

RALLY SM 2025 SCRUTINEERING, 60. ARCTIC LAPLAND RALLY

These instructions are for use of both the competitors and scrutineering officers and the goal is to enable a smooth scrutineering in the Arctic Lapland Rally. Purpose of the generic instructions is to standardize the Finnish Rally SM series competition Weekends in ways the scrutineering process would be easier and more comfortable for all participants.

PLEASE SHARE THESE INSTRUCTIONS TO PEOPLE WHO WILL TAKE YOUR CAR TO SCRUTINEERING EVENT!

ALL THE ARCTIC LAPLAND RALLY MATERIALS ARE AVAILABLE IN ONE LOCATION, also in your mobile. The place is **OFFICIAL INFO BOARD OF THE ARCTIC LAPLAND RALLY!**

You'll find the Arctic Lapland Rally official info board in **Sportity** application, Login code **ALR25**, and it is visible on **Lapland Rally's website** in address www.arcticrally.fi.

SCRUTINEERING IN ARCTIC LAPLAND RALLY

1. BEFORE RACE

Pre-Event Scrutineering DOES NOT HAVE PHYSICAL OFFICE but enrolling will be done digitally!

Reference: "60. Arctic Lapland Rally Supplementary Regulations, phrase 6.2; Administrative Checks".

1.1 Administrative checks

Competitors must provide required information to the Organizer using the electronic forms in the VONB by 25.01.2025 at 24:00. The required information includes:

- Reconnaissance information
- Contact details during the rally
- Announcer information form

Driver's license / ID card is checked at the Rally Office.

By using these forms rally organizer ensures all the needed information will be gathered. Documents not possible to deliver by the given time schedule given above, shall be provided to the Rally Office as soon as possible but not later than Wednesday January 29th 2025 at 18.00 hours.

1.2 TIME RESERVATION TO THE PRE-EVENT SCRUTINEERING AT “SLOTTI” SYSTEM

Pre-event Scrutineering time slots **must be reserved between 23.01.2025 12:00 and 27.01.2025 20:00.**

The reservation system Slotti **can be accessed at <https://www.rallism.fi>**

The competitor is responsible to reserve their slot from the slots available at the time of their reservation.

Reservation must be done either for

- **Basic scrutineering** or
- **Turbo scrutineering** depending on the car.

Note! Basic scrutineering can only be booked for cars without turbo.

If requested by competitor or his representative, the reservation can be done by the Rally Office officials, +358-40 7637387, email. toimisto@arcticrally.fi, during the time the reservation system is open. The request must be made by telephone or electronically.

If the competitor has not made the reservation on time, the Rally Office will reserve any of the available slots and inform the competitor of their reserved slot. This will result in a penalty fee of 50€, payable in the rally office at the latest 1 h 30 min before the competitor's given start time. Negligence to pay the fee will result in disqualification from the event by Clerk of the Course's decision.

The competitor must bring the car to the scrutineering according to the reserved time slot. Lateness may delay the scrutineering until the next free slot. Any lateness from reporting to the scrutineering will result in a penalty fee of 50€, payable in the rally office at the latest 1 h 30 min before the competitor's given start time. Negligence to pay the fee will result in disqualification from the event by Clerk of the Course's decision.

2. PRE-EVENT SCRUTINEERING

Pre-event scrutineering takes place on **Thursday 30.01.2025 from 08:00 at Europcar, Teknotie 2, Rovaniemi**. Chief Scrutineer, Harri Kylmänen, mobile +358-40 770 2041.

The scrutineering will be conducted according to the pre-booked time slots. Rally cars can arrive to the waiting queue outside of pre-scrutineering venue 10 minutes before the reserved time slot.

Waiting queue of the pre-event scrutineering is entrance free time control zone.

Scrutineering officers will help team representatives in arranging their cars to the order of time reservations, and they invite each car inside the scrutineering hall one by one.

