

PEMA **HISTORIC** **ACROPOLIS** **RALLY '25** *Regularity*



Supplementary Regulations
Συμπληρωματικός Κανονισμός



FIA  **FIA HISTORIC RALLY**
EUROPEAN CHAMPIONSHIP | **OMAE** ORGANIZATION
MANAGEMENT
AND
EVENTS
5-7. SEPTEMBER. 2025

ΧΡΗΣΤΟΣ ΕΠΙΚΟΙΝΩΝΙΑΣ

COSMOTV

PROGRAM

2/7/2025	Publication of supplementary regulations
29/8/2025	Entry deadline
30/8/2025	Publication of entry list
4/9/2025 16:00-20:00	OAKA Administrative Scrutiny
4/9/2025 16:00-20:00	OAKA Technical Scrutiny according to schedule
4/9/2025 19:00	Publication of starting list
5/9/2025 13:00	Start of 1st Leg, Acropolis
5/9/2025 21:00	Finish of 1st Leg, Ancient Olympia
6/9/2025 10:00	Start of 2nd Leg, Ancient Olympia
6/9/2025 19:00	Finish of 2nd Leg, Karpenisi
7/9/2025 10:00	Start of 3rd Leg, Karpenisi
7/9/2025 16:30	Finish of 3rd Leg and race, Delphi
7/9/2025 18:00	Announcement of provisional results
7/9/2025 18:30	Awards Ceremony, Delphi

OFFICIAL BULLETIN BOARD

The Official Notice Board is Sportity (**code ACR25REG**).

Official site: historicacropolis.gr

1 ORGANISATION**1.1 Explanations**

The organizer of the Pema Historic Acropolis Regularity Rally 2025, taking place from 5 to 7/9/2025, is the Hellenic Motorsport Federation (O.M.A.E.).

Permanent secretariat address of the race until 5/9/2025, OAKA Velodrome Telephone: 6909930221, email: fia_office@omae-epa.gr

The race will be conducted according to:

- The EAK of EPA
- The General Regulations for Regularity Rallies 2025 of OMAE
- The Announcement of OMAE/EPA for Regularity type races and Circulars
- The present regulations and any Information Bulletins
- The KOK (Road Traffic Code)

1.2 Organising Committee

President:	Fotini Psarrakou
Members:	Anastasios Karkanis Andreas Dousias

1.3 Race Officials

Observer & Steward:	Giorgos Pavlopoulos
Clerk of the Course:	Spyros Katsimalis
Deputy Clerk of the Course:	Giorgos Sotiropoulos
Technical Steward:	Andreas Sotiropoulos
Race Secretary:	Voula Provida
Results:	Sportstiming.gr

Visa No OMAE: 077 / 18.06.2025

1.4 Amendments to the Regulations

The provisions of these regulations may be modified if necessary. Any relevant modification or supplementary provision shall be communicated through numbered and dated information bulletins, which form an integral part of these regulations. Any bulletin issued after the start of the administrative check must be approved by the stewards. These bulletins will be posted on the official noticeboard, **Sportity (code ACR25REG)**, and will be directly communicated to the participants.

1.5 Implementation and Interpretation of the Regulations

The Clerk of the Course is responsible for the application of these regulations and their provisions throughout the event. Any case not covered by the present regulations shall be examined by the stewards.

2 SCORING - TITLE

The results of the PEMA Historic Acropolis Regularity Rally 2025 count towards the 2025 Hellenic Regularity Championship of OMAE with a coefficient of 2.0.

3 DESCRIPTION

The total length of the PEMA Historic Acropolis Regularity Rally 2025 is approximately 950 km, including 20 Regularity Tests, and it consists of three (3) legs.

The route, as well as the Time Control Points (TC), Passage Controls (PC), neutral times, etc., are described in the roadbook and timecard, which provide the crew with all necessary information to correctly complete the route (e.g., tulip diagrams, maps, etc.).

4 ELIGIBLE CARS

4.1 Any driver wishing to participate in this event must ensure that on the day of the technical inspection and throughout the event, their car is road-legal in Greece and compliant with the classification period as specified in Appendix K of the FIA Code.

