

# Rally Dakar 2022

30. December 2021 - 14. January 2022



Date: **Friday, 7<sup>th</sup> January 2022**  
Subject: **STEWARDS DECISION N° 57A**

Time: **16.45 hrs**  
Document No: **2.62**

From: *The Stewards*

To: The Competitor car no **207 - TOYOTA GAZOO RACING**  
Crew: **Giniel DE VILLIERS / Dennis MURPHY**

*Number of pages: 2*

*Attachments: 0*

The Stewards, having received a report (Incident Report N° 2), photos, tracking system report and an ERTF report from the FIM Jury, having heard the competitor's representative, have received a petition by the competitor, having decided that they will reconsider the matter (STW Decision No 57) have considered the following matter, determine the following:

**Fact:** Car N° 207 in Selective Section 2 at about 11.00 hrs (08.00 hrs UTC) , after coming over a dune, they ran over a motorbike that was behind the dune.

**Decision:** (1) **Decision No. 14 of 5<sup>th</sup> of January is cancelled**  
(2) **The Clerk of the Course is requested to delete the 5 hours time penalty of car # 207 in the result of Leg 2 and to create a new classification.**  
(3) **No further action**

**Reason:** The statement made by the driver regarding the matter in the hearing on 4<sup>th</sup> of January: Mr. de Villiers, explained: *"We have not heard any alarm signal from Sentinel. We do not doubt that we have received a signal. The problem is that the button for the Sentinel is located on the floor of the co-driver's side. During the Selective Section, the co-driver's feet jump back and forth and can easily, accidentally press the button. When we came over the dune, we saw the motorcyclist and I avoided him so as not to hurt him. At the bottom of the dune, we turned around to make sure that the rider was not injured. We didn't feel hitting the bike when we landed. Then we continued the Selective Section. We are very embarrassed that something like this happens. We apologise very much for this incident. We are also willing to compensate the cost to rebuild the bike."*

On 6<sup>th</sup> of January, ERTF checked the car # 207 to find a mal function of the SENTINEL system. According Mr. Alex Bernard, the findings were that the antenna was installed inside the car, which is the usual installation location to protect the antenna. The reception of a signal depends on the type of windscreen of the vehicle. In this case, Mr. Alex Bernard rates the signal strength as sufficient but not as optimum. He could not clearly confirm whether the received signal was actually sufficient to activate the alarm buzzer in the car.

ERTF is providing the Navigation system as well the car-to-car communication system and records all times of messages send between the competitors of the event.

MARLINK is the provider of the safety tracking system and records the exact route with the corresponding time driven by the respective participants. The Stewards received a diagram which shows the route taken by the motorbike and by the car with the related time on each of impulse.

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The data from the tracking system, matched with the data of ERTF show the following chronological sequence of the accident (all mentioned times are UTC times, local time is +3 h):

- 08.01.44 The bike stops, behind a dune**
- 08.01.57 the alarm received by car # 207**
- 08.01.59 the car hits the bike**
- 08.02.00 the second alarm signal received by the car
- 08.02.05 the car starts to drive a circle
- 08.02.07 the alarm in the car was deactivated
- 08.02.10 the alarm continues
- 08.02.13 car # 207 leaving the scene
- 08.02.15 the alarm in the car was deactivated

It may be irrelevant whether the drivers heard or saw the alarm signal but avoiding an obstacle that is not in the field of vision within 2 seconds seems almost impossible. Despite the short time span, the driver was able to avoid the rider, so that he survived the incident physically unharmed. The tracking system recording also confirms the driver's statement that he drove a circle after the incident to determine if the rider was injured.

After reviewing and assessing all the facts at hand, the Steward conclude that no offence was committed by the driver and therefore Decision No.14 should be revoked.

Competitors are reminded that they have the 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.

**Uwe M. SCHMIDT**  
FIA Chairman of the Stewards

**Jordi PARRO**  
FIA Steward

**Ahmad JAN**  
ASN Steward

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

<i>Name in block letters</i>	<b>Jean-Marc Fortin</b>	Date	<b>07.01.2022</b>
<i>Position in the team</i>	<b>Team Representative</b>	Time	<b>16.50 hrs</b>

**Published on the Digital Notice Board on 07.01.2022 at 16.55 hrs**