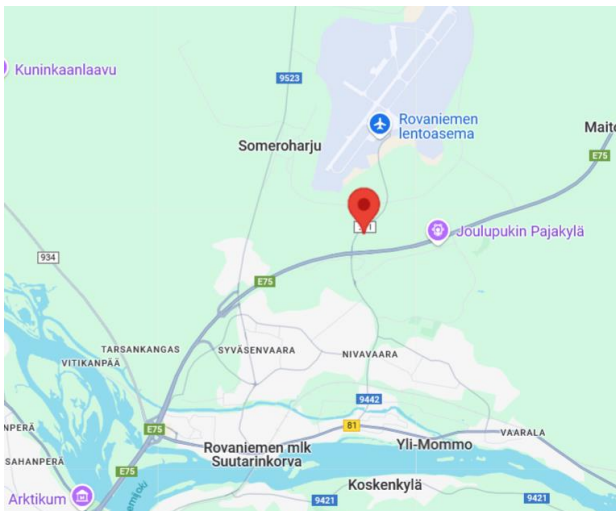
Documents of the race car and crew will be checked by the scrutineering officers at the pre-event scrutineering only. Electronically made pre-delivery of documents in advance is not requested.

Competitors shall keep all the documents of car and crew with them in the rally car through all the Arctic Lapland Rally event.

Late arrival to the pre-event scrutineering after reserved time slot may cause extra waiting until the next free slot can be arranged by scrutineering officers.

Late arrival from the reserved time slot at the Pre-event scrutineering venue will also result a penalty fee of 50€, payable in the rally office at the latest 1 h 30 min before the competitor's given start time. Negligence to pay the fee will result in disqualification from the event by Clerk of the Course's decision.

Arctic Rally Pre-event Scrutineering location address: [Teknotie 2, 96930 Rovaniemi](#)



3. TIRES AND BAR CODE FORM DELIVERY (60. ARCTIC LAPLAND RALLY)

Reference; Arctic Lapland Rally 2025, Supplementary regulations, section 9.

9.1. Tires in classes 1–6

In classes 1–6 it is permitted to use only 12 tires that comply with Finnish Rally Championship Regulations, Art 16 Tire Regulations.

The barcode numbers on the outside of tire must be visible for reading. Scrutineers are allowed to make markings to tires and rims. In case competitor does not find FIA barcode markings on the sides of tires, he/she must contact the organizer. Competitor shall report types and number of tires lacking the FIA codes in written format to Rally Office or for Chief Scrutineer latest on Wednesday Jan 29th 2025.

A complete list of tires' barcode numbers shall be submitted for Rally organizer by using the pre-defined template as follows;

- a) The list including **all tires planned for use in Rally Section 1** must be submitted according to the *Arctic Lapland Rally Supplementary regulations* latest on **Thursday 30.01.2025 by 21:00 hours**.
- b) It is possible to make amendment to the list of tires for Rally Section 2 in case the first submitted list doesn't include all 12 tires. The complemented tires list must be submitted **before 24:00 hours on Friday 31.1.2025**.

Template for the tires registration for classes 1-6 **is can be found in VONB**.

The filled list **shall be submitted for Rally organizer in address** rallismkatsastus@autourheilu.fi .

The **title of the email** shall include wording; **ALR 2025 "+ Competitor number" Tire bar code form**.

(For example **ALR 2025 no 150 Tire bar code form**). The list shall be attachment of the email.

The email shall include **mobile phone number of competitor contact person** for case of possible further inquiries.

9.2. Tires in classes 7–24

It is allowed to use tires according to AKK Finnish Sporting Code Appendix J Art. 6.1.2 Studded tires or previous year's Finnish Rally Regulations Appendix J Art. 6.1.2 Studded tires ("old rule" with 16 inch tires). In Historic cars, the rim size according to the car classification and / or Appendix K. Tires do not have to be homologated and can comply with the so-called "old rule".

9.3. All classes

Between SPB – SPC road homologated winter tires are allowed. These tires are not counted in the number of tires allowed in total.

4. COMPETITOR NUMBERS AND IN CAR CAMERAS IN RALLY CAR

Competition numbers and all obligatory advertisements (e.g. Wind Screen sticker) listed in the Finnish SM Rally series rules and in the Competition Supplementary regulations shall be fixed to the car before entering the Pre Event Scrutineering venue!