The organizer reserves the right to refuse any vehicle not in keeping with the spirit of the period. The organizer may merge and/or divide classes. Results will be announced according to the categories and classes defined in the annual Championship Regulations.

4.2 The use of Trip Master and other electronic aids is permitted.

4.3 The FIA Historic Technical Passport (HTP), FIA Historic Regularity Car Pass, or Historic Vehicle Identity issued by the Greek ASN (OMAE/EPA) or a FIVA Identity Card must be presented no later than at Technical Scrutineering (see Article 10.1).

4.4 All competing cars will be equipped with a tracking system. Installation will be checked during Technical Scrutineering. Instructions for collection, installation, and return will be provided. Any tampering with the tracking system by the crew will be reported to the stewards.

5 COMPETITORS - ENTRY FORMS - PARTICIPATION

5.1 Each crew consists of a driver and a co-driver, as declared on the entry form and the starting list. The presence of a third person in the vehicle during the event is strictly prohibited. Up to two additional passengers are allowed, who will not be scored. The driver must hold a valid driving license. The co-driver must be at least 12 years old at the start of the event and may drive only if they hold a valid driving license. Additional passengers are not allowed to drive the car during the event. Crew members (driver and co-driver) must hold a valid competition license for the current year, issued by any ASN, or a one-day Regularity Competitor's Permit in accordance with Circular No. E01/2025. Each crew may designate a team name on the entry form. This name will be included in all official documentation alongside the driver's/co-driver's names.

5.2 The Organizer must receive the completed entry forms no later than 29/08/2025 at 23:59. Information regarding crew members may be submitted up to the administrative check. The replacement of a crew member or vehicle may be accepted up until the start of the administrative check with the approval of the organizers. Both crew members may be replaced only with the approval of the Stewards. The maximum number of entries is set at 60 cars. If the entries are more than 60 cars the maximum limit will be reconsidered by the Organizing Committee.

The entry form is available in the following link

<https://rally2025.historicacropolis.gr/en/regularity/forms-of-competitors/>

5.3 Team Entries

Team Entries Manufacturer or club teams may be declared up until scrutineering. A car may be entered in only one team, either manufacturer or club. A manufacturer team must consist of 3 cars of the same manufacturer, but not necessarily of the same model. A club or association team must consist of 3 crews belonging to the same club or association. The team trophy will be awarded to the team (manufacturer or club) with the lowest total penalty points across its 3 crews. All 3 cars must be classified for the team's score to count toward the team trophy. In the case of a tie, the position of one of the team's cars in the General Classification will be used as the tiebreaker. A team trophy will be awarded only if a minimum of three teams is entered, regardless of whether they are manufacturers or club teams. A fee of €40 per team must be paid upon registration.

5.4 By submitting the entry form, all drivers undertake to comply with the provisions of these regulations.

6 ENTRY FEE – INSURANCE

6.1 The entry fee for each car, consisting of a driver and co-driver, is set at €750. For each additional passenger, the fee is €350. The entry fee includes event insurance, GPS timing and results processing, two double rooms for the overnight stays on Friday 5/9/2025 in Ancient Olympia and Saturday 6/9/2025 in Karpenisi, dinner on Friday 5/9/2025 and Saturday 6/9/2025, cocktail at the race awards ceremony at the Frinihos Theatre in Delphi, proportional contribution to event costs, materials, awards, etc. Entry forms are accepted only if accompanied by full payment of the entry fee.

Account Details

PIRAEUS BANK

Bank Account: 5055 051609 112

IBAN : GR 57 0172 0550 0050 5505 1609 112

(please indicate the name of the participant)

6.2 If a crew refuses to carry the optional organizer's advertisement, the entry fee is set at €1500.

6.3 **The entry fee will be fully refunded:** a. To applicants whose entry was not accepted. b. In case the event is canceled. c. In case the event is postponed. d. The organizer may refund up to 50% of the entry fee in case of force majeure certified by the club to which the crew belongs. Any hotel or service expenses will be deducted depending on the date the request was submitted.

