



ROVANIEMI FINLAND
12.-14.1.2023

NEAFP



ARCTIC LAPLAND RALLY 2023 – Instructions to Scrutineering

All the guidance and instructions considering the Arctic Lapland Rally 2023 Scrutineering and technical documentation requested by the organizer are available on the Competition Official Electronic Info Board of Arctic Lapland Rally 2023.

SHARE THESE INSTRUCTIONS TO THE PERSON WHO WILL BRING YOUR CAR TO THE INITIAL SCRUTINEERING!

Registration to the scrutineering event

Reserve an appointment from the "Slotti" appointment system

Go to <https://slotti.fi/booking/rallism/> and choose the correct language (the flag). After this choose the correct scrutineering line based on the car type:

- "BASIC SCRUTINEERING" – This is for car with normally aspirated engine
- "TURBO SCRUTINEERING" – This is for cars **WITH** turbo (and FIA Pop-Off valve if applicable)

Choose the time for initial scrutineering which suits you best from available time slots. This reservation must be within the given timetable. If questions, please contact Mr. Henrik Frank, +358 40 534 9977.

Registration and supply of the pre-delivered documents will be done electronically according to instructions and time schedule claimed on the **ALR 2023 Official Electronic Info Board**.

ARRIVING TO THE SCRUTINEERING

Please arrive to scrutineering venue in correct time (latest 10 min before reserved time). Late arrival to the scrutineering venue will cause a penalty of 50€ which will be notified to the Team. The penalty fee must be paid to the rally office latest 1h30min before the start time of the competitor. There will be no penalty for early arrive to the venue.

When arriving to the scrutineering venue please wait by your car until you will be asked to drive into the scrutineering hall. There will be a scrutineering officer showing the entry door.

Competition numbers and obligatory commercial adverts must be fixed to the car according to organizer instructions before arrival to venue!

TAKE OUT THE PERSONAL EQUIPMENT OF BOTH DRIVER'S FROM CAR BEFORE ENTERING THE SCRUTINEERING HALL!

Only 2 Team members may follow the car and participate the initial scrutineering event.

With cars fitted with the FIA pop-off valve:

- 1 person who will stay all the time with the car +
- 1 person who will remove the pop-off valve and takes it to the test.

All teams shall also have one person who presents the Pilot and Co-pilot personal equipment at the inspection point. This inspection place will be separated from the car inspection! Follow the signs to the inspection room!



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Follow the instructions of scrutineering officer and present the content of both drivers' equipment bags on the inspection table. Scrutineering officer records the approved personal gear to the scrutineering log book and shares information to scrutineering secretary. Both the car and drivers' personal gear must pass the inspection before license to start the race will be permitted.

The car inspection form will be given to the team representative at arrival to the scrutineering hall.

Please remember usage of the incar-camera(s) require permission from the AKK-Motorsport as stated in the sporting regulations. **Inform usage of the incar-camera latest on Wednesday on the rally week to email address rallism@autourheilu.fi. The information shall include competitor number and planned amount of cameras in the rally car.**

All incar-cameras must be fitted to the car before entering to the initial scrutineering. If same camera(s) are used during the recce, then the photo of assembly inside the car must be provided. **Please note when participating a rally race in Finland all camera installations must be secured with steel wires.**

SEALING OF TURBOS AND POP-OFF VALVES

Only turbo charger and the FIA pop-off valves will be sealed. No seals for engine or transmission will be done. In Arctic Lapland Rally the spare turbos and pop-off valves will **NOT** be sealed during the initial scrutineering but on the first race day Friday morning. This will take place at the service park area between 09.30-12.00 hours.

Competitor shall pre-assemble the sealing wires before entering the initial scrutineering event. The instructions for correct wiring will be shown later in this document.

Sealing the turbo

All supercharged cars must be fitted with a sealed restrictor fixed to the compressor housing (with the exception for some older R2 cars where stock turbo charger will be used and sealed without a restrictor). The mounting of the restrictor to the turbocharger must be carried out in such a way that at least 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. Assembly using the needle screws is not allowed.

For the 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 screw heads shall have drill holes in size where sealing wire can be mounted through the holes and parts assembly will be sealed. The restrictor shall be a one piece component and it shall be designed solely for the purpose of restricting the compressor housing diameter and enabling sealed mounting.

The sealing wiring must be carried out so that wire is lead 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). In the Arctic Lapland Rally Competitor will get the turbo identification sealing tag and two aluminum seals with other competitor material when registering to the event at rally HQ.

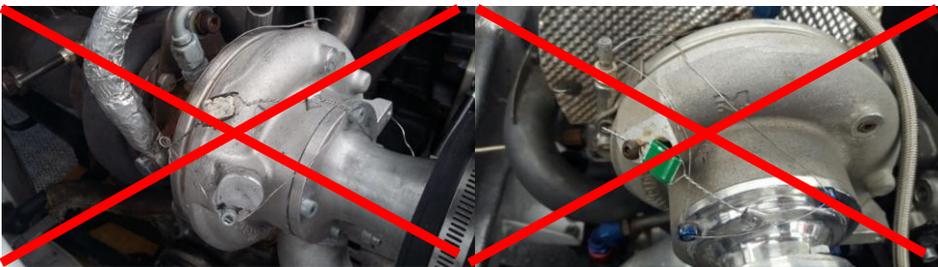
After measurement of restrictor scrutineering officer assemble the first aluminum seal, then the turbo identification tag and finally the second aluminum seal. Both aluminum seals will be pressed and marked with the sealing pliers.

