

Date : 1st April 2012

Time : 22.45 hrs

Subject : STEWARDS DECISION NO : 8

Document No: 2.14

From : The stewards of the meeting

To : The entrant of car No. 2 CITROËN TOTAL WRT
Crew MIKKO HIRVONEN / JARMO LEHTINEN

The stewards received a post-event scrutineering report from the FIA Technical Delegate on car No. 2 stating that:

* * *

Important remarks concerning car n°2 – CLUTCH MECHANISM:

a) **Clutch mechanism** is **not** complying with homologation form A5733 (122/10ER):

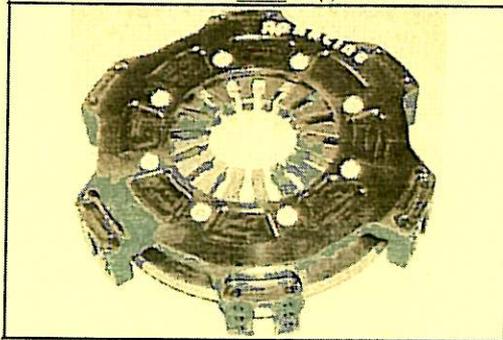
Homologation form A5733 states:

Marque Make	<u>CITROËN</u>	Modèle Model	<u>DS3 – S2000</u>	Homologation N° A-5733
				Extension N° 122/10 ER

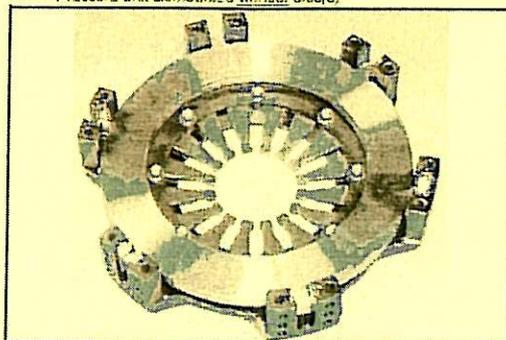
6. TRANSMISSION / POWER TRAIN

702. EMBRAYAGE / CLUTCH			
a) Type Type	SEC / DRY	b) Fonctionnement Operation	Poussé/Pushed <input checked="" type="checkbox"/> Tiré/Pulled <input type="checkbox"/>
b) Système de commande Control system	HYDRAULIQUE/HYDRAULIC		
c) Nombre de disques Number of plates	2		
d) Diamètre du(des) disque(s) Diameter of the plate(s)	180		± 2 mm

F1-2) Groupe de pression démonté sans disque(s)
Pressure unit dismounted without disc(s)



F1-3) Groupe de pression démonté sans disque(s)
Pressure unit dismounted without disc(s)



b) Article 255A from Appendix J states:

Article 255A-5.2

5.2 Transmission



...
d) Clutch

Only the clutch homologated in the Super 2000 Rally extension may be used (without any modification).

Only the homologated clutch control system (master cylinder) is authorised.

Article 255A-3.2

3.2 All the parts homologated on the Super 2000 Rally Kit Variant (VK-S2000-Rally) form must be used in their entirety. These parts must not be modified.

The use of a part homologated as "Joker" on a car will be noted on its technical passport.

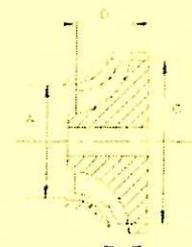
It will no longer be possible to use the old part as from the date specified.

e) The clutch which was fitted on car n°2 was sealed (seal number 2006 8-49-2/Gearbox)

Important remark concerning car n°2 – TURBOCOMPRESSOR TURBINE WHEEL:

a) Homologation form states:

