
Date:	28 th June 2025	Time:	22:10 hrs
Subject:	STEWARDS DECISION No. 6	Document No:	2.7

From:	The Stewards
To:	The Competitor STEFANOS THEOCHAROPOULOS of car No. 60 Crew STEFANOS THEOCHAROPOULOS / GEORGIOS KOTSALIS

The Stewards, having received a report from the Clerk of the Course with the written report from the Safety Officer at the Stop Point of SS9 attached, summoned the above crew members as well as the competitor's representative, have considered the following matter and determine the following:

Facts The driver of car No. 60 failed to reduce speed appropriately after crossing the Finish Line of SS9 and subsequently crashed into the Stop Point of SS9.

Offence Breach of Art. 12.2.1.h of the 2025 FIA International Sporting Code

Decision 1) **Disqualification** of the Competitor STEFANOS THEOCHAROPOULOS of Car No. 60 from the EKO Acropolis Rally Greece 2025. The relevant results and / or times are voided.

2) A **fine of € 2000** on the driver STEFANOS THEOCHAROPOULOS of Car No. 60.

In accordance with Art. 12.8 of the 2025 FIA International Sporting Code, fines shall be paid within 48 hours of their notification. Any delay in making payment may entail Suspension during the period a fine remains unpaid.

Reason A hearing was held on Saturday, 28 June 2025 at 20:25 hrs with the driver, co-driver and team representative of Car No. 60 in attendance.

The incident under investigation occurred at the end of SS9 – Karoutes 1. According to the report of the Clerk of the Course, supported by a written statement from the Stop Point Safety Officer (Mr. Tsironis Andreas), Car No. 60 failed to decelerate appropriately after crossing the Finish Line and subsequently lost control in the deceleration zone between the Finish Line and the Stop Point. As a result, the car struck the Stop Point arch before coming to a rest against a nearby rock. A media camera was destroyed during the incident. Fortunately, no bodily injuries were reported among the crew, spectators, or officials.

During the hearing, the driver initially stated that a braking issue had prevented him from slowing the car. However, the Stewards presented tracking data showing that the car's speed increased from 108 km/h shortly after the Finish Line to 124 km/h in the deceleration zone — an increase not consistent with the explanation of a braking failure, as this would typically result in deceleration or, at the very least, no further acceleration.

After initially attributing the incident to a brake issue, the driver revised his explanation upon being presented with the tracking data, stating that he had in fact misjudged the position of the Finish Line and expressed his apologies for the incident that was a consequence of his error.

The driver also stated during the hearing that he had completed reconnaissance of SS9 twice. However, the official tracking data confirms that only one pass was undertaken during recce. This inconsistency further contributed to the Stewards' concern regarding the accuracy and reliability of the explanations provided by Mr. THEOCHAROPOULOS.

The co-driver confirmed he had given the usual note for the Finish Line but expressed concern that the deceleration zone was too short. However, the Road Book shows that the distance between the Finish Line and the Stop Point was 270 metres, which was similar to other stages of this rally.

The team representative indicated that two onboard cameras were present in the car, but no footage could be provided due to reported overheating of the recording equipment. While this explanation was noted, the absence of verifiable onboard footage regrettably deprived the Stewards of potentially critical evidence that could have provided greater clarity on the incident. This lack of footage is unfortunate, particularly given the seriousness of the situation.

The Stewards acknowledge that the driver has prior experience in the Acropolis Rally. The expectation of maintaining proper control and awareness between the Finish Line and the Stop Point applies equally to all drivers, the failure to manage the car safely in the deceleration zone created a very unsafe situation at a location where multiple marshals and media personnel were present.

The Stewards emphasise that safety is paramount in all FIA competitions. Any loss of control in areas, such as the zone prior to the Stop Point, carries significant potential risk. While the outcome in this case did not involve injury, the seriousness of the situation must not be understated.

In view of all the elements above, the Stewards find this to be an unsafe act in breach of Article 12.2.1.h of the 2025 FIA International Sporting Code and have decided to impose both a disqualification and a financial penalty.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the 2025 FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules.



Mathieu Remmerie
The Stewards



Henrik Frank



Yiannis Kantas

This decision was notified to the Competitor's officially nominated representative as below:

<i>Name (in block letters):</i>	GEORGIOS KALOVYRNAS	<i>Date:</i>	28.6.2025
<i>Position within the team:</i>	TEAM REPRESENTATIVE	<i>Time:</i>	22.15

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