

INSTRUCTIONS FOR INITIAL SCRUTINEERING AND SEALING

INITIAL SCRUTINEERING – WHAT WILL BE DIFFERENT NOW?

Because of the situation with Covid 19, the scrutineering must be done with special care and caution. Two main principles are:

1. We need to avoid moving objects from one person to another.
2. We need to create small groups from scrutineers and Team members and all closer contacts are permitted only inside these groups.

Because of this, please READ CAREFULLY these instructions and follow them! FORWARD THESE INSTRUCTIONS TO THOSE TEAM MEMBERS WHO WILL BRING THE CAR TO THE INITIAL SCRUTINEERING!

THE USE OF THE FACE MASK IS OBLIGATORY!!!

THE USE OF THE HAND DESINFECTION GEL IS STRONGLY RECOMMENDED WHEN EVER NEEDED!!!

THE GEL IS AVAILABLE IN SEVERAL PLACE OF THE SCRUTINEERING VENUE

REGISTRATION TO THE INITIAL SCRUTINEERING

Before the event:

Reserving 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:

- "BASIC SCRUTINEERING" – This is for car with normally aspirated engine
- "TURBO SCRUTINEERING" – This is for cars **WITH** turbo but **WITHOUT** FIA Pop-Off valve
- "CARS WITH FIA Pop-Off VALVE" -This is for the cars which have the FIA Pop-Off valve in the engine

Choose the time for initial scrutineering which suits you best. You can choose whatever time from the correct line which is free. This reservation must be done according to the given timetable. If you have any doubt, contact Mr. Henrik Frank, +358 40 534 9977.

During the event:

Because of the Covid 19, the registration to the initial scrutineering and the checking of the car documents will be done electronically. **This need to be done by email latest 2 hours before your time for scrutineering.**

The following documents should be scanned or photographed and emailed to the address rallismkatsastus@gmail.com. THE HEADLINE OF YOUR EMAIL MUST INCLUDE THE COMPETITION NUMBER!

1. A certificate of the valid technical road inspection of the car
2. Registration document / Finnish transfer permit (red-white number stickers)
3. The first page of the ASN technical passport (the FIA technical passport is not valid in national events). If you don't have the ASN passport, it is also available from the AKK-Motorsport with the price of 26€ from https://my.surveypal.com/Katsastuskorttitilaus-2021_2. This site is in Finnish, ask assistance from Mr. Henrik Frank, mobile: +358 40 534 9977.
4. The first page of the FIA or national homologation form
5. The first page of the safety cage certificate (if not in the FIA homologation form)
6. The first page of the catalysator homologation certificate

Tyre barcode template may be send in this same email or alternatively LATEST UNTIL THE END OF SCRUTINEERING to the same email rallismkatsastus@gmail.com . THE HEADLINE OF YOUR EMAIL MUST INCLUDE THE COMPETITION NUMBER! Read the instructions for the tyres in the supplementary regulations.

Please note that there is a limit of the size of documents which you can send by email. Specially the photos are easily too big files. If you don't know how to minimize the size of the photo, please use the www.wetransfer.com service to send bigger documents. The email address is the same rallismkatsastus@gmail.com THE HEADLINE OF YOUR EMAIL MUST INCLUDE THE COMPETITION NUMBER!

ARRIVING TO THE SCRUTINEERING

As written before, there will not be any scrutineering office where to do the registration. The scrutineering will notify the entry to the 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.

When you come to the scrutineering venue, please wait in your car until you will be asked to drive into the scrutineering hall. Please note that the correct line is marked on the door. If you will go out of your car, please remember to keep distance to others. **With the car must and is permitted to be the only following Team members:**

- **With the cars fitted with the FIA pop-off valve:** 1 person who will stay all the time with the car + one person who will remove and bring the pop-off valve to the test. **2 person's total.**

- **With all other cars only 1 person** is permitted to come in with the car to the scrutineering hall.