6.4 INSURANCE

The entry fee includes third-party liability insurance for competitors in accordance with the relevant circular of OMAE EPA on insurance coverage and Article 13 of the General Regulations.

6.4.1 The organizers bear no responsibility for any accident caused by a participant to other participants or competing vehicles throughout the event. The organizers also bear no responsibility for any violation of Greek laws and regulations.

6.4.2 This insurance is valid from the start of the event and ceases to be valid upon finish, withdrawal, or exclusion from the event.

6.4.3 Vehicles with service plates or other similar plates issued by the Organization are not covered by the event insurance policy and travel under the responsibility of their owners. The Organization assumes no liability.

6.4.4 Competitors from abroad must have their vehicles insured in their home country and be equipped with a Green Card.

7 ADVERTISING

The provisions of Articles 14.4 and 14.5 of the General Regularity Regulations regarding advertising must be applied. Copies of these provisions are available from the organizer upon request. The organizer's mandatory advertising includes:

- on the competition numbers
- on the rally plates
- in other parts of the car

8 GENERAL OBLIGATIONS

8.1 Crews

Only the crews listed on the entry form are allowed to start. If a crew member leaves the car or if a third person boards the vehicle (unless for medical transport or with the permission of the Clerk of the Course), the car will be excluded from the event.

8.2 Starting Order – Plates – Competition Numbers

8.2.1 The starting order will follow the official Starting List. Any crew arriving late at the start of the event, leg, or section (including restart after regrouping) may be penalized at the discretion of the stewards (see Article 9.3.2.2).

8.2.2 The organizers will provide each crew with 2 banners and optionally one rally plate.

8.2.3 Rally Plates

a. Plates bearing the competition number must be affixed in visible positions on the front and rear of the vehicle throughout the rally. Under no circumstances may they cover any part of the vehicle's registration plates. Any such covering will incur a fine of €100. (b) Competition numbers must be affixed on both sides of the vehicle for the entire duration of the rally. If at any time a number or plate is missing, a penalty of 100 points will be imposed.

b. Racing numbers must be affixed to **both sides of the car** for the entire duration of the race. If a racing number or plate is found to be missing at any point during the race, a penalty of **100 points** will be imposed.

8.3 Carnet (Control Booklet)

8.3.1 The carnet is a crucial document containing the ideal times for each segment between time control points (TC).

The carnet is handed over at the end of each leg and replaced with a new one at the start of the next. It must be used in accordance with the organizers' instructions and the printed guidelines on each card. Loss or improper use of the carnet may result in a penalty up to **disqualification**, as decided by Stewards.

8.3.2 The regularity trial announcement pages are an integral part of the carnet.

8.3.3 Any correction or modification made to the carnet will lead to **disqualification**, unless such correction or modification has been approved by the responsible marshal, who must sign next to each relevant correction/modification.

8.3.4 The car crew is **solely responsible** for presenting the carnet at various controls. points and for the accuracy of the time entries in it.

8.3.5 Therefore, the crew must hand over the carnet to the control point official at the correct time and ensure that the time entry is recorded correctly. Only the marshal is authorized to write or stamp the time on the carnet.

8.3.6 KOK (Road Traffic Code) - Repairs

8.4.1 Throughout the race, crews must strictly follow the **Road Traffic Code (KOK) of the country** they are in.

For any crew that fails to comply with the Road Traffic Code (KOK), the following time penalties will be imposed, as decided by the Stewards

8.4.1.1 1st Violation a fine of **€10 for every kilometer** over the speed limit, as imposed by the Clerk of the Course. This fine is separate from any fine that may be imposed by the Traffic Police.

8.4.1.2 2nd Violation: 600 points penalty.

8.4.1.3 3rd Violation: Up to **disqualification**, as announced by Stewards.

8.4.2 At least **2 speed checks** will be conducted on each leg.

If regularity trials are conducted on roads closed to traffic, where the maximum permissible KOK speed limit does not apply, this limit will be set by the organizers, and penalties will be imposed exactly as if the KOK were not observed.