334. SURALIMENTACIÓN / TURBOCHARGING	
a) Marque et type du turbocompresseur Make and type of the turbocharger	GARRET – STR25 69R P/N 802562-0008
b) Carter de turbine Turbine housing	b1) Nombre d'entrées des gaz d'échappement Number of exhaust gas entries 1
	b2) Matériau Material CAST STAINLESS STEEL
c) Roue de turbine Turbine wheel	c1) Matériau Material HIGH NICKEL SUPER ALLOY WHEEL WHEEL SHAFT
	c2) Nombre d'aubes Number of blades 9
	c4) Cotes A, B, C, selon le schéma Dimensions A, B, C, according to the sketch
	A = 54.49 ± 0.1 mm
	B = 10.00 ± 0.3 mm
	C = 54.00 ± 0.1 mm
	D = 22.35 ± 0.3 mm



b) Checking of dimension C (54.00+/-0.1mm)

We tried to check the maximum diameter of turbine wheel (dimension C) by using a ring of a diameter of 54.11mm.

It seems that the diameter is over maximum dimension allowed in A5733-100/01KSR.

c) The turbocompressor which was fitted on car n°2 was sealed (seal number 2007 1-17-A/Engine)

* * *

The stewards then summoned a representative of the Entrant, a representative of the Driver and a representative of the Co-driver of car No. 2 to be heard the same evening at 20.30 hrs.



The representative of the Entrant, Mr. Yves Matton, Team Principal, the representative of the crew, Mr. Daniel Grataloup, Team Manager, accompanied by the Team Technical Director, Mr Xavier Mestelan Pinon, appeared in front of the stewards at 20.30 hrs.

The chairman of the stewards explained the details of the report from the FIA Technical Delegate, Mr. Jérôme Toquet, a copy of which had been provided to the Citroën representatives and invited Mr. Toquet to explain the detail of the report.

On being questioned, Mr. Mestelan Pinon explained that the clutch was a “joker” part introduced as provided for in the regulations and agreed that the part removed from the car during post-event scrutineering did not match that shown on the homologation form.

He also explained that the clutch removed from the car was from a different batch number to that shown on the homologation form. He stated that this was clearly a big mistake and was unsure how it happened.

In the case of the turbo the Citroën representative stated that the turbo unit was a standard unit provided by the specialist manufacturer “Garrett”, who in fact provided the turbo units for all World Rally Cars.

He explained that the turbine wheel was subject to extreme temperature and r.p.m. factors, which had an effect on the wheel dimensions. He added that this aspect had been the subject of discussions with the FIA technical department.

It is noted that the homologation papers state that the dimension C is given as 54.00 mm, with a tolerance of ± 0.1 mm. Mr. Mestelan Pinon stated that when new the turbine wheel (dimension C) when measured was 54.02 mm, which is very close to the specified dimension, including the tolerance.

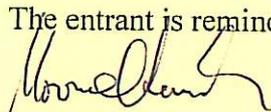
To ensure the post event measurement of the wheel was correct and recognising that there was a possibility that the turbo wheel fins may be bent, the FIA Technical Delegate proposed that further measuring be undertaken under laboratory conditions.

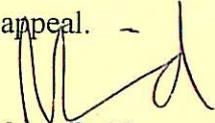
The stewards after due deliberation

DECIDE

1. That the **clutch** fitted to car No. 2 is not in conformity with the Homologation Form A5733 and therefore **exclude car No. 2 from the event classification**.
2. That the **turbo (turbine wheel)** fitted to car No. 2 appears not to be in conformity; however, the stewards **suspend a decision on this matter** and request that the FIA Technical Delegate carries out a further examination and reports the outcome to the stewards for further consideration.

The entrant is reminded of its right to appeal.


Morrie Chandler
Chairman


Robert Reid


Claudino Romeiro

Stewards of the meeting



RE: Stewards Decision No. 8 – Vodafone Rally de Portugal 2012

Received by :

Name : YVES STAFFON

Entrant : CITROËN TOTAL WRT

Car No : 2

Date : 01/04/2012

Time : 22h50

Signature :

A handwritten signature in black ink, appearing to be "Yves Staffon".