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Date:	<b>Saturday, 17<sup>th</sup> June, 2023</b>	Time:	<b>20:00 hrs</b>
Subject:	<b>Stewards Decision No. 07</b>	Document No.:	<b>2.11</b>
From:	<b>The Stewards</b>		
To:	<b>Car No. 37 Competitor TEAM ESTONIA AUTOSPORT</b> <b>Crew: Jaspas VAHER / Evelin MITENDORF</b>		
Number of pages: 2		Attachments: -	

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The Stewards, have received a report from the FIA Technical Delegate (Doc 6.3), summoned and heard the Team representative Mr. Janno SIITAN, have considered the following matter, determine the following:

**Fact:** Car No 37 was weighed 3 times at 15:00 hrs (June 17).  
The results of the weighing were as follows: 1209 kg, 1208 kg and 1208 kg.  
All measures were made with the crew on board.

**Offence:** Breach of FIA ISC Appendix J Art. 260-201, Art. 32.2.1 of the 2023 FIA RRSR

**Decision:** **Disqualification from the FIA ERC event TET RALLY LIEPAJA 2023**

**Reason:** The Scrutineers on 17<sup>th</sup> June 2023 at 15:00 checked the weight of the Car No 37 3 times and the results of the weighing were as follows: 1209 kg, 1208 kg and 1208 kg. All measures were made with the crew on board.

The most favorable weight for the competitor in this case was 1209 kg.

This means that the weight is 31 kg below the specified minimum weight (the minimum allowed weight is 1240 kg) and does not comply with the technical requirements for Rally4 car.

The Competitor was summoned to give him the opportunity to present his defence.

The Team Representative, Mr. Janno SIITAN explained that this event is the first competition of the European Rally Championship they ever participated, and even the first international event for the Crew members. Both (the driver and the co-driver) are at the beginning of their rally career, participated only in national competitions.

He admitted that he was aware that the minimum weight of the car may be checked at any moment of the competition part of the event with the crew on board (driver + co-driver + their full equipment), and as the crew members are very young and lightweight, he realizes that the team made a mistake in non-compliance with the technical requirements due to lack of experience.

After the car was weighed and the crew was informed of the discrepancy, the mechanics increased the weight by adding ballast, as soon as the crew arrived at the service. Mr. Janno SIITAN deeply regrets this deplorable mistake and is sure that the team will take this experience into account at their upcoming events.

Appendix J, Art. 260-201 defines that the minimum weight for Rally4 car with the crew on board (driver + co-driver + their full equipment) is 1240 kg which being received by summing minimum allowed weight of 1080 kg (according to the Art. 201-4) of the car by adding 160 kg as minimum for crew on board (according to the Art. 201-6, driver + co-

driver + their full equipment) and at no time during the Competition may a car weigh less than this minimum weight.

According to FIA ISC 2023 Art. 12.1.1.a, offences or infringements are punishable, whether they were committed intentionally or through negligence.

In case of a breach of the obligation of technical compliance, a Competitor's responsibility is casual. A Sanction must be pronounced against it even in the absence of fault, and this sanction is, in principle, disqualification according to the jurisprudence in the past.

Nevertheless, the International Court of Appeal has already deemed in the past that in "exceptional circumstances", the objective responsibility of a competitor for a case of non-compliance of its car can lead to a less severe sanctions than disqualification.

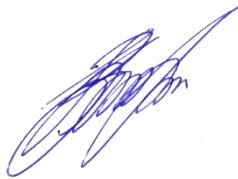
The Stewards determine that exceptional circumstances do not apply in the present case. The Stewards conclude that, in view of provisions of the relevant regulations it was indeed up to Competitor to ensure that its car weight is in compliance.

The decision is based on the FIA International Sporting Code Art. 11.9.1, Art. 11.9.3.a, Art. 11.9.3.f and Art 12.4.1.m.

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 (LTU)**  
FIA Chairperson of the Stewards



**Kostyantyn BEVZ (UKR)**  
FIA Steward



**Linda MEDNE (LVA)**  
ASN Steward