

Date: **Thursday, 04th January 2024**

Time: **20.45 hrs**

Subject: **STEWARDS DECISION N° 4**

Document No: **2.6**

From: *The Stewards*

To: Competitor truck **No 630** Name: **OVERDRIVE RACING**
Crew: **Dave BERGHMANS / Sam KOOPMAN / Geens BOB**

Number of pages: 1

Attachments: 0

The Stewards, having received a report from the FIA Technical Delegate (Doc No 6.2), having heard the Driver, the FIA Technical Delegate, the W2RC Promoter represented by ASO Technical Manager having considered the matter, determine the following:

Fact: During pre-event scrutineering, the vehicle was found with one metal metallic fuel tank whose the total capacity is over 500L (600L), and position of the fuel tank is not under the plane passing through the top of cargo body rollbar and the rearmost points of the chassis.

Offence: Breach of Art. 287-1.3 of the Appendix J of the FIA 2024 ISC.

Decision: **No further action**

Reason: The Stewards began an investigation.

The FIA Technical Delegate and the W2RC Promoter representative explained that there are plans to change the regulations, but this has not been done before the Dakar 2024 event.

Since the FIA's Technical Delegate's report also included a proposal for amendments to the regulations and taking into consideration the content of that proposal, the Stewards conclude that in the event (as correctly stated in the FIA TD report) if the changes had already come into force before the Dakar 2024 event, the cars mentioned in the report would fully meet the requirements. Thus, it follows that such non-compliance with the requirements cannot be a reason not to allow cars registered in class T 5.2 to start. Because this would not be based on a real safety risk, but only on the formal basis that the amendments on which the parties concerned have already agreed have not yet entered into force. It should also be noted that additional safety restrictions are applied in the above class (e.g. there is a significantly lower maximum speed, etc.). This also confirms that different requirements may be applied to the class T5.2 than for class T5.1.

The Stewards finally conclude that there is a breach of the regulations but it cannot be a reason not to allow cars registered in class T5.2 to start.

The decision is based on the 2024 FIA International Sporting Code Art. 11.9.1.

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.



Arnas PALIUKENAS
FIA Chairperson of the Stewards



Omar ZAROOUR
FIA Steward



Saleh ALEM
ASN Steward

This decision was notified via SPORTITY to the competitor representative as below:

<i>Sent:</i>	Date:	04.01.2024	Time:	21:40
<i>Received by the Competitor:</i>	Date:	04.01.2024	Time:	21:43