



Technical Disciplinary Statement

Carburettor Needle Valves

10th July 2016

Version 1.0 Final

(E&OE)

During post race inspection at the **Irish Open Championship** held at **Ballymena** on **10th June 2016**, a technical issue was observed on the car of **#NI-935 Dean McCrory**.

Technical Observation

- The needle valve was observed to be larger than the maximum permitted “250” size (Note: “250” refers to the size of the valve body inlet hole being 2.50mm in diameter.)
- The needle valve was observed to be an original “200” size valve that had been drilled out to a larger size (i.e. modified).

Applicable Rules

Carburettor

231.11.14 Needle valves **MUST** be no larger than a **MAXIMUM** of size “250”.

General Rules

- 200.2 Standard parts must **NOT** be changed or altered unless explicit permission is given in these rules.
- 200.4 Unless a rule explicitly states an action can be taken, a modification made, or a replacement part sourced/manufactured, then such actions / modifications / replacements are **NOT** permitted. This is the overriding principle for **ALL** technical rules.
- 200.5 Unless these published rules explicitly state something can be implemented, then it **CANNOT**.

Immediate Actions

- As a result of the technical observations, Mr. McCrory was removed from the race result and suspended from racing, pending a disciplinary hearing.

Additional Information

- Following Mr. McCrory's suspension, new information has come to light regarding the manufacturing tolerances and supply/availability of new/replacement needle valves for Weber carburettors.
- The testing of a random sample of newly manufactured replacement valves has revealed a wide-ranging tolerance for what is supplied as a “250” valve.
- The supply/availability of “250” size needle valves is noted as being erratic, and this has resulted in the common practice of drilling out smaller sized valves (e.g. a “200”) to the larger size – despite this being in contravention of the above general rules.

Disciplinary Process

- It was noted that a standard part had been modified, in contravention of rules 200.2, 200.4 and 200.5.
 - This has been highlighted as a widespread practice, despite it being against technical regulations.
 - In this case, drill “float” had resulted in a valve size larger than intended.
 - It was agreed that the tight tolerance applied in the case of Mr. McCrory, was retrospectively too harsh, given the new information that has come to light subsequent to the offence regarding manufacturing tolerances.
 - It was noted that the valve in use was larger than 2.50mm in diameter.
 - It was agreed that although the observations were in contravention of the technical regulations as written, manufacturing tolerances and supply/availability issues mean that this rule requires further review.
 - It was therefore agreed that Mr. McCrory’s suspension should be lifted and he was permitted to return to racing from 23rd June 2016.
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IMPORTANT Notes to Drivers

- **Following this incident, and given the subsequent additional information that has come to light with regard to manufacturing tolerances, the current rule with regard to the Weber carburettor needle value is now under review.**
 - **Drivers are advised that until the completion of the review, and any subsequent rule clarifications or changes, the use of a smaller size needle valve that has been drilled out to a “250” size is TEMPORARILY permitted, provided it is within the manufacturing tolerance of an original “250” valve.**
 - **The needle valve MUST control the flow of fuel in to the carburettor as originally designed. Any other method of fuel supply in to the carburettor is NOT permitted.**
 - **Drivers are advised that the use of needle valves outside of manufacturing tolerances is NOT permitted, and disciplinary action will be taken as appropriate.**
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