8.4.3 Repairs and Refueling are permitted throughout the race, except in cases where they are explicitly prohibited in the Road Book.

8.4.4 Prohibitions for Crews (with penalty up to disqualification) Intentionally obstructing the passage of competing cars or impeding their overtaking, behaving in an unsportsmanlike manner.

9 The Race

9.1 Start Time

9.1.1 Cars will start at one-minute intervals throughout the race, according to the schedule. The official time is based on <https://time.is>.

9.1.2 Crews must have their passage stamped at all points listed in the carnet and in the **correct order**. Non-compliance incurs a **600 points penalty**.

9.2. Control Points - General Provisions

9.2.1 All control points, including time and passage control points, and the start of regularity trials, will be marked with FIA standardized signs (see Appendix A). The finish line may be marked with FIA standardized signs or indicated in the roadbook. Each **Intermediate Regularity Control Point** is usually unmarked. Within a maximum distance of one kilometer after the last timing point of the Regularity Trial, organizers may place a Regularity Trial finish sign. This sign informs crews that they have passed the last hidden timing point of the Regularity Trial. This point must be mentioned in the roadbook.

9.2.2 Arrival at a time or passage control point from a different direction than that of the race, or failure to appear at a time or passage control point, incurs a **penalty**.

9.2.3 All control points will begin operating at least **30 minutes** before the ideal arrival time of the first competing car. They will close according to the decision of the Clerk of the Course.

9.2.4 Competitors must comply with the instructions of the assigned marshal at any control point.

9.3 Passage Control Points (PC) and Time Control Points (TC) – Abandonment

9.3.1 Passage Control Points (PC)

At these points, marshals simply stamp and/or sign the carnet upon its submission by the crew, without noting the time of passage. The absence of such a stamp and/or signature from a passage control point incurs a **penalty of 600 points**. Organizers reserve the right to establish hidden passage control points anywhere on the route. They may also set up unmanned stations.

9.3.2 Time Control Points (TC)

9.3.2.1 At these points, officials will mark the submission time on the carnet, which is presented by one of the crew members. The ideal stamping time is derived by adding the time required for the segment to the start time of that segment. The crew will not incur a penalty if the car enters the control point within the ideal minute of stamping or the preceding minute.

9.3.2.2 Any difference between the ideal time and the actual stamping time will result in a penalty as follows:

a. For delay: ****10 points**** for every minute or fraction of a minute.

b. For early arrival: ****60 points**** for every minute or fraction of a minute.

c. Failure to stamp at a TCP or arrival after the maximum permissible delay of 30 minutes will incur a ****600 points penalty****.

d. The maximum allowed delay between two time control points, relative to the ideal time, is ****30 minutes****.

e. The maximum allowed delay at the end of each section and/or leg is ****30 minutes****.

9.3.2.3 Early arrival is permitted at the race finish.

9.3.3 Abandonment – Restart (Catching Up)

For drivers who, due to a technical problem, missed a time control point or a passage control point (which may be hidden) during a leg, provision will be made for restart. In such a case, the competitor may restart the next leg or section after incurring a penalty of **600 points for each missed station**, provided they have timely informed the Clerk of the Course in writing of their intention to restart the race. If deemed necessary, the car may undergo an additional technical inspection. To be classified, a car must present itself at the last control point.

9.4 Regrouping Zones

9.4.1 Regrouping zones may be organized along the route. Upon arrival at regrouping zones, crews will hand over their carnets to the marshal responsible and receive instructions for their restart time (Article 27 of the General Regulations).

9.4.2 The regrouping zones serve to limit the idle time that may accumulate between competing cars. Therefore, the start time from the regrouping zone should be considered, not the duration of their stay there.

9.4.3 In multi-day rallies, the starting order for each day after the first will be according to the classification of the previous day.

9.5 Regularity Trials (Precision)

9.5.1 During the race, a few Regularity Trials will be organized on roads open to traffic, and a number may also be organized on roads closed to traffic by the organizers.

