



FIA FORMULA 1 WORLD CHAMPIONSHIP



2026 BRITISH GRAND PRIX

03 - 05 July 2026

From	The Stewards	Document	59
To	All Teams, All Officials	Date	04 July 2026
		Time	18:42

Title Decision - Qualifying SC2 - SC1 Times

Description Decision - Qualifying SC2 - SC1 Times

Enclosed GBR DOC 59 - Qualifying SC2-SC1 Times.pdf

Gerd Ennser

Tanja Geilhausen

Mathieu Remmerie

Pedro Lamy

Richard Norbury

The Stewards



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

Session Qualifying

Fact The F1 car below exceeded the 1:39.0 time limit between the Safety Car lines.

No.	Car	Driver	Competitor	Time of Day	Lap Time
1	6	Isack Hadjar	Oracle Red Bull Racing	16:18:10	L7 (Q1)

Infringement Alleged Breach of Article B1.8.5 of the FIA F1 Regulations and Article 12.2.1.i of the FIA International Sporting Code by failing to comply with the Race Director's Competition Notes (Item 1, Document 5) and the Note to Teams (Document 17).

Decision No further action.

Reasons The Stewards thoroughly reviewed Marshalling/Positioning data, timing data, on-board cameras and CCTV cameras.

The driver concerned stayed at or above speeds necessary to stay below 1:39.0 around the vast majority of the circuit. However, in all cases the Stewards determined that the driver took appropriate actions to not impede other drivers, and in all cases, they slowed down significantly to allow other drivers to pass while giving those drivers a clear track. The Stewards therefore determine that the driver concerned did not drive "unnecessarily slowly", and that they were above the maximum time because they took appropriate steps, and we therefore take no further action.

Note 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 5 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.

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