- **Additionally, with all competitors there must be one person who will bring all the driver's equipment to be checked.** The entry for the driver's equipment -inspection will be shown with visible signs from the scrutineering venue. **NO ENTRY TO THE SCRUTINEERING HALL WITH THE DRIVERS EQUIPMENT!**

INITIAL SCRUTINEERING, PREPARATIONS

The initial scrutineering template is already in the scrutineering. The Team doesn't need to take care of that.

It is important that the competition numbers and all obligatory advertisements are already now fitted to the car!

Please do also remember that the usage of the incar -camera needs a permission from the AKK- Motorsport as stated in the sporting regulations. **Inform the usage of the incar -camera latest on Wednesday on the rallyweek by email rallism@autourheilu.fi.**

All incar -cameras must be fitted in the car when entering to the initial scrutineering. If the same camera is used during the recce, then the photo of assembling is accepted.

SEALING

Only the turbo and the FIA pop-off valves will be sealed. No seals for engine or transmission. The spare parts (turbos and pop-off valves) will NOT be sealed during the initial scrutineering but on Friday morning at the service park area. Read the working hours from the info!

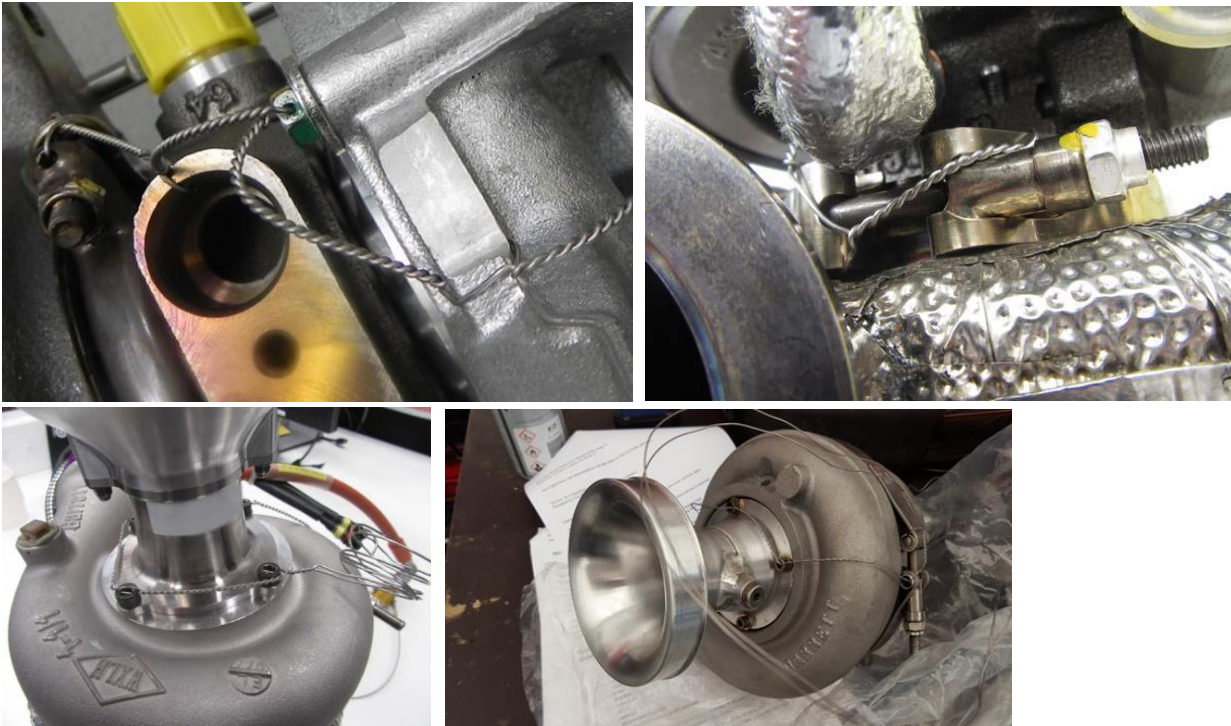
The competitor will get two aluminium seals and the number tag for turbo sealing together with all other material from the rally office (like road book, competition numbers, etc.) It is the responsibility of the competitor to fit the sealing wires and the seals as these instructions:

Sealing the turbo:

All supercharged cars must be fitted with a restrictor fixed to the compressor housing (with the exception for some 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. Attachment by means of a needle screw is not authorised.