Please Note; In Finland the camera installation inside the Rally Car **must be secured with a steel wire.**

The Finnish SM Rally series rules state the following:

8.2 Rights for Moving Images

AKS owns all electronic media rights in the Rally Championship series. If a competitor has an interior or other video recording camera in their car, it must be turned on during special stages and its material must be handed over to AKS, if necessary, who has the right to use the moving image filmed by the competitor for any purpose they wish without restriction. The camera must be installed in the car in accordance with Article 253.2 of Appendix J. Otherwise, installing a camera in the car and using it is prohibited.

Competitors participating in a series event have the right to use the moving 'onboard' image filmed from their own racing car on their own websites and social media channels (Facebook, Instagram, X, YouTube, etc.). Competitors may not hand over the filmed material to third parties without the consent of AKS.

Competitors participating in a series event are obliged to take a camera from AKS or an authorised party into their car, under threat of exclusion from the competition. Refusal will be reported to the Federation for possible further action.

5. PRE-EVENT SCRUTINEERING

Scrutineering officer invites each car inside the Scrutineering venue according to their registration schedule. Chief Scrutineer has got the Inspection protocols of all competitors from Rally office before the pre-scrutineering event start, so competitors don't bring them with their rally cars.

Road homologated tires must be used when arriving to the scrutineering!

- Scrutineering follows the Finnish Rally Championship Regulations Art. 10.1 Pre-event scrutineering and Art 10.2 Sealing and marking.
- Maximum of two competitor's representatives are allowed to arrive with the car inside Scrutineering hall.
- Cars with turbochargers and pop-off valves and spare turbochargers without the official AKK (Finnish ASN) or FIA seal must be prepared for sealing before entering the Pre-Event Scrutineering venue.
- All the "non-pre-sealed" Turbochargers and Pop-off valves will be inspected and their correct assembly into the car will be monitored by scrutineering officers.
- Scrutineering officer finalize each sealing by fixing the "lead seals" using AKK branded Sealing Clamps.
- Sealing of spare turbochargers and spare pop-off valves will be carried out during the Pre-Event Scrutineering. Competitor representative shall present these components for Scrutineering officer for sealing.
- All the number labeled seals are recorded in a list held by the AKK Technical Controller (former AKK Head of Scrutineering).

Instructions for preparing the sealing is listed later in this document.

Sealing must be prepared by the competitor before arriving in the scrutineering.

FIA Passport or ANS identification card of the Rally Car, Classification certificate and its amendments, the road insurance, (and registration certificate when applicable) shall be kept available at the pre event scrutineering, and inside the rally car through all the competition event. Competitor representative shall present the documents when requested by scrutineering officer.

- One person who presents the competitors' personal equipment at a separate checkpoint (A space has been reserved and marked for this purpose, where all equipment intended for use is presented for inspection.) The equipment inspection area is located in the Arctic Rally inspection hall, follow the signs! The inspection checks the validity of the Race Car road insurance and "Red Plate".

When the car has been inspected, the Scrutineering team leader fills in the inspection report and signs it with his/her initials. The inspection report also includes the numbers of the seals on the car. The inspection report must clearly indicate whether the car's inspection was approved or rejected.

The competitor's representative must take a photo of the inspection report signed by the inspector. This time of taking the photo is noted in the report just before the photo was taken. From this moment, the competitor's representative has 10 minutes to complain about the content of the report if he/she believes it is not in accordance with the course of the inspection.

5.1 Weighing of Rally Cars

Weighing of rally cars is arranged at the Arctic Lapland Rally Pre Event Scrutineering venue inside the inspection hall, entrance from backside of the hall. Scrutineering officers guide cars to the weighing place after car inspection is completed.

In addition to the pre scrutineering weighing of cars will be done during the rally event.

Note: At SM5 Class minimum weight of the rally car is depended of the inlet size of the turbo charger.

6. SEALING OF TURBO CHARGERS AND POP-OFF VALVES

6.1 Changing of sealed component during the competition event

Before changing any sealed component competitor shall contact and agree the change with the Arctic Lapland Rally Head of Scrutineering, **Harri Kylmänen, mobile. +358-40 770 2041.**

6.2 Sealing of Turbo Chargers and Pop-Off valves at the pre scrutineering

Competitor is responsible for **assembly of the sealing wires before entering to the initial scrutineering venue.** Instructions are shown later in this document.

