



**FIA EURO RX3
RALLYCROSS
CHAMPIONSHIP**

FIA RALLYCROSS EUROPEAN CHAMPIONSHIP 2023

INSTRUCTIONS FOR INITIAL SCRUTINEERING AND ENGINE SEALING FOR RX3 CARS

PREPARING THE CAR FOR INITIAL SCRUTINEERING

All teams will receive from the FIA technical delegate office (or other guided place nearby the scrutineering venue) a letter including all necessary seals and tags for sealing the engine. The seals will be similar as we have used some years now. **The team must prepare all wires, aluminium seals and tags for sealing according to these instructions well in advance of initial scrutineering. Instructions for sealing can be found below.**

The time for scrutineering will be extremely limited, so preparations by the team must be done in advance of the team's scrutineering time.

If the car is not present in correct time at the scrutineering venue, this will be reported to the Stewards. The penalty will be as late scrutineering (free practice 4 laps only).

The car must be empty of unnecessary objects, and all necessary elements for initial scrutineering must be prepared (all documents are easily accessible and sealing is fitted as described in these instructions). **All personal equipment** which is going to be used during the competition (such as helmets, overalls, etc.) **must be presented separately by one team member** (these safety equipment should NOT be in the car).

Please remember that the FIA-approved 8865-2015 extinguisher system is obligatory in all cars (RX1e, RX2e, RX1, RX3)

All cars taking part to the European rallycross championship must complete the Racing Net Installation Form and send it by email latest 14 days before the first initial scrutineering for the car. This email should be sent to khgoldstein@fia.com. The racing net form and specifications can be found from the Sportity app. For more info, contact to FIA (khgoldstein@fia.com)

Tyre registration will be done by email. If you do not have the correct form and instructions for tyre registration 2023, please contact the FIA (ipalmi-consultant@fia.com). The form must be sent to the wrx-technical@fia.com



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INITIAL SCRUTINEERING

The scrutineering for the RX3 cars will be in the scrutineering venue if not informed otherwise. The cars must follow the timetable which is given in the Supplementary Regulations Part 2. It is neither permitted to come too early to initial scrutineering. Two cars will be scrutineered at the same time. One team member must always be present near the car and another one is needed to show the drivers equipment to the scrutineer. More team members are not needed! The scrutineering for RX3 cars in the first event will take 15minutes. From the second even on, it will take 10 minutes.

If preparations for scrutineering are not done correctly or if during the initial scrutineering a car is found not to comply with the regulations, the car must be brought back to the scrutineering venue for a recheck. The latest possible recheck time will be notified to the team. *The car will not be scrutineered if the sealing preparations are done incorrectly.*

The weighing scales are available for teams in the afternoon according to a specific timetable. Scales will be located, if possible, in the same place as they will be located during the event. The weight check is not obligatory during the initial scrutineering.

The noise check will be done at the same time and if possible, also near the same place as the weight check. **Please remember that the noise check is obligatory for all cars. The noise checking scrutineering team will keep their own minute of the results and the Competitor or his representative will have to sign that template after the first check.**

Tyre registration can only be done electronically by email. Tyre registration form is available in the Sportity APP or from the FIA (ipalmi-consultant@fia.com). Read the instructions from the template, fill the tyre barcode numbers **with computer** to the template and send the completed template by email **latest** at the time which is mentioned in the Supplementary Regulations Part 2. The email address is wrx-technical@fia.com

The team’s copy regarding the registered tyres will be send as a reply to the Teams email as soon as the scrutineering has installed this information to the tyre computer. It is Competitors duty to check that this information is the same as they have sent in their e-mail.

If the Team needs to add some tyres to be registered during the event, the email must be received latest at the time which is mentioned in the Supplementary Regulations part 2.

The form is titled 'Tyre Registration' and includes fields for 'Driver Name', 'Date', and 'Competitor/Driver'. Below these is a table with two columns: 'Old Tyre' and 'New Tyre'. The table has 12 rows, numbered 1 to 12. At the bottom of the table are fields for 'Date' and 'Signature'.



