

Date:	Saturday, 05 th July 2025	Time: 17:30 hrs
Subject:	STEWARDS DECISION 2	Document No: 2.4
From:	The Stewards	
To:	Competitor: No 208 Name: GURTAM TOYOTA GAZOO RACING BALTICS	
	Crew: BENEDIKTAS VANAGAS / AISVYDAS PALIUKENAS	
	Number of pages: 2	Attachments: -

The Stewards, having received a report from the Clerk of the Course (Doc. 3.9), having summoned and heard the Crew Members, have considered the following matter and determined the following:

Facts During SS3 (Stage 2), competitor 208 proceeded beyond the end of Neutralization Zone 1 before completing their neutralization time. They then drove back to the end of the Neutralization Zone and waited to restart at their correct time.

Offence: Alleged breach of Art. 27.1.2 and Art. 45.2.3 of the FIA 2025 CCRSR.

Decision: In respect of Art. 27.1.2 a Reprimand to the crew
In respect of Art. 45.2.3 No further action.

Reason: During the hearing, the Navigator stated that they were the second car to arrive at the end of the Neutralization Zone as they were behind Car 203 on the road. When they reached what they considered to be the end of the Neutralization there were no signs to identify this and Car 208 was not present either. There was a Marshal present at this point but, due to language barriers, they were unable to confirm if it was the correct location, and the Marshal appeared to indicate that they should continue.

They proceeded at a reduced pace, but realized that they must have gone beyond the end of Neutralization, and this was confirmed to them by the Crew of Car 203 proceeding back towards them, at reduced speed, having also apparently failed to identify the end of Neutralization Zone.

Both of these cars realized that the point where the marshal was located must be the correct location for the end of the Neutralization. They then waited at this point for their correct times, and started into the selective section. By the presence of these cars waiting at this point subsequent cars that arrived used this location as the end of the Neutralization Zone and further confusion was avoided.

The Stewards find that the signage required by Art. 45.2.3 of the FIA 2025 CCRSR was not present at this location and this created the confusion for the leading cars on the road being unable to identify the correct location. The Crew members confirmed that for the second passage at the same location, the correct signage was in place.

In respect of this matter the Stewards decide that no further action should be taken.

Whilst the uncertainty surrounding the exact location of the timing point was created by no fault of the competitor the Stewards note that this competitor (and Car No. 203) both drove certain lengths of the selective section in the reverse direction, an action which is only permitted in certain specific, and brief, instances by Art. 27.1.2.

The requirement to only proceed in one direction on a selective section is a basic safety matter and whilst in this case the crews are noted to have driven in a careful manner and at a reduced speed, as confirmed by the tracking system, this is a potentially dangerous action for the crew to take. However, in light of the mitigating circumstances, the Stewards decide to issue a Reprimand to the crew in respect of this behaviour.



ITALIAN BAJA 2025

03 – 05 July 2025

(RE: STEWARDS DECISION 2 – ITALIAN BAJA 2025)

The Stewards decision is based on FIA 2025 ISC Art. 11.9.1 and 12.4.1.b. and Art. 27.1.2 of the FIA 2025 CCRSR.

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, within the applicable time limits.

Raymond JOHANSSON
Chair of the Panel of Stewards

Andrew KELLITT
FIA Steward

Paolo QUARANTA
ASN Steward

Received by:

LINAS GRIGALIONAS

Competitor:

GURTAM TOYOTA GAZOO RACING BALTICS

Car No: **208**

Crew:

BENEDIKTAS VANAGAS / AISVYDAS PALIUKENAS

Date:

5 July 2025

Time:

17:59^h

Signature:

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