Only Turbo charger and the FIA pop-off valves will be sealed in Arctic Lapland Rally. No sealing of engine or transmission parts will be done.

The spare parts (turbo and pop-off valves) will also be sealed during the initial scrutineering. See the spare part sealing procedure later in this document.

If there will be a delay and/or queue in the pre scrutineering venue, please leave the spare parts for Scrutineering officer and for sealing to be done in later state. Scrutineering officer informs time when spare parts will be sealed and can be returned to competitor.

Sealing of the turbo charger

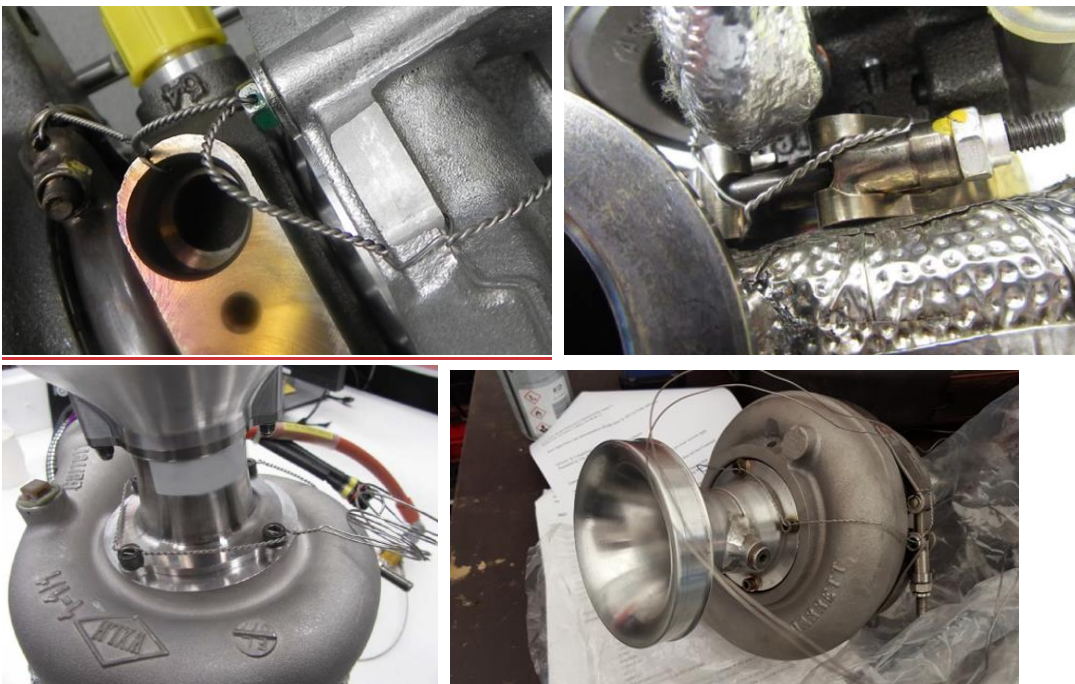
All supercharged cars must be fitted with a restrictor fixed to the compressor housing (with the exception for some older R2 cars where the turbo will be sealed without restrictor). The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws must be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor.

Fixing of restrictor by using needle end screws is not allowed.

