W2RC DAKAR RALLY 2025

01 – 17 January

Date:	**Tuesday, 04th March 2025**	Time:	**16.30 hrs**
Subject:	**STEWARDS DECISION N° 43**	Document No:	**2.46**

From: The Stewards

To: Competitor **No 214** Name: **CENTURY RACING**
Crew **BRIAN BARAGWANATH / LEONARD CREMER**

Number of pages: 2 *Attachments: -*

The Stewards, having received from the FIA Technical Delegate (Doc 6.9), having heard (the hearing was held online using MS Teams) the Competitor Representative and Team Director, Mr. Julien Hardy, with the attendance of the FIA Technical Delegate, have considered the following matter, and after due deliberation determine the following:

Fact: Fuel sample taken from Car no 214 at the end of Stage 1 of Dakar Rally 2025 was found not compliant.

Offence: Breach of Art. 56.1.1 of the FIA 2025 Cross-Country Rally Sporting Regulations and Art. 252-9.1 of the Appendix J of the FIA 2025 International Sporting Code.

Decision: **- to impose a Disqualification of Competitor Car No 214 from Dakar Rally 2025**

- to amend all the Stage Final Classifications and the Final Classification of Dakar Rally 2025 accordingly.

Reason: During the Dakar Rally 2025, the FIA Technical Delegate informed the Stewards about having taken some fuel samples from several competitors. Consequently, the Final Classification of Dakar Rally 2025 included the pertinent footnote as stipulated in the FIA 2025 CCRSR.

On February 28th, 2025, the Stewards received a report from the FIA Technical Delegate stating that according to the results received, the Oxygen content of the fuel sample taken from competitor car #214 was found not compliant with the regulations (result showing 5,82 % (m/m); Max. according to Art. 252-9.1 is: 3,7% (m/m)).

The Stewards were informed that the FIA Technical Delegate asked the Competitor's representative whether the Competitor would like to exercise its right to submit a second fuel sample for analysis. The competitor accepted the results obtained from the laboratory for the first fuel sample and did not contest them. The FIA Technical Delegate then prepared and submitted a report to the Stewards.

The hearing was held on Monday March 3rd, 2025.

During the hearing, the Competitor Representative and Team Director, Mr. Hardy, stated having discussed with the FIA Technical Delegate about several technical topics before the event, that led to the possibility of using hi-octane fuel, but never reached the point of the Oxygen content level, and never realised that it was one of the measured parameters.

He understands that this is not the job of a technical delegate. It is the team's responsibility to know the requirements of the regulations and to follow them. It is the team's fault for not paying attention to this requirement.

Mr. Hardy stated that the intention to use special fuel was not to gain any performance, but to protect the engine, and it was unfortunate not having discussed in detail the hi-octane fuel specifications, and more precisely the Oxygen content level.

The Stewards understand the explanations given by the Competitor Representative, but they point out that, in the light of Art. 1.3.3 of the FIA 2025 ISC: *"If an Automobile is found not to comply with the applicable technical regulations, it shall be no defence to claim that no performance advantage was obtained".*

The Stewards decide that in this case there is a breach of Art. 56.1.1 of the FIA 2025 Cross-Country Rally Sporting Regulations and Art. 252-9.1 of the Appendix J of the FIA 2025 International Sporting Code.

The International Court of Appeal has already deemed in the past that in “exceptional circumstances”, the objective responsibility of a competitor for a case of non-compliance of its car can lead to a less severe sanction than disqualification. The Stewards cannot see any exceptional circumstances in this matter.

Disqualification should therefore be imposed in this case.

The decision is based on the FIA 2025 International Sporting Code Art. 11.9.1, Art. 11.9.2.a, Art. 11.9.3. a, Art. 11.9.3.f, Art. 12.3.1, Art. 12.4.1.m and Art. 12.9.1.

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 (JDR). In the light of Art. 10.1.1.a of the FIA 2025 JDR, the Stewards decide that the time limit for submitting an intention to appeal in this case is set at 24 hours following the publication of the decision. The method of submission of the intention to appeal is the email to the address from which the competitor received the stewards' decision.

Arnas PALIUKENAS
Chair of the Panel of Stewards

Omar ZAROUR
FIA Steward

Saleh ALEM
ASN Steward

This decision was sent by electronic means:

Sent to the Competitor’s Representative:	Date:	**04/03/2025**	Time:	**16:45 hrs (Rally Time)**
Received by the Competitor:	Date:	**04/03/2025**	Time:	**17:15 hrs (Rally Time)**

Published on the Organiser’s Digital Notice Board on 04.03.2025 at 20:30 hrs (Rally Time)