

Rally Dakar 2022

30. December 2021 - 14. January 2022



Date: **Monday, 10th January 2022**
Subject: **STEWARDS DECISION N° 67**

Time: **20.00 hrs**
Document No: **2.73**

From: *The Stewards*
To: The Competitor **Bahrain Raid Xtreme**

Number of pages: 2

Attachments: 0

The Stewards, having received a report no 9 from the Clerk of the Course (Doc. 3.280), have considered the following matter, and after due deliberation determine the following:

Fact: At the STOP Control of Selective Section 8 the car # 211 and car # 221 arrived each with one spare wheel only.

Offence: according to article 12.2.1.h of the 2021 FIA International Sporting Code
Breach of the article 51.4.1 of the 2022 CCR Sporting Regulations.

Decision: **Fine of 10000€ to the Bahrain Raid Xtreme**
of which the amount of 5000€ is suspended during the FIA World Rally-Raid Championship 2022, subject to no further breach of similar nature committed by the competitor during this period.

In accordance with Article 12.7 FIA International Sporting Code, the payment of the fines must be done online, within 48 hours of their notification, at the following address: <https://fiafines.fia.com> . Any delay in making payment may entail suspension during the period a fine remains unpaid.

Reason: The competitor's representative, Mr. David Richards, explained that the loss of the spare wheels of both cars was certainly not intentionally and the driver found out that they lost the tyres only in the neutralisation zone. To him it appears to be a case of force majeure and certainly the drivers did not gain any advantage from the loss of the tyres. On the contrary, drivers had to drive much more carefully, as in one case (#211) there was only one punctured wheel and in the other case (#221) only one spare wheel left to the crew. He adds that, in his opinion, the rule not to leave parts in a Selective Section is meant to prevent these parts from being left there on purpose. In the cases here, the wheels were certainly not left in the desert on purpose. Since the drivers only noticed that the tyres were missing in the neutralisation zone, they could not look for them and load them up.

A video of the tyre change on vehicle # 211 clearly shows that the drivers installed the broken wheel on the right side of the vehicle. Photos showing the loss of the tyre show that this happened on the left side, i.e. on the wheel that was installed in the service. The vehicle no 221 has also lost a wheel installed in the service on the right side. In both cases, it looks like it was not the crews' fault, rather it was because the vehicles had fastening straps that were too weak and fasteners on the body part that also were too weak.

Article 51.4.1 of the 2022 CCRSR states that *any wheel fitted on a vehicle or installed inside a vehicle during servicing must reach the next service park/Bivouac or the next Remote Service Zone. **Under no circumstances should wheels/tires or parts be left inside or outside these zones.*** The FIA is acknowledging that its activities and events have an impact on the environment and works with its stakeholders to minimize those impacts and inspire positive behaviours. To leave wheel and parts in the dessert, is contradictive to the goals of FIA.

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It is the Competitor's responsibility to make sure that the competition car complies with the technical and safety requirements. Thus, he must ensure that all parts on the vehicle are fitted correctly, and he must increase the safety of spare wheel supports. Falling out of wheels is a potential danger for the spectators.

According to Art. 12.1.1.a of the Code offences or infringements are punishable, whether they were committed intentionally or through negligence.

The Stewards conclude that an infringement of 51.4.1 of the 2022 CCR Sporting Regulations has been committed. The Stewards further conclude that the competitor failed to make sure that the spare wheels was solidly installed in the car and that the spare wheel cover was correctly secured. This represents an unsafe act under Article 12.2.1.h of the 2017 FIA International Sporting Code which could have resulted very serious consequences. The Stewards also note that the drivers had no influence on the loss of the spare tyres and therefore there will be no further action against the crews.

The decision is based on the FIA International Sporting Code Art. 11.9.1, Art. 11.9.3 f; Art. 12.3.1, Art. 12.4.1.h., Art. 12.4.1.m and Art. 12.4.6.

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.

A blue ink signature of Uwe M. Schmidt, written in a cursive style.

Uwe M. SCHMIDT
FIA Chairman of the Stewards

A blue ink signature of Jordi Parro, written in a cursive style.

Jordi PARRO
FIA Steward

A blue ink signature of Ahmad Jan, written in a cursive style.

Ahmad JAN
ASN Steward

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

<i>Name in block letters</i>	Virginie Soulaire	Date	10.01.2022
<i>Position in the team</i>	Competitor Representative	Time	20.45 hrs

Published on the Digital Notice Board on 10.01.2022 at 20.50 hrs