
Date: Tuesday, 13th January 2026**Time:** 15.00 hrs**Subject:** STEWARDS DECISION 24**Document No:** 2.25

From: The Stewards**To:** Competitor **No 320** Name **BENJAMIN FAVRE**Crew: **BENJAMIN FAVRE / THIBAUD DARROUX**

And

Competitor **No 253** Name **JANUS VAN KASTEREN**Crew: **JANUS VAN KASTEREN / MARCEL SNIJDERS**

Number of pages: 2**Attachments:** -

The Stewards, having received a report from the Clerk of the Course (Doc. 3.41), having summoned and heard the Crew members of Competitor No. 320 and the Crew members and the Team Manager (Mr. Wuf VAN GINKEL) of Competitor No. 253, have considered the following matter, and after due deliberation determine the following:

Fact: Competitor Car No. 320 reported dangerous driving by Competitor Car No. 253 during an overtaking manoeuvre on SS7.

Offence: Alleged breach of Article 12.2.1.h of FIA 2026 ISC and Article 27.1.1 of 2026 FIA CCRSR.

Decision: No further action

Reason: A hearing was held on the 12th of January with both parties together (Crew members of Competitor No. 320 and Crew members and Team Manager of Competitor No. 253).

During the hearing, the crew of Competitor No. 320 stated that Competitor No. 253 carried out a dangerous overtaking manoeuvre during SS7. They stated that they were surprised by being overtaken on the left-hand side without the Sentinel functionality being used. As Car No. 253 immediately returned to the racing line, several stones were thrown onto their windscreen, causing damage. Without the windscreen, the crew could potentially have been injured. The crew further stated that it was not their intention to seek for a penalty against Competitor No. 253, but that they wished to address this dangerous situation.

The crew of Competitor No. 253 stated that they do not remember the incident. They indicated that they had to use the Sentinel very frequently during SS7, as they were required to overtake many significantly slower competitors. They stated that they can understand that an overtaking manoeuvre may appear dangerous to other, slower, competitors due to the speed difference. Although they do not remember the situation, they indicated that they would be willing, if necessary, to cover the cost of the damaged windscreen.

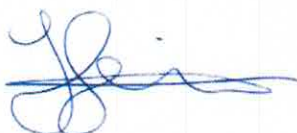
Both competitors stated during the hearing that no onboard video footage of the incident was available from their side.

The Stewards requested additional information from ERTF, who stated that the Sentinel systems of both crews were functioning correctly during the incident; that Competitor No. 253

made several overtaking requests during the selective section; but that Competitor No. 253 did not make an overtaking request at the location of the overtaking manoeuvre on competitor No 320. However, there is no article in the 2026 FIA CCRSR that makes it mandatory to submit an overtaking request when intending to overtake a slower competitor.

Having considered all the information, the Stewards conclude that there is insufficient evidence that a breach of the above-mentioned articles has been committed and therefore decide to take no further action.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the 2026 FIA International Sporting Code and Chapter 5 of the FIA Judicial and Disciplinary Rules.



Jan SEINEN
Chair of the Panel of Stewards



Alqassim HAMIDADDIN
FIA Steward



Saleh ALEM
ASN Steward

This decision was notified to the Competitor's officially nominated representative of #320 as follows:

Name (in block letters):	ADRIEN FAVAREL	Date:	13.01.2026
Position within the team:	TEAM MANAGER	Time:	18:40

Received by Competitor's officially nominated representative of #253:

Name (in block letters):	WUF VAN GINKEL	 Signature	Date:	13.01.2026
Position within the team:	TEAM MANAGER		Time:	19:30

Published on the Digital Notice Board on 13/01/2026 at 19.40 hrs.