Competitor representative responsibility is to follow the sealing event and confirm to scrutineering it has been done correctly.

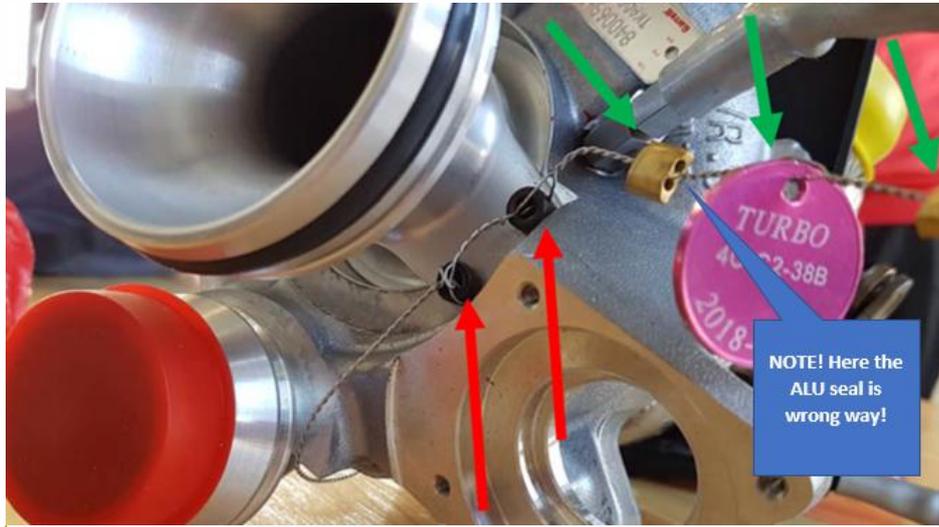
Examples of correct wiring for sealing. It is permitted to move the housings but not to remove without breaking the sealing.



Examples of incorrect sealing wiring

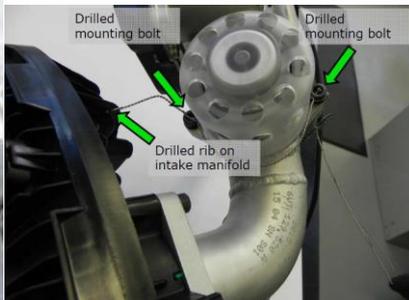
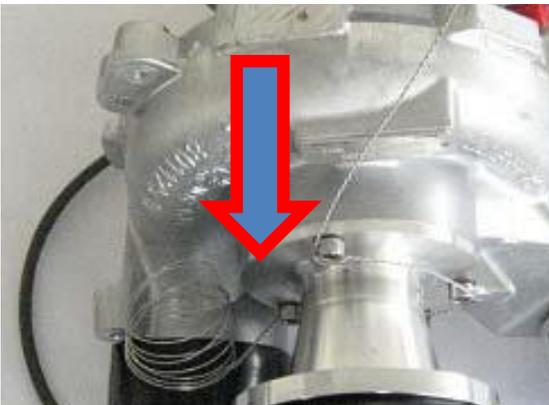


Remember to fit the ALU seal so that the wire goes in thru the two holes of the seal and comes out from the one hole.



Muotoiltu: Fontti: +Leipäteksti

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





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Sealing the FIA Pop-Off Valve:

Also, the FIA Pop-Off valve must be sealed during the initial scrutineering. *(See the image on previous page)*

After the FIA Pop-Off valve has passed the test, the valve may be fitted to the car under the control of the scrutineer. Also, the insert must be fitted under the valve. After the fitting the sealing wire must be installed which is locking the valve to the inlet manifold (see the picture). The scrutineer will ensure the wire with the aluminum seal.

At Arctic Lapland Rally all the spare valves will be tested and sealed in scrutineering event on the first race day, Friday at Mäntyvaara Service park at 09.30-12.00 hours.

Procedure for the spare Pop-off valves: The scrutineering will check the valve. The passed valve will be placed into a seal bag. The number of the valve will be written to the spare part list of the competition. This means that each driver doesn't need to have own spare parts (registered to him) but any driver may use the sealed spare part from the spare part list. When needed, the Team must inform the scrutineering of the need to change the valve. The valve can be changed only under the supervision of the scrutineer and only in the service park. Also, the intact seal bag must be shown to the scrutineer before taking the valve out of it.

There is no limitation for the number of valves used during the competition, but the reuse of the valve is forbidden during the competition.

When the initial scrutineering is done, the scrutineer will complete the template and will also mark the numbers of the seal and FIA Pop-Off valve (if any). It is clearly visible from the template if the car is passed or not passed.

RESULT OF THE INITIAL SCRUTINEERING

Result of the scrutineering of rally car and drivers personal gears will be either Passed or Rejected.

If the car or equipment will not pass the scrutineering, the reason will be marked to the inspection form. All the safety issues must always be discussed with the AKK Technical delegate before marking non-conformity to the inspection form. If the defect or deficiency is significant, the defect must be repaired before the rally or permit to participate the rally can't be given. The technical delegate will be consulted and the extent of the repair will be discussed with competitor representative. The last possible time for fixed car re-check must be defined by scrutineering. If the re-check location is not the scrutineering venue, it must be determined with competitor representative (for example, if the repair will be checked at the service park).

The 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 scrutineers and the Chief scrutineer.

ARCTIC LAPLAND RALLY Organizer, AKK Technical delegates, AKK-Motorsport ry