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SEALING INSTRUCTIONS

ENGINE (RX3):

Regarding the limitation of “engine seals” as stated in Article 10.3.1 of the RX Sporting regulations, seals should be fitted with the aim of preventing access to and the replacement of the:

- cam cover
- cylinder head
- cylinder head gasket
- valves
- camshaft
- valve actuation system and all associated bearings
- piston and piston rings
- connecting rods

The crankshaft, main bearings, connecting rod big end bearings, engine ancillaries and camshaft drive are not included in the seal perimeter. For the avoidance of doubt, valve clearance checking and/or adjustment is not allowed.

If the engine construction is such that it is possible to remove the piston or connecting rod without breaking one or more seals, the team must consult the FIA technical delegate to find an acceptable construction for sealing the engine.

If the engine construction is such that seals prevent access to parts that are normally outside the sealed perimeter (e.g. oil pump), access to these parts would be possible under FIA supervision.

Sealing the top of the engine:

The team must prepare the wire for sealing as follows:

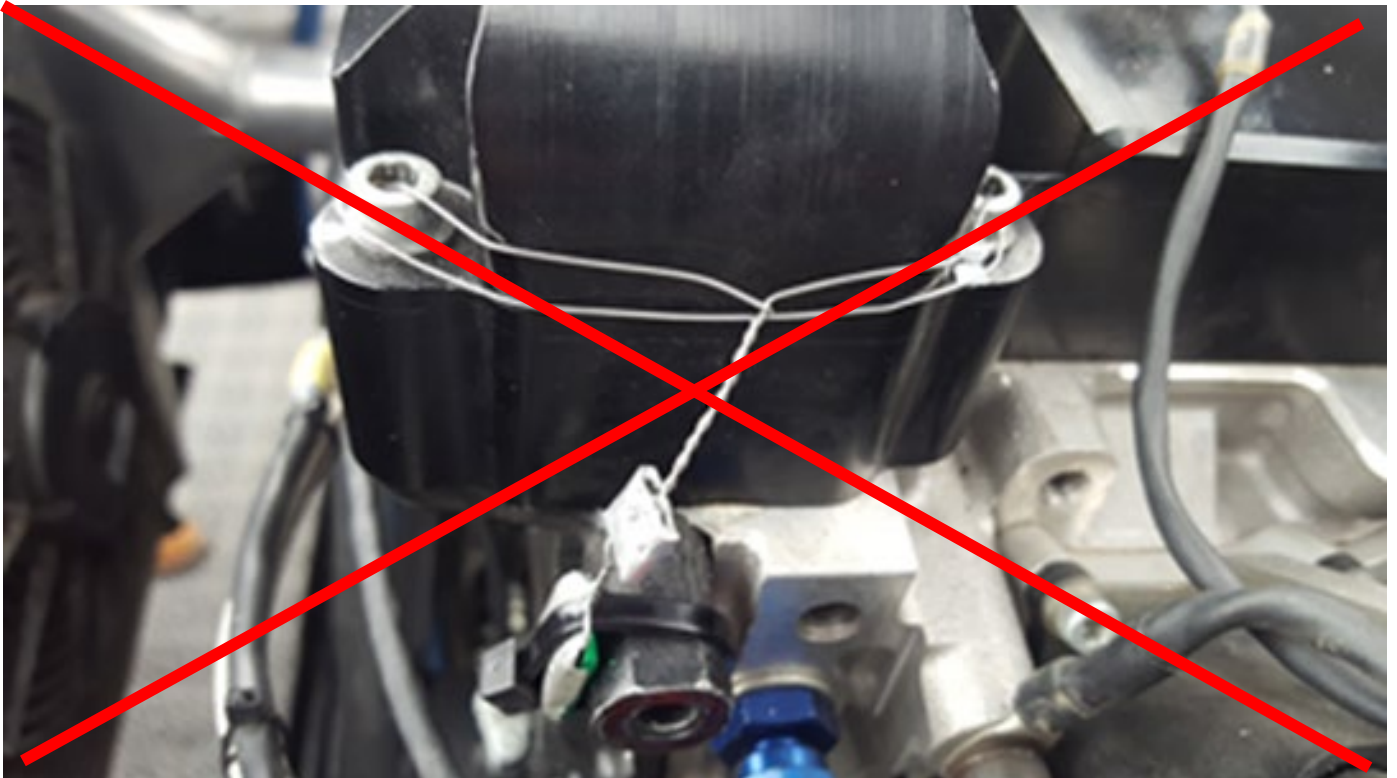
- **The wire must be mounted by going through two fixing bolts of the valve cover.** If there are two separate valve covers, both must be wired through two bolts and sealed. The wire must be wrapped as seen in the picture. After the last bolt, the wire must be wrapped over a **maximum of 20 mm**. Here the Team must affix **first** aluminium seal. Be careful that you put the aluminium seal on that way, that the wire **goes in** thru the side where are two holes in the seal and **comes out** from the side where is only one hole (see the photos!)
After this seal wrap over the wire and affix the tag (number plate) and wrap over again. Finally affix another aluminium seal as described before. The scrutineer will then check the numbers and squeeze the aluminium seals with the FIA pliers.
- If it is possible to remove the cylinder head, pistons or connection rods without breaking one or more seals, **the team must consult the FIA technical delegate to find an acceptable solution for sealing.**

