

## **Decision of a Sub-Committee appointed by the Executive Committee under Article 119 of the National Sporting Code, namely –**

- Wayne Christie (Chair)
- Paul Te Punga
- Lloyd Robinson

### **In the Matter of**

1. 119(a)(ii)

An investigation to ascertain if the cylinder head of Car 87 (Suzuki Swift Sport Cup) was in compliance with Schedule SSSC, the technical regulations of the Class.

2. 119(a)(iii)

An investigation to ascertain if the ruling of the Event Director in decision ED9 was correct and that the penalty applied was appropriate.

### **Hearing Details**

The hearing took place by meeting at MotorSport House on Friday, 4 May 2012 commencing at 11:30am. The participants being the Sub-Committee members, Frank and Robyn Radisich (representing AJ Lauder - Competitor), Graeme Robertson (Event Director), and Bill Bawn (representing MotorSport New Zealand).

### **Background**

The Sub Committee was tasked to investigate the eligibility of the cylinder head of Car 87 with respect to Schedule SSSC, whether the penalty imposed was appropriate, and as a consequence, if the results of the Suzuki Swift Sport Championship stand.

### **Hearing**

The hearing was conducted in accordance with National Sporting Code Article 120.

The Sub-Committee heard submissions from Messrs Bawn and Robertson and Mr and Mrs Radisich in respect of the cylinder head eligibility of Car 87.

It was established that the measurements of the cylinder head in respect of the decision taken by the Event Director were not contested by the Competitor (apart from the measurement of cylinder #3 which had been transposed), and that these measurements were outside the technical regulations.

It was submitted by Mr Robertson that the technical regulations did not provide a measurement in relation to the height of the cylinder head (which was to remain standard) however the manufacturer had advised that the measurement was 127mm. The cylinder head of Car 87 was measured to be 126.5mm.

Mr Robertson advised that Decision ED9 determined that the irregularity was not deemed to be performance due to evidence produced to indicate that the compression ratio (the only performance-related measurement contained in the specification manual) was below the stipulated ratio of 11.1:1.

## **Finding**

The Sub-Committee have reached the following findings in respect to the points they have been charged with considering:

1. The cylinder head height of Car 87 was found to be less than the value supplied by the manufacturer, and therefore is deemed to be non-compliant with Article 10.5 of Schedule SSSC; and
2. No evidence was produced to confirm or establish that the breach of Article 10.5 was performance affecting; and
3. The Event Director's application of penalty CH 40.9 was justified and appropriate.

## **Decision**

Taking account of all the factors put before the Sub-Committee FINDS that:

1. The Event Director's decision ED9 stands.
2. The results of the 2011/2012 Suzuki Swift Sport Championship stands.

This decision was given verbally at 2:15pm and followed by email notification on 4 May at 4:00pm.

## **Recommendations**

1. The specification manual needs to be reviewed particularly in reference to critical measurements of the cylinder head.
2. FIA homologation papers should not be introduced as a reference source where these are not referenced in the class technical regulations.
3. The specification manual PRS-022 needs to be made readily available to competitors

On behalf of the Sub-Committee



Wayne Christie  
**Chairman**

## **Right of Appeal**

Attention is drawn to the right of appeal in accordance with the provisions of the National Sporting Code.