9.5.2 The Maximum Average Speed (MAS) in all Regularity Trials will not be greater than **50 km/h**.

9.5.3 In Regularity Trials, competitors must, in every case, follow the MAS that the organizer has set in the information bulletin that will be distributed before the start of each leg. Crews must complete the Regularity Trials without stopping, following the MAS set by the organizer.

9.5.4 Traffic speed limit signs within Regularity Trial areas **DO NOT** affect the average hourly speed (MAS) that has been given by the organizer for the entirety of each Regularity Trial. The organizer, at their discretion, will designate intermediate timing points at any point within a Regularity Trial.

9.5.5 In Regularity Trials with a standing start, there will be no intermediate timing point in the first kilometer of the Regularity Trial. In Regularity Trials where there is a common starting point with different finishing points (and different MAS), there will be no timing within at least 1 kilometer from each finish (except the last).

9.5.6 The finish line of a Regularity Trial and any intermediate timing point will **not be marked**.

9.5.7 At a maximum distance of 1000 meters after the finish line of a Regularity Trial, an "end of section" sign may be placed by the organizer, thus indicating to the crew that they have completed this Regularity Trial.

Timing will be automatic with a satellite receiver, with an accuracy of 1/10 of a second, which will be installed in the vehicles at the time of technical inspection. More details in Appendix B. Participants must have arranged for cable installation according to the instructions to connect the satellite receiver.

Online information about Regularity Trial times will be posted on the website <https://sportstiming.gr>.

Competitors must complete the Regularity Trials according to one or more MAS defined by the organizer. The MAS defined by the organizer may vary for each category. The minimum length a Regularity Trial can have on an open road is 3 km. The organizer, at their discretion, will designate intermediate timing points at any point within a Regularity Trial and must provide details regarding the conduct of Regularity Trials. The method of calculating times for all Regularity Trials must be stated in the information bulletin. Specifically, it should be described as A-B, A-C, etc., or A-B, B-C, etc., where A is the starting point of each Regularity Trial and B, C, etc., are the points of individual measurements of the same Regularity Trial.

9.5.8 Calibration Trials

The organizer may set a test at the beginning of the 1st leg, which will be used for a calibration check by the crews.

The calibration trial **DOES NOT** count towards the race classification.

10 ADMINISTRATIVE & TECHNICAL SCRUTINY – PENALTIES

10.1 Pre-Start Verification Scrutineering

10.1.1 Every crew participating in the Regularity race must present themselves for administrative and verification scrutiny according to the schedule provided in the Information Bulletin. Unjustified late arrival entails the imposition of a **€100 fine**, except in cases of force majeure to be judged by the Stewards.

During administrative scrutiny, the following documents must be presented:

- Driving license (for those who will drive)
- Sporting License for Regularity rally (for those who will drive)
- The official car documents as required by the law of the state in which the car is registered.
- Car insurance certificate as required by the laws of the car's country (green card for foreign crews).
- FIA or FIVA Historic Rally Car Passport (HRCP) (Article 4.3). It is clarified that from 1/1/2020, ONLY the representatives of the International Federations, i.e., OMAE and E.O. FILPA, have the right to issue FIA or FIVA cards. This means that any other certificate issued after this date is INVALID.

10.1.2 The verification scrutiny conducted before the start will be general in nature (checking of the vehicle type and manufacturer, year of manufacture, compliance of the car with the KOK, etc.). Also, during verification scrutiny, racing

numbers, if distributed, and the race plate(s) (to be provided by the organizer) will be checked. The racing numbers and race plates provided by the organizer must be affixed to the car before verification scrutiny.

10.2 Final Technical Scrutineering

After the race finish, competitors must make their cars available to scrutineers for a brief inspection.

10.2.3 Summary of Penalties

DISQUALIFICATION

- 4.1 Non-compliance of the car with the spirit of its era.
- 8.3.1 Loss of carnet.
- 8.4.1 Exceeding the maximum permissible speed limit 3 times.
- 9.3.3 Failure to pass the last TCP of the leg.