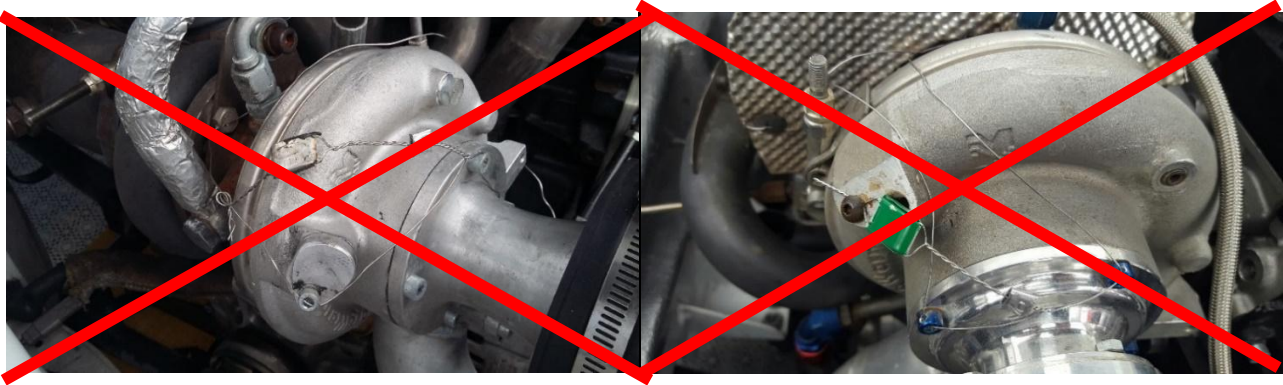
For installation of the restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing. The heads of the screws must be pierced so that they can be sealed. The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see drawing).

For the first event the Competitor will get the turbo sealing tag and two aluminum seals with other material from the rally HQ on time which can be found on the Sportity. It is then under the responsibility of competitor to install these to the turbo which is fitted to the car according to the instructions given here. For other events after the scrutineer has checked the correct fitting and size of restrictor and the sealing wire, the ASN Technical Delegate will give the number plate (tag) and two aluminum seals which the Competitor will fix to the turbo according to these instructions. After this the scrutineer will close the aluminum seals with the sealing pliers. It is in Competitor's responsibility to secure that this has been done correctly.

Examples of correct wiring for sealing. It is permitted to move the housings but not to remove without breaking the sealing.



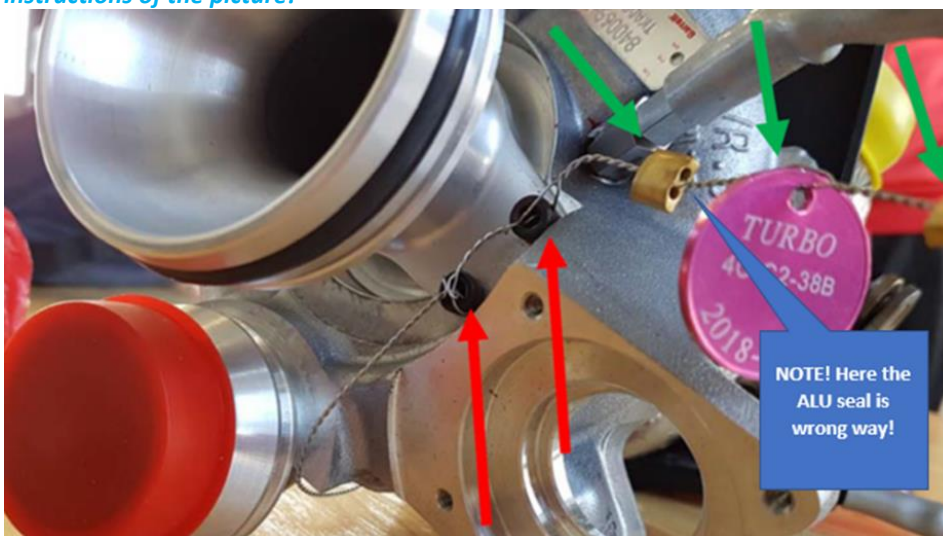
Examples of incorrect sealing wiring



Remember to fit the ALU seal so that the wire goes in thru the two holes of the seal and comes out from the one hole.



After minimum two restrictor fixing bolts fit the first ALU seal maximum 20mm after the last bolt. Then follow the instructions of the picture!

