



## 2025 SÃO PAULO GRAND PRIX

07 - 09 November 2025

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<b>From</b>	The Stewards	<b>Document</b>	65
<b>To</b>	The Team Manager, Visa Cash App Racing Bulls F1 Team	<b>Date</b>	09 November 2025
		<b>Time</b>	18:07

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The Stewards, having received a report from the Race Director, summoned (documents 33, 34) and heard from the drivers and team representatives, have considered the following matter and determine the following:

**No / Driver** 30 - Liam Lawson

**Competitor** Visa Cash App Racing Bulls F1 Team

**Time** 11:03

**Session** Sprint

**Fact** Causing a Collision at Turn 4.

**Infringement** Breach of Appendix L, Chapter IV, Article 2 d) of the International Sporting Code

**Decision** 5 second time penalty.  
1 penalty point (total of 7 for the 12 month period).

**Reason** The Stewards heard from the driver of Car 30 (Liam Lawson), the driver of Car 87 (Oliver Bearman), the team representatives and reviewed video, and in-car video evidence.

On the first lap, Car 30 (LAW) attempted to overtake Car 87 (BEA) on the inside (left-hand-side) while approaching and through Turn 4. After the apex, as both cars were exiting the corner, there was contact between the two cars.

In Turn 4, Car 30, slightly offset alongside Car 87, moved slightly to the right, while Car 87, following the natural line of the left-hand corner, turned slightly towards Car 30. As a result, the left rear wheel of Car 87 became entangled with the right front wheel of Car 30, causing Car 87 to spin. Both cars were able to continue the race thereafter.

Video evidence from circuit cameras and onboard footage did not clearly establish whether the front axle of Car 30 was at least momentarily alongside the rear-view mirror of Car 87 prior to the apex, let alone whether this overlap was maintained at the apex – as would be required under the Driving Standards Guidelines for an overtaking car on the inside to be entitled to racing room.

According to LAW, the collision was a direct consequence of the prior incident that happened on the straight between Turn 3 and Turn 4 (see Doc. 40), after which Car 30 was struggling with colder and damp left tyres. As a result, LAW stated that he experienced understeer, which caused his car to drift slightly towards BEA's car and resulted in the contact between both cars.

The Stewards determined that Car 30 (LAW) was predominantly to blame for the collision.

However, the Stewards take into account the track conditions, the fact that LAW had colder damp tyres and the fact that his front axle was almost alongside the mirror of Car 87 and consider these as mitigating circumstances. The Stewards therefore apply a reduction of the standard penalty of 10 seconds to 5 seconds, combined with 1 penalty point.

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.

**Gerd Ennser**

**Mathieu Remmerie**

**Tanja Geilhausen**

**Pedro Lamy**

**Luciano Burti**

**The Stewards**