

PLEASE NOTE – E-MAIL ADDRESS FOR THE IN-CAR CAMERA IS UPDATED!

ARCTIC LAPLAND RALLY 2024 – Instructions to Scrutineering

All the guidance and instructions considering the 59th Arctic Lapland Rally 2024 Scrutineering and technical documentation requested by the organizer are available on the Competition Official Electronic Info Board of Arctic Lapland Rally 2024.

PLEASE SHARE THESE INSTRUCTIONS TO PERSON WHO BRINGS YOUR CAR TO INITIAL SCRUTINEERING!

Registration to initial scrutineering

Reservation to the Initial Scrutineering event in the "Slotti" system has ended.

Summary list of Scrutineering Times for Thursday 01/02/2024 is available on the Arctic Lapland Rally Official Electronic Info Board.

ARRIVAL TO THE SCRUTINEERING

Please arrive to scrutineering venue (RedGo, Lapin Hinauspalvelu, Teknotie, Rovaniemi) latest 10 min before reserved time.

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 correct entry door.

Please note; 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.

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!

Follow the instructions of scrutineering officer and present both drivers' equipment 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 ralli-sm@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 2024 **the spare turbos and pop-off valves will also be checked and sealed during the initial scrutineering** on Thursday February 1st 2024 in Scrutineering venue at Teknotie, Rovaniemi.

Competitor is responsible for pre-assembly of the sealing wires before entering to the initial scrutineering event. The instructions for correct wiring is shown later in this document.

Sealing of the turbo charger

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 is responsible for following the sealing event and for conforming that scrutineer officer has carried out the sealing correctly.

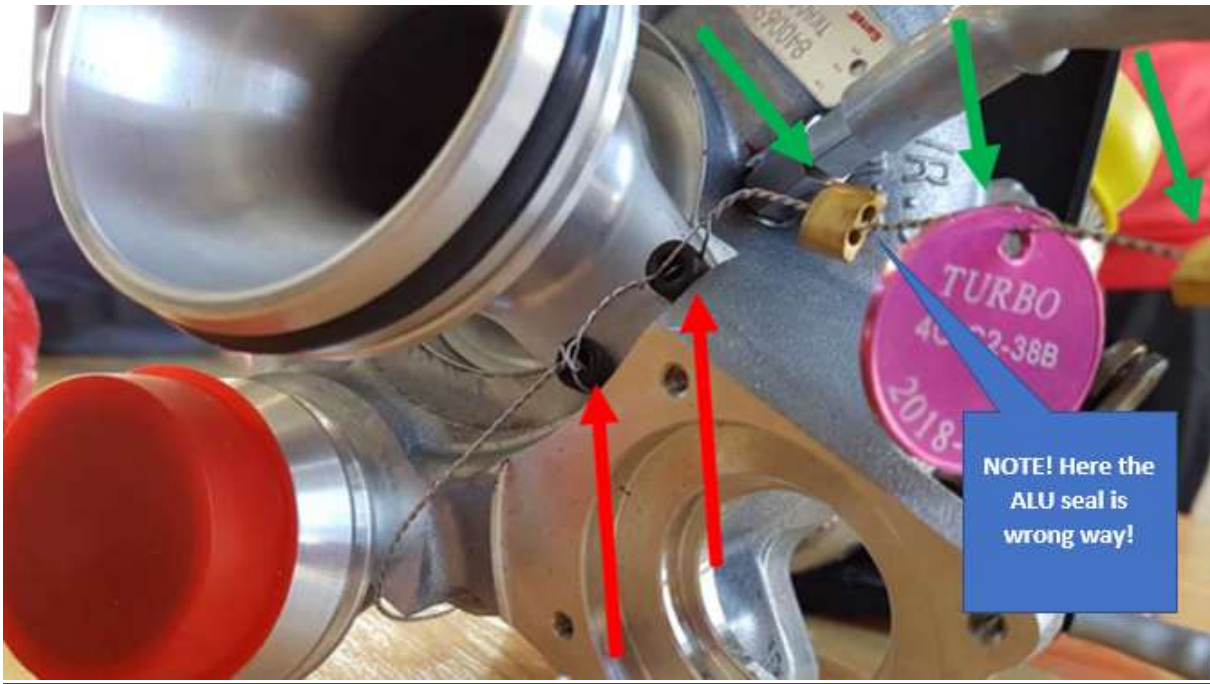
Examples of correct wiring for sealing. It is permitted to move the housings but not to remove without breaking the sealing.



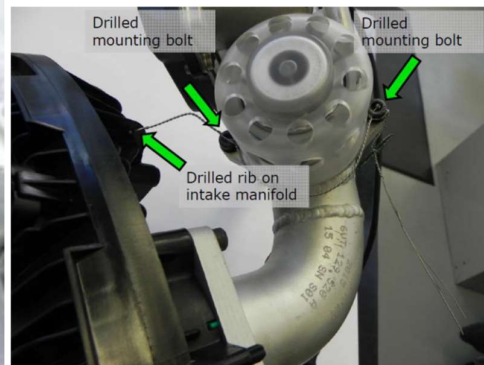
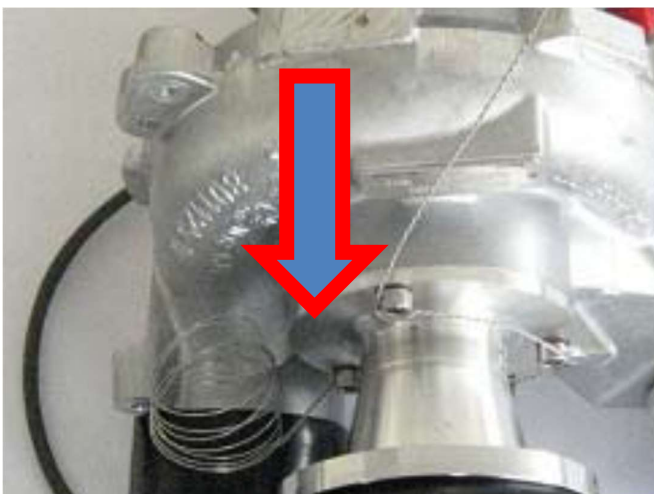
Examples of incorrect sealing wiring



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 must be sealed during the initial scrutineering also. *(See the image on previous page)* After the FIA Pop-Off valve has passed the test, the valve is fitted to the car under control of the scrutineer officer. Scrutineer officer verifies that insert under the valve is assembled correctly. After fitting of Pop-Off valve the sealing wire is installed by locking the valve to the inlet manifold (see the picture). At final stage scrutineering officer locks the sealing wire with aluminum seal and with a stamp.

Procedure for the spare Pop-off valves: Scrutineering officer check the valve by using specific test device. After test is 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 change of Pop-Off valve is needed, team representative shall contact Head of Scrutineering (Harri Kylmänen, Mobile +358-447677733) and inform the need to change valve. The Pop-off valve can be changed only under supervision of the scrutineering officer and only in the service park (Mäntyvaara Service Park). The intact seal bag of Spare Pop-Off valve must be presented to scrutineering before taking the valve out from package.

Amount of Pop-Off valves used during the competition is not limited, but reuse of once unfastened valve is not allowed during the same competition event. In the end of initial scrutineering list of all FIA Pop-Off valve identification numbers has been collected and under supervision of Head of Scrutineering.

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