For the installation of this 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).

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



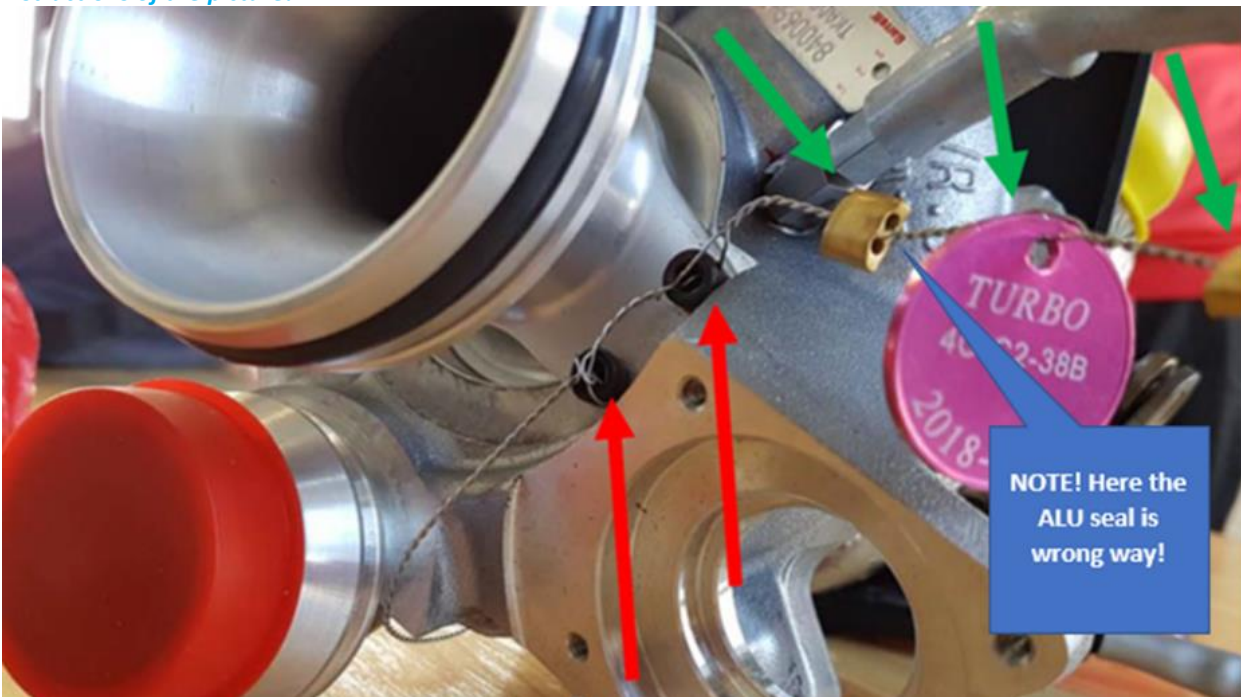
Examples of incorrect sealing wiring



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!

