

3.	<i>Technical regulations</i>	2
3.1	Approved cars	2
3.2	Special technical directives for the Championship	2
3.3	Radio	3
3.4	The cars exterior	3
3.5	Scrutineering.....	4
3.6	Scrutineering after the race	4
3.7	Tyres.....	5

3. Technical regulations

3.1 Approved cars

All cars competing in must always, to the point for each class, fulfil the criteria in the 2019 Technical regulations.

Invited cars to the Championships according to article 3.1.1 & 3.1.2.

A driver may only use the car that was originally scrutineered for the event.

Cars will be marked with seals attached to parts of the car that cannot be disassembled by the Technical Delegate. T-cars/spare cars are prohibited. It is not allowed to share cars.

3.1.1 SuperCar

Valid for 2019-2024.

Cars according to FIA Appendix J artical 279 – 2018, (published on 2018.03.09) and posted on the series web site.

Cars with RallyX Nordic approved documented deviation from Art 279-2018 which instead follows Art 279 of an older version and / or cars with lapsed homologation can be allowed by decision of RallyX Nordic. Applications for a car divergent from Art 279-2018 should be sent to RallyX Nordic no later than 6 weeks before the first race the car is supposed to participate.

Exceptions from the regulation above:

- Direct injection is not allowed
- Front mounted radiators is not allowed
- Unhomologated ECU-software is allowed

3.1.2 Supercar Lites

Cars according to Supercar Lites – 2019, Technical Regulations.

3.2 Special technical directives for the Championship

- 3.2.1 Fuel Supercar. The cars must use fuels – combustives complying to FIA App J – Art 252.9 or the FIA approved fuel for Supercar. Only petrol is allowed to use as fuel. A single fuel supplier may be appointed by RallyX Nordic details of which would then be issued in a bulletin. Details of the specification, purchase etc would be contained in said fuel bulletin.
- 3.2.2 Fuel Supercar Lites. A single supplier of fuel may be appointed for the championship, designated by Rally X Nordic, details of which would then be issued in a bulletin. Details of the specification, purchase etc would be contained in said fuel bulletin.
- 3.2.3 The use of a specific device, either in- or outside the car, to reduce the temperature of the fuel is forbidden.
- 3.2.4 During the event the Technical Delegate and an official appointed by the clerk of the course have the right to freely and unimpeded by the competitor, take a fuel sample from the driver's car and/or any container used for refuelling. Such fuel tests will be conducted in accordance with fixed rules for this procedure as set by FIA. These tests may be analysed and compared with the specified control fuel by qualified personnel using specialised testing equipment provided at the venue. Any discrepancy between these samples will result in the matter being reported to the clerk of the course who may impose a penalty. Any further analyses will be carried out in a laboratory approved by the FIA/or the ASN of the Organising Country. The clerk of the course can suspend any driver from the championship until the case has been decided.
- 3.2.5 No refuelling and/or removing of fuel is permitted during practice, on the starting grid, during a race, or before scrutineering after a completed race. At least 3 litres of fuel must be left in the tank after a completed race. Failure to follow this may result in disqualification from the race.
- 3.2.6 Cars must always fulfill the 2019 FIA noise regulations.

- 3.2.7 Mandatory on-board camera footage recording system. Each driver must install one camera in the car he enters throughout the Championship. These cameras must be installed in strict compliance with the relevant instructions and must work (record) at all times during the Event when the car is on the track. All drivers are themselves responsible for obtaining this system, and for the correct installation and functioning thereof. Any cost arising in connection with this system is the competitor's responsibility. This footage must be made available to the stewards on request. Failure to supply this footage may result in a penalty being applied by the Stewards.
- 3.2.8 Clarification of the extinguishing system's triggering possibilities. According to technical regulations the car should be equipped with extinguishing systems in accordance with FIA Appendix J - Art 253.7. The driver should be able to trigger the extinguishing system when seated normally with his safety belts fastened and from the outside. For safety reasons, this should be possible at all times during the event from the beginning of practice, qualifying heats, semifinals and final to the Parc Fermé period's expiry or when the car is returned to the team. Exceptions can only be issued by the responsible Technical Delegate.
- 3.2.9 The towing device must be of a belt type made of soft material and have a smallest hole-diameter of 60 mm. The towing device's design and position must be such that it can be used if the car has stopped in graveltrap or similar. The towing device should be marked with an arrow and painted yellow, red or orange to contrast with the colour of the car. It is compulsory that every car must be equipped with one towing devices in the front of the car and one towing devices in the rear of the car. The Technical Delegate reserves the right to order a driver to change their towing device's shape/construction.
- 3.2.10 All cars must be fitted with a self-sealing connector which can be used by the scrutineers to remove fuel from the car's fuel tank. This connector must be FIA approved (see FIA Technical list No. 5) and fitted on the feed line. It must be possible for a pipe to be fitted to this connector. The sampling connector must be placed in a non-lockable area. This device once installed, may be used for the sampling and for the simulation of a pipe rupture.

