

Date : 24th January 2016

Time : 21.15 hrs

Subject : STEWARDS DECISION NO : 12

Document No: 2.14

From : The Stewards

To : The Competitor of car No. 82 LUCA ROSSETTI
Crew LUCA ROSSETTI / ELEONORA MORI

The Stewards received a report from the FIA Technical Delegate on the final scrutineering of car No. 82 regarding a possible non-conformity of the turbocharger with the homologation form.

The report stated as follows:

Car n°82:

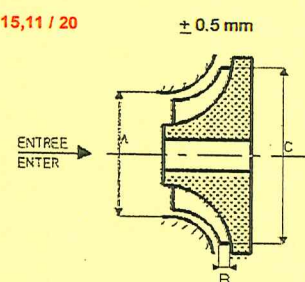
Article 334e4: dimension A was checked 43.8mm.

Homologation form A5755-02/01VR3T states 42.7 +/-0.4mm



e) Roue de compression
Impeller wheel

	Material	
e1) Matériau	Aluminium	
Material	Aluminium	
e2) Nombre d'aubes		6 + 6
Number of blades		
e3) Hauteur(s) des aubes		15,11 / 20
Height(s) of blades		
e4) Cotes A, B, C, selon le schéma		± 0.5 mm
Dimensions A, B, C, according to the sketch		
A =	42,7	+/- 0.4 mm
B =	3,8	+/- 0.5 mm
C =	56	+/- 0.4 mm



The Renault Sport representative provided an new turbo:

- It appears that the compressor housing is different from the one of the turbocharger fitted on car n°82
- It appears that the impeller wheel is different from the one of the turbocharger fitted on car n°82

The compressor housing was sealed with the following plate MC-80-B / Turbo + 2 seals

The Stewards then summoned a competitor's representative and/or the crew of car No. 82 to immediately appear in front of the Stewards.

A hearing with the driver, Mr. Luca Rossetti, and the Team Manager, Mr. Alessandro Pedrocchi, was conducted at 19:50 hrs. The hearing was also attended by the FIA Technical Delegate, Mr. Jérôme Toquet, and the FIA Assistant Technical Delegate, Mr. Luca Gibello. The sealed parts dismantled from car No. 82 and reference parts provided by the Renault Sport representative were also available at the hearing.

Luca Rossetti



84^e RALLYE MONTE CARLO
18 – 24 Janvier 2016



Upon being questioned on the differences of the dimensions of the parts dismantled from car No. 82 in relation to the homologation form and to the new parts provided by Renault, the driver stated that his engine was sealed at the end of August/beginning of September 2015 and that the car was running in this configuration until and including this event. He added that the sealed engine had been checked several times for performance and that all the data gathered were in conformity. It was only today at final scrutineering and after breaking the seals to dismantle the turbo that the irregularity as stated in the report was discovered. He admitted that the part was not in conformity but added that he would not gain any performance advantage as a consequence.

Upon being questioned, the FIA Technical Delegate stated that, in theory, the turbo as installed in car No. 82 should be better, but it was very difficult to estimate any performance advantage or disadvantage without having reliable figures.

The Stewards then also took into consideration Article 1.3.3 of the 2016 FIA International Sporting Code, stating as follows:

1.3.3 If an Automobile is found not comply with the applicable technical regulations, it shall be no defence to claim that no performance advantage was obtained.

Under the above circumstances and after due deliberation, the Stewards

DECIDE

To pronounce a sentence of exclusion of Competitor No. 82 from the rally.

The Competitor is reminded of his right to appeal.

Waltraud Wunsch
Chairperson - Stewards

Christian Leca

Christian Calmes

Received by :

Name :

Competitor : LUCA ROSSETTI

Car No : 82

Date : 24/01/2016

Time : 21.30

Signature :

Published on the Official Notice Board on 24/01/2016 at 21.35 hrs.