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- It is the team's responsibility to check that the aluminium seal before and after the number seal has been squeezed with the FIA sealing pliers.

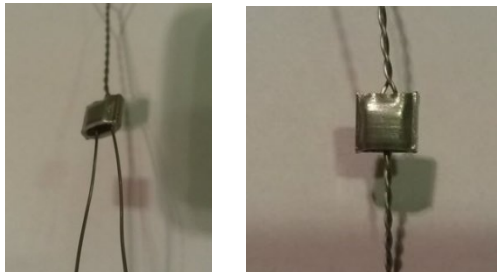


Correct. Sealing wire in valve cover is connecting two bolts together, preventing disassembly. If the engine has two separate valve covers, both covers must be sealed with separate sealing wires.



NOT Correct, the wire is making a loop.

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Wire in from side with two holes and out from side with one hole (wire to be wrapped over inside the ALU seal)

IMPORTANT!

If there is any possibility of touching, adjusting or replacing any engine parts described on the list above without breaking one or more seals, this place also must be sealed with an extra seal using a similar method (wire through two bolts...) In this case the team must always consult the FIA technical delegate.

PAY SPECIAL ATTENTION

Please read one more time the FIA European Championship sporting regulations 10.3.3:

10.3.3 Any breaking of one or more seals must be approved beforehand by the FIA technical delegate for the Championship or the FIA technical department on pain of a sanction which may go as far as exclusion. The breaking of any seal will be considered as a change of engine or turbo. The scrutineers may check the seals at any time and at the end of any Competition may disassemble the parts to check their conformity.

Therefore, the seals cannot be broken at any point during the entire period between initial scrutineering for the first event and final scrutineering for the last event. Even if the engine is broken, the seals cannot be broken without the permission of the FIA technical delegate or the FIA Technical Department (represented by Karl-Heinz Goldstein). The FIA reserves the right to be present when the engine is dismounted.

Please remember that the regulation for the maximum number of engines:

10.3.1 A Driver may use up **two (2)** engines (or sets of seals) in a Championship season. Engines will be sealed and a Driver may present up to **two (2)** at scrutineering during the Championship year. The penalty for any breach of this rule, the use of **three (3)** or more engines in the Championship year, will be the deduction of fifteen (15) Championship points for each offence. These points will be deducted from the Driver's Championship total. **In exceptional circumstances (accident generating serious damage to the engine), a joker may be granted at the discretion of the FIA**



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