



07. – 13. October 2021

Date: **Sunday, 10 October 2021** Time: **20:45 hrs**

Subject: **STEWARDS DECISION N° 6**

Document No: **2.7**

From: *The Stewards*

To: *The competitor of car N° 363 Name: Jean-Luc PISSON
Crew: Jean-Luc PISSON / Cedric DUPLE*

Number of pages 2

Attachments: 0

The Stewards, having received a report from the CoC and ERTF (Report n°2, Doc 3.9), having examined the document, summoned and heard the competitor #361 and summoned the competitor #363, considered the following matter and determine the following:

Facts:

In Selective Section 2 (Leg 1 Section 2), car n°363 has got 10 overtaking requests from car n° 361 during a period of 3'27". During this period of time there was no change in the relative positions of the two cars. None of these communications were acknowledge by the crew.

Offence:

Breach of Art. 48.3.4 and Art 27.1.3 of the 2021 FIA Cross-Country Rally Sporting Regulations (FIA CCRSR)

Breach of Art. 10.5.2. of the Supplementary Regulations

Decision:

15 Minutes Penalty to be applied in Leg 1 to competitor #363

Reason:

The competitor #361 explained that after the dunes he was driving very close of the competitor #363 and he was using the Sentinel to request overtaking him. After several consecutive alarms which were well received, the competitor was driving into the dust and had a puncture. In the following neutralisation, the competitor #363 told them that they though that the sentinel was warning about an oncoming car in the opposite direction.

The competitor #363 was not able to come to the hearing due to some problems during the following Leg and he's still stuck in the middle of the Stage.

To make overtaking between competitors safer, a vehicle-to-vehicle communication system is to be fitted to each vehicle. The Supplementary Regulations make it clear that any competitor caught by another competitor must pull over and allow themselves to be overtaken. A crew has received 3 requests to overtake (aural warnings) coming from the one and same car, in a lapse of time less than or equal to 45 second must, in the 15 second following the third request, do everything possible to allow the competitor making the request to overtake. In addition, after receiving the request to overtake, the crew must acknowledge these requests. Also, in the pre-event briefing it was explicitly pointed out how the participants should behave if another competitors closes from behind.

The NAV-GPS system recorded the overtaking requests and the automatic confirmation that the request was received by car n°363. There is no acknowledgement recorded send by the crew. The Stewards do not have any doubt that the vehicle-to-vehicle system (Sentinel) was working properly.

It must be made clear that this is not a minor offence. Above all, it is unsportsmanlike not to allow faster participants to overtake, and in this case it could cause an accident.

The Stewards decision is based on FIA ISC Art. 11.9.1; ISC Art. 11.9.3.f and ISC Art. 12.4.1.h.

The Competitor is reminded of his right to appeal certain decisions of the stewards, in accordance with Article 15 of the FIA International Sporting Code and Article 9.1.1. of the FIA Judicial and Disciplinary Rules, within the applicable time limits.



Jordi PARRO VIDAL
FIA Chairman of the Stewards



Wilhelm SINGER
FIA Steward



Ahmed HOUBRI
ASN Steward

Received by:

Name:

Competitor:

Jean-Luc PISSON

Car No: 363

Crew:

Jean-Luc PISSON / Cedric DUPLE

Date:

Time:

Signature:

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