

Date: 14 April 2024

Time: 12-25

Subject: Stewards Decision No. 06

Document No.: 2.09

From: The Stewards

To: All Competitors and Crews.

Number of pages: 1

Attachments: [...]

The Stewards, having received a report (Doc. 3.8.) from the Clerk of the Course with evidence attached, have considered the following matter, determine the following:

Facts: Car #11 passed the refuelling area to the tyre marking zone and reversed back to the refuel area 5 (roadbook page 138 box 1-2).

Decision: NO FURTHER ACTION

Reason: The relevant article in the FIA Regional Rally Sporting Regulations is Art. 42.5 with the heading "SEQUENCE OF CONTROLS AND DIRECTION".

It is defined in the article that "*Crews must check in in the correct sequence of controls and in the direction of the rally route.*" Accordingly, one criterion for a control is that it has a "check-in" procedure.

Art. 42.1 defines the second criterion:

"All controls and zones, i.e. passage and time controls, start and finish of special stages including stop controls, regroup parks, refuelling areas, tyre marking zones and media zones shall be indicated by means of FIA-approved standardised signs complying with the drawings and distances in Appendix I and shall be indicated in the road book."

Appendix I shows two groups of signs. The first group has the headline "CONTROL ZONE" and includes the signage for Passage Controls, various Time Controls, Start of Special Stage and Finish of Special Stage incl. Stop Control.

The second group of signs has the headline "OTHER FIA STANDARD RALLY SIGNS" and includes the signage among other for Refuelling Area, Tyre Marking, Service Areas, Media Areas.

Considering both criteria for a Control, a Refuelling Area and a Tyre Marking is **NOT** a Control (Zone).

In this case, the applicable article would be Art. 42.5.2, which clearly defines that it is prohibited to re-enter a **CONTROL ZONE**. Since, as explained above, the refuelling area is not a control zone, this article does not apply and therefore re-entry is permitted as long as no control zone (e.g.TC) will be passed. It must also be pointed out that the re-entry must not cause any danger or obstruction.

All the information available to the Stewards is that car #11 did not obstruct or endanger anyone, so the decision outlined here was necessary.

The decision is based on Art. 11.9.1, Art. 11.9.2.a, and 11.9.3.a of the FIA ISC 2024

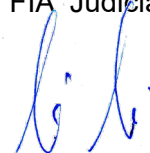
Competitors are reminded of their right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.



Uwe M. SCHMIDT (DEU)
FIA Chairperson of the Stewards



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