



INFORMATION FOR INITIAL SCRUTINEERING AND SEALING

SM Auto Sorsa Riihimäki-Ralli 27.-28.2.2026

THESE INSTRUCTIONS TO THE PERSON(NEL) WHO WILL BRING YOUR CAR TO THE INITIAL SCRUTINEERING

from Regulations:

13. INITIAL SAFETY SCRUTINEERING

Scrutineering is held at Hyria koulutus Oy Riihimäki, Sakonkatu 1, 11100 Riihimäki.

Scrutineering starts on Friday 27.2. at 15.00.

The competitor or their delegate must check in at the scrutineering location's office 10 minutes before their scrutineering time, when car's presence on time will be recorded. After the check in, the competitor/delegate moves to the equipment inspection, and the car will be moved towards the scrutineering line.

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

1. PROCEDURE FOR INITIAL SCRUTINEERING

With the car must be at least one of Team members, who can show the car with the documents of the car (only if asked). Additionally, there must be:

- one person who will bring all the driver's equipment for checking. This inspection will be separated from the car inspection.
- one person, with the cars fitted with the FIA pop-off valve, who will bring the pop-off valve to the test.



2. INITIAL SCRUTINEERING, PREPARATIONS FOR SEALING

Scrutineers will seal the turbo and the FIA pop-off valves, there are no seals for engine or transmission etc. The spare parts (turbo and pop-off valves) will also be sealed during the initial scrutineering. See the spare part sealing procedure afterwards in these instructions.

It is the responsibility of the competitor to fit the sealing wires and the seals as these instructions' advice.

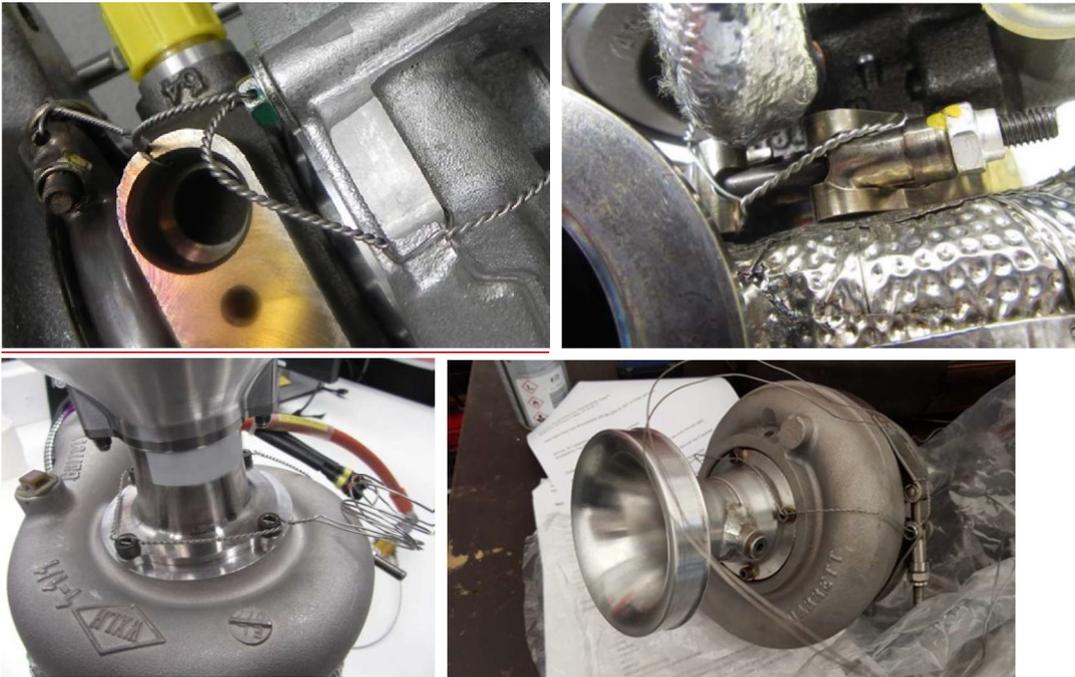
Sealing the turbo

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. Attachment by means of a needle screw is not authorized.

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).

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 ensure 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.