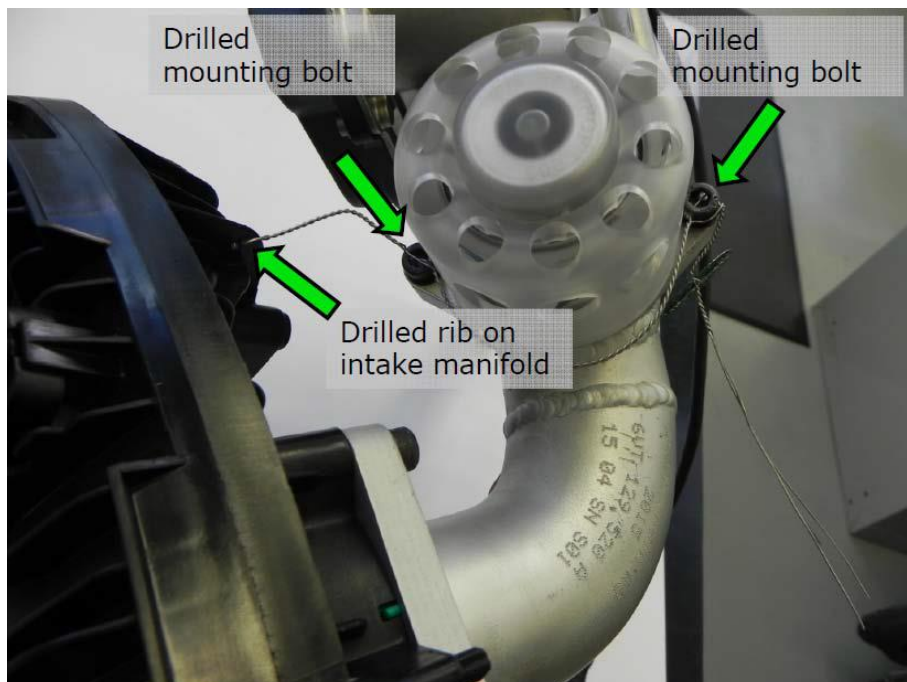


Sealing the FIA Pop-Off Valve:

Also the FIA Pop-Off valve must be sealed during the initial scrutineering. To reduce the congestion and queues, it is strongly recommended that the valve intended for use in the race would be brought in for scrutineering separately (not fixed to the car, can be brought before your own scrutineering time!) The car could be moved with a spare or any other valve.

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 fitted

which is locking the valve to the inlet manifold (see the picture). The scrutineer will ensure the wire with the seal.



All spare valves will be checked in separate spare part scrutineering which will take place on the next day after the scrutineering at service park. See the competitor's info.

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 don'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.

IMPORTANT INFORMATION FOR THE INITIAL SCRUTINEERING

One Team member must always stay near their car. He must have available all the documents which have been sent to the scrutineering by email. These documents will be shown only by request.

Additionally is needed:

- One extra person for the cars fitted with FIA Pop-Off -valve who will take care of taking the valve for testing and fitting it to the car after testing.

- One extra person who will show the drivers equipment in separate scrutineering. This place will not be located in the scrutineering hall so driver's equipment should not be brought inside the hall with the car. See the signs outside and follow them!

This separate inspection room is equipped with several tables. When you see a free table, unpack the contents of the equipment bag on the table and show the equipment as requested. If there is no free table available, wait outside and keep distance. No queue is expected. After the inspection is passed the scrutineer will do the remarks to the driver's equipment template and will show it to the Team member.

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.

It is obligatory that the Team member will take a photo of the completed initial scrutineering template!

The time for taking the photo will be marked to the template just before taking the photo. From now on, the Team member has 10 minutes to complain about the contents of the report, if he / she does not think it is in accordance with the course of the initial scrutineering.

If the car will not pass the scrutineering, the reason will be marked to the template. Specially the problems with the safety issues must always be discussed with the AKK Technical delegate before marking it to the template. If the defect or deficiency is significant, the defect must be ordered to be repaired before the rally. The technical delegate will discuss the extent of the repair with the Team member and determine the time by which the car must be re-presented for scrutineering at the latest. If the location is not the scrutineering venue, it must be determined with the Team member (for example, if the repair is 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.

With regards

AKK Technical delegates

AKK-Motorsport ry, technical executive Iiro Palmi