
5Date: 26.01.2025 **Time:** 00:05 hrs
Subject: STEWARDS DECISION No. 2 **Document No:** 2.3

From: The Stewards

To: The Competitor HYUNDAI SHELL MOBIS WORLD RALLY TEAM of car No. 1
Crew THIERRY NEUVILLE / MARTIJN WYDAEGHE

All Competitors / crew members

The Stewards, having received a report from the FIA Technical Delegate with video evidence attached, summoned the above crew members as well as the competitor's representative, have considered the following matter and determine the following:

Facts Car No. 1 arrived at the end of SS6 La Bréole / Selonnet 1 with a damaged left rear wheel at 12:11:59 hrs on Friday, 24th January 2025.
At 12:16 hrs the car was found being driven on the Road section with the left rear wheel not rotating.
At 12:18 hrs, the Competitor HYUNDAI SHELL MOBIS WORLD RALLY TEAM was contacted by the FIA Technical Delegate.
At 12:20 hrs, the crew of car No. 1 stopped on the road section, worked on the car and fixed the problem.
At 12:32 hrs, the crew of car No. 1 started to drive again. All 4 wheels were rotating.

Offence Breach of Article 34.1.5 of the 2025 FIA WRC Sporting Regulations in conjunction with Breach of Article 12.2.1.h of the 2025 FIA International Sporting Code

Decision Fine of **€ 10.000,00** on the Competitor of car No. 1 HYUNDAI SHELL MOBIS WORLD RALLY TEAM.

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 The Stewards examined the video evidence available and heard from the Driver THIERRY NEUVILLE, the Co-driver MARTIJN WYDAEGHE and the Team Manager PABLO MARCOS of car No. 1 on Saturday, 25th January 2025 at 19:00 hrs.

The Driver stated that after their accident on SS 6 La Bréole / Selonnet 1, they drove several kilometers on the stage without being aware that the left rear wheel was not freely rotating. The Co-Driver added that even the time loss on the stage was not that significant and they therefore did not assume that the car was that badly damaged. The Team Manager stated that he talked to their engineers about the compliance of Art. 34.1.5 of the 2025 FIA WRC Sporting Regulations, but unfortunately they did not immediately contact the crew as they assumed that they were aware about the problem. He added that, immediately after the team was informed by the FIA Technical Delegate that the wheel was not rotating, they informed the crew to stop and to repair the damage.

They also explained that they were fully aware of the regulations and knew that driving on a public road with only three freely rotating wheels can result in an unsafe situation. Therefore, they immediately stopped the car when they were informed by the FIA Technical Delegate.

Article 34.1.5 of the 2025 FIA WRC Sporting Regulations clearly states that on a road section that is a public road and at the start of a stage, a competition car may only be driven on four freely rotating wheels and tyres. This regulation concerning not rotating wheels on public roads was made for safety reasons. The regulation also stipulates that *“Any car not complying must immediately stop, repair the damage if possible, respecting all the applicable regulations or retire.”*

It is the responsibility of the crew members to comply with the above regulations and they should check their car right after the stop control and before driving on a public road, especially after an accident, as occurred on SS6.

Furthermore, it should have also been the team’s duties to inform the crew immediately after watching the available television images in order to prevent any unsafe situation.

As the car was driven on a road section with one blocked wheel, an unsafe situation was created by the crew of car No. 1.

Once the crew was informed by their team that the competition car was not complying with the above-mentioned regulations, they immediately stopped and repaired the damage as requested.

The Stewards nevertheless conclude that the crew of Car No. 1 was in breach of Article 34.1.5 of the 2025 FIA WRC Sporting Regulations as well as Article 12.2.1.h of the 2025 FIA International Sporting Code.

However, in this special case mitigating circumstances can be granted as the crew took appropriate action immediately after having been made aware of the condition of their car, as they stopped and repaired the damage.

The Stewards concluded that as no sporting advantage was gained by the Competitor of car No. 1, a fine is appropriate and proportional in this case.

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.



Tanja Geilhausen
The Stewards



Edoardo Delleani



Jean-François Calmes

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

<i>Name (in block letters):</i>	PABLO MARCOS	<i>Date:</i>	26.1.2025
<i>Position within the team:</i>	TEAM MANAGER	<i>Time:</i>	00:10

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