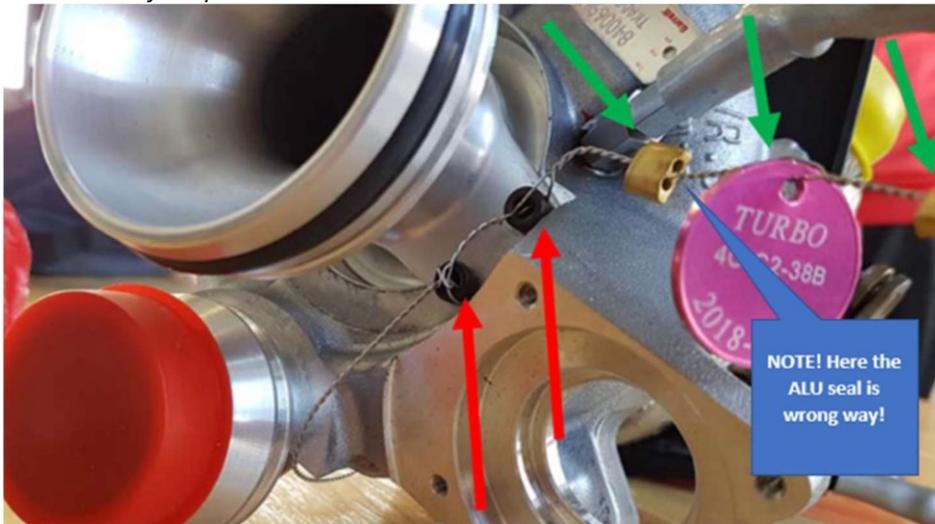
Examples of incorrect sealing wiring



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



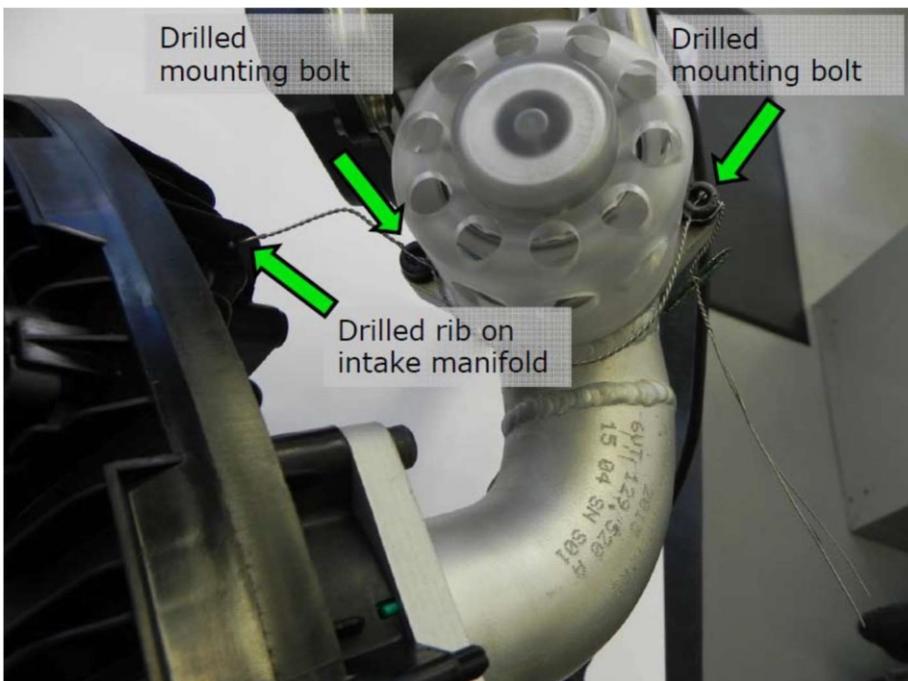
After minimum two restrictor fixing bolts fit the first ALU seal maximum 20mm after the last bolt. Then follow the instructions of the picture.



Sealing the FIA Pop-Off Valve:

Scrutineers will also seal the FIA Pop-Off valve during the initial scrutineering.

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



The spare FIA Pop Off valves will also be checked at the initial scrutineering.

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 on 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. 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.

3. DOCUMENTATION AND TEMPLATE

When the initial scrutineering is done, the scrutineer will complete the template with markings of 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. The Team member can take a picture of template.

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. The AKK technical delegate will speak English.

With regards,

This document is updated 23.2.2026 from AKK material written 15.1.2026

Jyrki Hapulahti, Chief scrutineer

Jarmo Harju, AKK Technical Delegate, Iiro Palmi, AKK-Motorsport ry, technical executive