3.3 Radio

- 3.3.1 Voice radio communications between the driver and his/her team is allowed.
- 3.3.2 Radio frequencies used by the driver and the team must be licensed for use within respective country. RallyX Nordic must be informed of which radio frequency the driver and the team will use prior to the start of the season when submitting the entry. Any modification of the radio frequency must always be communicated and approved by RallyX Nordic before using. RallyX Nordic reserve the right to at any point during the season demand that a licence be shown so that the use of that frequency by the driver and the team can be verified.
- 3.3.3 In the event that a radiofrequency used by a competitor clashes with a frequency used by the track or a local rescue service or a third party, the competitor and team should immediately change their frequency to a non-clashing frequency that is to the satisfaction of RallyX Nordic and which is in accordance with requirements and earlier approval. The driver and their team can be penalised from practice and race till a change of frequency has been carried out.
- 3.3.4 If a driver and team wish to change frequency they must first have approval from RallyX Nordic.
- 3.3.5 Distorting or coding radio transmissions in any way is prohibited.

3.4 The cars exterior

- 3.4.1 Four number stickers will be provided by RallyX Nordic before the start of the championship and additional stickers will be available during the events. Such stickers, with maximum measurements of 50 cm height x 50 cm width, may not under any circumstances be modified. If attaching it requires cutting the stickers so that they fit with the car's openings, this should be done without distorting the championship's identity, logo or the sponsor's logo. No car will be allowed to practice or race in a championship event without displaying the stickers correctly. The stickers should be displayed on the rear side windows on both sides of the competing car and on the windscreen and rear window, as shown in diagram [RX1-2019](#). The clerk of the course has the right to, at his own discretion, uphold the exact placement of the stickers. The placement of the stickers is subject to approval by RallyX Nordic.

- 3.4.2 Competitors must at all times display the driver's surname and initial of the first name on the bottom half of both rear side windows and on the front and rear window of the competing car. These name stickers are supplied by RallyX Nordic.

3.5 Scrutineering

- 3.5.1 Taking the car for scrutiny will be deemed an implicit representation by the competitor that the car fully complies with the regulations. The car should be in good condition, aligned and well varnished upon presentation for the scrutineer. The car must be approved by the scrutineer before it can take part in any practice or race. Competitors must provide their log book upon scrutiny of every car that will compete for each race.
- 3.5.2 If a car has been selected for scrutineering by the Technical Delegate after a race, it is the applicant's responsibility to take the car directly to the scrutineering or the Parc Fermé area without delay and in exactly the same condition as it was upon completion of the race. Any breach of this may result in disqualification from the race.
In the case where one or more components are sealed to be checked on a later occasion, any additional costs resulting from the later check will be borne by the applicant.
- 3.5.3 Failure to allow or facilitate scrutineering after a race may be deemed a violation of the Regulations and may lead to disqualification from the race, as decided by the Stewards,
- 3.5.4 The Technical Delegate may require that the competitors carry out necessary dismantling. Failure to do so can result in the clerk of the course arranging for such a dismantling and charge the costs to the competitor. Competitors will not be allowed to participate in the championship until the costs have been covered.
- 3.5.5 The Technical Delegate should at any time and place have free and unrestricted access by the competitor to inspect and/or measure the car registered for the championship.
- 3.5.6 During the season, RallyX Nordic reserves the right to undertake detailed analyses of all electronic equipment used by the competitors and all other related material, to ensure that these do not contain any elements capable of use in a manner which may breach the Regulations. Competitors should, on demand, provide all electronic equipment, source codes, programs, machine codes and any other equipment deemed necessary to ensure a complete inspection and analysis to the Technical Delegate for scrutiny by an analyst appointed by Rally X Nordic. The costs of such an analysis shall be borne entirely by the competitor. Other than in the case of breach of regulations, all details of the analysis will remain confidential to RallyX Nordic and the competitor. Failure to allow or facilitate the inspection of such electronic equipment may be deemed a violation of the Regulations, which can lead to disqualification from the championship by the Stewards.
- 3.5.7 If a car, after having been approved by the scrutineers, is dismantled or modified in any way which might affect its safety or call into question its conformity with the Regulations or alternatively if it is involved in an accident resulting in similar consequences, it must be brought in for a new scrutiny.
- 3.5.8 Turbos and Engines will be sealed although there is no limit on the number of items used. If is necessary to break the seal during the event a new seal must be fitted by the Technical Deligate before the car can continue in the event.

