W2RC DAKAR RALLY 2025

01 – 17 January

Date:	**Friday, 10th January 2025**	Time:	**19.00 hrs**
Subject:	**STEWARDS DECISION N° 27**	Document No:	**2.29**

From: The Stewards

To: Competitor **No 205** Name: **TOYOTA GAZOO RACING**
Crew **GUY DAVID BOTTERILL / DENNIS MURPHY**

Number of pages: 1 *Attachments: -*

The Stewards, having received from the FIA Sporting Delegate video evidence, investigated the action that was shown, have considered the following matter, and after due deliberation determine the following:

Fact: The navigator of car # 205 was not wearing his seatbelts in the correct way for approx. 6 seconds in the selective section No 4, although the vehicle was in motion.

Offence: Breach of the Art. 47.1 of the FIA 2025 CCRSR

Decision: **To impose a time penalty of 40 seconds on SS 4 on Competitor Car No 205**

Reason: The Stewards have been made aware of a video from an on-board camera shows that car # 205 had to stop on SS 4.

The on-board video received by the Stewards shows without doubt that the navigator of car # 205 was not wearing his seatbelts in the correct way for approx. 6 seconds in the Selective Section No 4, although the vehicle was in motion.

The Cross-Country Rally Sporting Regulations are very clear in article 47.1 in saying: "***Whenever a vehicle is in motion on any type of Selective Section*** *and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers' Equipment as intended by the equipment manufacturer* ***and have their safety belts correctly fastened***."

The safety belts together with the Frontal Head Restraint (FHR) are major safety items to protect the crew in case of an accident. It is essential for the safety of crew members and safety is one of the major concerns of the FIA. Safety remains a key challenge and the FIA is committed to do everything possible to protect, among others, the crew members.

The stewards conclude that the behaviour of the navigator is a violation of the regulations. The Stewards further find that the crew gained a time advantage of 6 seconds through non-compliant behaviour of the crew member. A time penalty that also compensates for the time advantage is necessary.

The Stewards decision is based on FIA 2025 ISC Art. 11.9.1., Art. 11.9.2.a, Art. 11.9.3.a, Art. 11.9.3.f, Art. 12.4.1.h

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

Arnas PALIUKENAS	**Omar ZAROUR**	**Saleh ALEM**
FIA Chair of the Panel of Stewards	FIA Steward	ASN Steward

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

Name (in block letters):	**UWE SCHMIDT**	*Date:*	**10.01.2025**
Position within the team:	**TEAM MANAGER**	*Time:*	**19:05**

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