 44) and heard from the drivers and team representatives and the FIA Formula 1 Race Director and FIA Single Seater Sporting Director, have considered the following matter and determine the following:

No / Driver:	27 - Nico Hulkenberg
Competitor:	Kick Sauber F1 Team
Time:	16:01
Session:	Qualifying
Fact:	Car 27 attempted to move into the Fast Lane and there was a subsequent collision between it and Car 18.
Infringement:	Breach of Article 34.8 of the FIA Formula One Sporting Regulations. Alleged breach of the FIA International Sporting Code Appendix L Chapter IV Article 2d) – Causing a Collision
Decision 1:	Competitor: Reprimand in relation to Breach of Article 34.8 of the Formula 1 Sporting Regulations
Decision 2:	No Further Action in relation to Causing a Collision
Reason:	The Stewards heard from the driver of Car 27 (Nico Hulkenberg), the driver of Car 18 (Lance Stroll), team representatives, the FIA Formula 1 Race Director, the FIA Single Seater Sporting Director and reviewed positioning/marshalling system data, video, and in-car video evidence.

The Race Director's notes state "Any car driven to the end of the Pit Lane prior to the start.....of a session must form up in a line in the fast lane and leave in the order they got there. It is noted that the car will be considered to be in the fast lane when a tyre has crossed the solid white line separating the fast lane from the inner lane. In this context "crossing" means that all of the tyre should be beyond the far side....of the line..."

In this case, no tyre of Car 27 complied with the above prior to the start of the session, in which case, Car 18 is considered to have priority in the line. Therefore Car 27 should have merged into the line when there was a "suitable gap" and in this case no such gap existed.

At all times the driver of Car 27 was following team instructions either by radio or hand signal from a team member.

Accordingly, Car 27 breached Article 34.8 and the penalty is applied to the team.

In relation to the subsequent collision that occurred, both cars appeared to move, under instructions from their team, at the same time and inadvertently collided. We consider that no driver was wholly or predominantly to blame and hence take no further action in relation to Causing a Collision.

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

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