3.6 Scrutineering after the race

- 3.6.1 The Technical Delegate may (after consultation with the Stewards) select a car at random for further inspection.
- 3.6.2 In case the planned inspection can't be done on site at the racetrack area the chosen car or parts will be sealed off by the Technical Delegate in the Parc Fermé. Thereafter the car will be removed from the Parc Fermé without any work having been performed on it by any of the competitor's representatives unless carried out upon request from or with the approval of the Technical Delegate.

- 3.6.3 The chosen car(s) will be transported to an appropriate designated location, under the supervision of the ASN Technical Delegate.
- 3.6.4 The Technical Delegate reserve the right to obtain a standard car or parts thereof by rental or loan from an independent source for the purpose of comparison.
- 3.6.5 The Technical Delegate will request that the representatives of the competitor concerned dismantle the car for the technical inspection. Failure to do so can result in the clerk of the course arranging dismantlement and charging the costs to the competitor. Competitors will not be allowed to participate in the championship until the costs have been paid in full.
- 3.6.6 Manipulating the seal(s) is forbidden. Breaking the seal(s) is permitted only with the written permission from Technical Delegate. The Technical Delegate or alternatively his pre-appointed representative, will report any irregularities to the Stewards for evaluation and appropriate action.
- 3.6.7 Failure to allow or facilitate an inspection by the Technical Delegate will be deemed as breach of article 3.6 and may lead to the Stewards to impose a punishment in accordance with article 4 of the Regulations.
- 3.6.8 Should the Technical Delegate decide that the car or any component thereof fails to conform to the Regulations, this will be reported to the Stewards who, after consulting all parties concerned, will decide the matter and impose a punishment in accordance with article 4 of the Regulations.

3.7

Tyres

- 3.7.1 Rally X Nordic specified single tyre supplier for the Championship is Avon /Cooper Deatils of the 2019 Specification and supplier will be sent out in the form of a Tyre Bulletin after entries have been accepted.
- 3.7.2 **Supercar Dry Tyre limitations.** Dry-weather tyres – A maximum of eight (8) tyres per driver may be used and of these eight (8), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use eight (8) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only dry-weather-tyres that may be used for that particular event qualifying heats, semifinals and final.
- Supercar Wet Tyre limitations.** Wet-weather tyres – A maximum of eight (8) tyres per driver may be used and of these eight (8), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use eight (8) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only wet-weather-tyres that may be used for that particular event qualifying heats, semifinals and final.
- 3.7.3 **Supercar Lites Dry Tyre limitations.** Dry-weather tyres – A maximum of six (6) tyres per driver may be used and of these six (6), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use six (6) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only dry-weather-tyres that may be used for that particular event qualifying heats, semifinals and final.
- Supercar Lites Wet Tyre limitations.** Wet-weather tyres – A maximum of six (6) tyres per driver may be used and of these six (6), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use six (6) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only wet-weather-tyres that may be used for that particular event qualifying heats, semifinals and final
- 3.7.4 The driver can freely choose between dry-weather or wet-weather tyres. The driver must assume that the clerk of the course will not suspend the qualifying heats, semifinals and final.
- 3.7.5 The tyres should be assembled on the rim and presented to Technical Delegate to mark the id-number before use. Marked tyres can NOT be exchanged. Previously marked tyres must be remarked before use in another event and may not be used on any other driver than the one for which they were previously marked. It is prohibited to use tyres that have been marked or re-marked for another driver. All the tyres marked for an

event will be considered as having been used once the car's timing transponder has indicated that it has entered the track.

- 3.7.6 All forms of tyre heating/heating retention devices are prohibited. No chemical and/or mechanical tyre treatment is permitted. No other form of artificial heating or heat retaining of the tyre or wheels is permitted. It is not permitted to apply tape or similar to the tyre/side of the tyres. All this applies to both dry-weather and wet-weather tyres.
- 3.7.7 Scraping of the tyres is not permitted.
- 3.7.8 Drivers must ensure that the tyres used at each event conform to the Regulations.

Work permitted in the event of a Stopped Race

3.8.0

In the event of Stopping the race restart article 1.10 of the sporting regulations will be followed. Work may be carried out during the time permitted, this time will be at the descretion of the Race Director. Fixing of body work using tape and zipties is permitted as well as the changing of a punctured tyre. Repairs and adjustments to the car can be made providing no new parts are added. It is also permitted to use a jumper battery to facilitate the starting of the car. All work must be carried out in the pre-grid area.

Refueling will be permitted in a designated area in pre-grid, no other work can be carried out at this time and the drivers seat belts must be undone. A suitable fire extinguisher must be available whilst this work is undertaken.