

SUPPLEMENTARY STATEMENT OF NELSON PIQUET JUNIOR TO FIA

I, Nelson Ângelo Piquet, born July 25, 1985 in Heidelberg, Germany, currently residing at Monaco, say as follows:

1. Except as otherwise stated, the facts and statements contained in this Supplementary Statement are based on facts and matters within my knowledge. I believe such facts and statements contained in this Supplementary Statement to be true and correct. Where any facts or statements are not within my own knowledge, they are true to the best of my knowledge and belief and, where appropriate, I indicate the source of that knowledge and belief.
2. I am a professional racing driver and holder of an FIA Super Licence. I was employed by the ING Renault F1 Team (Renault) in 2007 as a test driver and in 2008 and 2009 (until the end of July) as a racing driver.
3. I make this Supplementary Statement voluntarily to the FIA and for the purposes of allowing the FIA to exercise its supervisory and regulatory functions with regard to the FIA Formula One World Championship ("Championship").
4. I am aware that there is a duty upon all participants in the FIA Formula One World Championship and all Super Licence holders to ensure the fairness and legitimacy of the Championship and I am aware that serious consequences could follow if I were to provide the FIA with any false or misleading statement.
5. Following the statement I made at the FIA's Headquarters in Paris on 30 July 2009, I was asked to attend a second interview in London in order to provide further information relating to my crash at the 2008 Singapore Grand Prix and to review preliminary telemetry data sourced by the FIA's Technical Department. This Supplementary Statement constitutes a summary of the main points made in the course of my second interview insofar as those main points are not addressed in my statement of 30 July 2009.
6. In the evening of Saturday 27 September 2008, following earlier meetings regarding my contract situation with Renault Team Principal, Mr Flavio Briatore, and following my poor performance in qualifying (in which I qualified sixteenth on the grid), I had a long call with my friend and adviser, Mr Felipe Vargas. I was alone in my hotel room and very emotional. I believe the relevant mobile telephone records will demonstrate that I had this long call with Mr Vargas.
7. I arrived at the circuit on Sunday 28 September 2008 around four to five hours before the scheduled start time for the race. As the 2008 Singapore Grand Prix was a night race, starting at 8pm local time, I believe I would have arrived at the circuit at around 3pm to 4pm.

8. Soon after arriving at the circuit – I believe between 4pm and 5pm local time – I was summoned to attend Mr Briatore in his office. I believe I was summoned by Mr Briatore’s assistant, Matthieu Michel. As I had been summoned to Mr Briatore’s office on a number of prior occasions in order to discuss my contract situation, I assumed this to be the reason for my summons on this occasion.
9. Mr Briatore’s office at the Singapore Grand Prix was located within Renault’s temporary offices, which were set up within the paddock area. When I entered the office, which was relatively small and in which there were four or five chairs and a small table, Mr. Briatore and Mr. Pat Symonds, Renault’s Executive Director of Engineering, were present.
10. At the meeting in Mr Briatore’s office, Mr Symonds explained to me that there was a possibility for the Renault team to achieve a good result notwithstanding the fact that I had qualified 16th on the grid and my team mate, Fernando Alonso, had qualified 15th. Mr Symonds referred back to the 2008 German Grand Prix at which I had finished second after benefiting from the safety car being deployed following an accident involving a driver from another team. He then explained that, if one of the Renault team’s cars could cause the safety car to be deployed, the other car could benefit, enabling the team overall to record a good result. As set out in my statement of 30 July 2009, Mr Symonds then asked me if I would cause a safety car. For the reasons set out in that same statement, I agreed to the plan.
11. In the course of the meeting, Mr Briatore said very little. As the meeting drew to a close, Mr Symonds told me that I should not speak about the plan with anyone else and said that he would give me further instructions shortly. I believe the meeting in Mr Briatore’s office lasted no more than ten minutes.
12. Shortly after the meeting, Mr Symonds approached me in the section of Renault’s temporary offices comprising a series of tables and chairs at which the team members would typically take their meals over the course of a race weekend. I believe he approached me between five and thirty minutes after the conclusion of the meeting in Mr Briatore’s office. In the course of this conversation, as set out in my statement of 30 July 2009, Mr Symonds indicated, with the assistance of a map of the circuit, where and when I should crash in order to ensure that the safety car was deployed to the benefit of Mr Alonso.
13. At around 6pm on Sunday 28 September – i.e. around two hours before the start of the race – I attended the usual pre-race briefing meeting. At that meeting, Mr Symonds made a number of points in relation to car set-up and fuelling strategies. It was explained to those present (who included Mr Alonso, me, our respective race engineers and Renault’s lead strategist) that Mr Alonso would be pitting on lap twelve and that I would be pitting much later.

14. After ensuring I was on the designated lap of the race, I deliberately lost control of my car on the exit to turn 17. I did this by pressing hard and early on the throttle. As I felt the back end of the car drifting out, I continued to press hard on the throttle, in the knowledge that this would lead to my car making heavy contact with the concrete wall on the far side of the track and thereby cause a crash necessitating the deployment of the safety car.
15. I have now seen telemetry data taken from my car's Standard Data Recorder (SDR) and presented to me by the FIA. The SDR telemetry clearly demonstrates that I pressed significantly harder and earlier on the throttle on the exit to turn 17 on the lap in question than on previous laps. **[See the annotated telemetry data at Exhibit 1 to this Supplementary Statement.]**
16. Once the back end of the car had begun to drift out, the only way of recovering control of the car and avoiding a contact with the concrete wall would have been to back off on the throttle. However, I did not back off the throttle to any material extent. Rather, I pressed hard on the throttle beyond the moment at which the back end started to drift out and, indeed, right up to and beyond the point of impact with the concrete wall. Again, the fact that I did not back off the throttle is apparent from the SDR telemetry readings of the incident. **[See the annotated telemetry data at Exhibit 1 to this Supplementary Statement.]**
17. In my statement of 30 July 2009, I stated that I believed the car's telemetry would show that I caused the accident on purpose. I have now seen some of that telemetry and consider that it clearly supports my statement that I caused the crash deliberately because it demonstrates that on the exit to turn 17 on the lap of the crash: (i) I pressed harder and earlier on the throttle than in previous laps; (ii) I continued to press harder on the throttle than in previous laps notwithstanding the fact that the back end had started to slide out and I had started to lose control of the car; and (iii) I continued to press harder on the throttle than in previous laps up to and even beyond the point of impact with the concrete wall.

Statement of Truth

I believe and swear that the facts set out in this statement are true.

This statement was made at the offices of Quest (the firm retained by the FIA to assist with its investigation) in London on 17 August 2009 in the presence of Mr. Martin Smith and Mr. Jacob Marsh (both of Quest), Mr. Patrick Harrison (of Sidley Austin LLP) and Mr Alan Prudom (of the FIA Technical Department).

Signed:

Nelson Piquet Jr.

Nelson Piquet Jr. Monaco 25/08/09