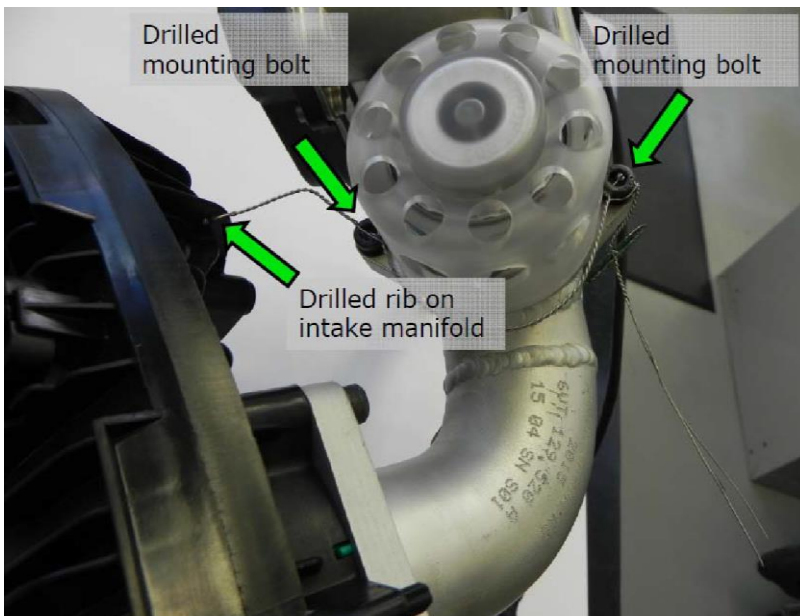


Sealing the FIA Pop-Off Valve:

The FIA Pop-Off valve will be tested in pressure test and sealed during the initial scrutineering.

After the FIA Pop-Off valve has passed the pressure test, valve can be fitted to the car only under control of a scrutineering officer. Scrutineering officer ensures the insert under Pop-Off valve will be fitted correctly before attaching and fixing of screws and sealing wire. Sealing wire will lock the valve to the inlet manifold (see the picture).

The scrutineering officer finalize the assembly by stamping the wire with an aluminum seal.



Also the spare FIA Pop Off valves will be checked at the initial scrutineering. If there is a queue during the scrutineering, the Competitor may leave the spare parts for sealing and pick them up at the time which is agreed with the scrutineer.

Procedure for the spare Pop-off valves:

The pre scrutineering will carry out the valve pressure test. After pressure test is passed valve will be placed into a sealing bag provided by the scrutineering. Number of the valve will be added to the competition spare part list. This means all competitors don't need to have own spare parts (registered to team) but any team can use any of the sealed spare part listed in the spare part list.

When changing of a spare part is needed, Competitor team **shall contact the head of scrutineering, Harri Kylmänen, mobile +358-40 770 2041**, and agree place and time for the part change. Presence of a Scrutineering officer is obligated during change. **Scrutineering officer must see the intact Pop-Off spare part sealing bag before opening, and changing of valve will be done under the supervision of a scrutineering officer.**

Note: Changing of Pop-Off valve can be done only in the Rally service park.

There is no limitation for the number of valves to be used during the competition, but re-use of a valve is strictly forbidden during the competition. After removal of Pop-Off valve from car the next possibility for official pre-pressure test will be in the next competition event only.

When the initial scrutineering of the race car is done, Scrutineering officer writes down the Turbo Charger seal's identification number and marks passing of the FIA Pop-Off valve inspections. The seal number and result of passed pressure test shall be clearly visible in cars scrutineering protocol document.

If the car will not pass the scrutineering, the reason will be written in cars scrutineering protocol document. Any safety related issue with car or equipment of its crew must always be discussed with the AKK Technical delegate before making markings it to the template. If the defect or deficiency is significant, the defect must be ordered to be repaired before car and crew can participate the rally.

The technical delegate will discuss the extent of the repair with Competitor representative and determine time when corrections should be presented for the scrutineering at latest. If location of the re-check is not the scrutineering venue, it must be determined with the competitor representative (for example, if the repair will be checked at the service park).

Competitor Team members are reminded that one of the main tasks of the AKK Technical delegate is to ensure the legal rights of the competitor in technical matters. If the competitor's representative is unclear about the decision made by the scrutineer, it is recommended to contact the AKK Technical delegate, if the matter is not resolved in consultation with the Scrutineering officers and/or the Chief scrutineer.

Chief Scrutineer of the Arctic Lapland Rally and the AKK technical delegate speak English.

On behalf of AKK

AKK Technical delegates

Iiro Palmi, AKK technical lead

On behalf of 60. Arctic Lapland Rally 2025

Harri Kylmänen, Chief Scrutineer