POSSIBLE DISQUALIFICATION AT THE DISCRETION OF THE STEWARDS

- 4.3/10.1.1 Absence of FIA/FIVA identity at technical scrutiny.
- 8.1 Withdrawal of a crew member or boarding of a 3rd person, except in cases of "force majeure".
- 8.3.1 Non-use of carnets according to instructions.
- 8.3.3 Correction or modification to the carnet without the approval of the responsible marshal.
- 8.4.1 3rd violation of the KOK.
- 8.4.3 Obstruction of other cars, unsportsmanlike behavior.
- 10.1 Non-compliance of the car with the FIA/FIVA card during Technical or Verification Scrutiny.

POINTS PENALTIES

- 8.2.1 Late arrival at the start of the race, leg, or section: 120 points penalty.
- 8.2.3. Loss of race plate or racing number: 100 points penalty.
- 8.4.1 2nd KOK violation: 600 points penalty.
- 9.1.2 Failure to stamp at a station in the correct order: 600 points penalty.
- 9.2.2 Failure to pass through a PCP or TCP or arrival from the wrong direction: 600 points penalty.
- 9.3.1 Absence of stamp and/or signature from a PCP: 600 points penalty.
- 9.3.2.2 Delayed arrival at a TCP, for each minute: 10 points penalty for each minute or fraction of a minute.
- 9.3.2.2 Early arrival at a TCP, for each minute: 60 points penalty for each minute or fraction of a minute.
- 9.3.2.2 Failure to record time at the TCP or arrival after the maximum permissible delay at a TCP: 600 points penalty.
- 9.3.3. In case of restart (catching up) for each missed station: 600 points penalty.
- 9.5 Early arrival or delay in a Regularity Trial for every 1/10 of a second: 0.1 points penalty. (Article 28.1 of the general regulations).
- 9.5 Non-start in a Regularity Trial, or incomplete Regularity Trial: 600 points penalty. (It is reminded that 600 points is also the total maximum penalty that can be imposed in each Regularity Trial, regardless of the sum of timing point penalties / abandonment etc.).
- 9.5. Waiting or delaying with the aim of achieving an ideal time in a section or at the end of a Regularity Trial: 300 points penalty.

FINANCIAL PENALTIES

- 8.2.3 Covering any license plate: €100.
- 8.4.1.1 1st KOK violation: €10 for every kilometer over the limit.
- 10.1.1 Unjustified late presentation at Technical Scrutiny: €100.

11 CLASSIFICATIONS - AWARDS – PROTESTS - APPEALS

11.1 Classifications

Classification, at the discretion of the organizer, will be done as follows:

- a. Penalties are expressed in points. To determine the results, the penalty points from Regularity Trials, the penalties imposed on the route segments, and any other penalties expressed in points are summed. The crew with the lowest total penalty points is declared the winner. The crew with the next lowest penalty points is 2nd, and so on. Results by category are determined in the same manner.
- b. In case of a tie, the car from the older category takes precedence. Among cars of the same category, the car with smaller engine displacement takes precedence. Among cars of the same engine displacement, the chronologically older car takes precedence.
- c. Team Classification: The winning team is the one whose sum of penalties for its 3 crews is the lowest.

11.2 Awards - Trophies

11.2.1 General Classification: Winners: Trophies
Second Place: Trophies
Third Place: Trophies

11.2.2 Category Classification: Winners: Trophies
Second Place: Trophies
Third Place: Trophies

11.2.3 Ladies' Trophy: A trophy is awarded to the female crew with the highest position in the general classification.

- 11.2.4** Team Classification: Trophies for the winning team.
11.2.5 Oldest Car Trophy: To the oldest classified car.
11.2.6 Smallest Engine car Trophy: To the classified car with the smallest engine
11.2.7 Other trophies may be awarded, at the organizer's discretion, at the awards ceremony.

11.3 Awards Ceremony

At the finish, according to the schedule, at the European Cultural Center of Delfi, open theater Frynihos.

11.4 Protests

11.4.1 All protests must be submitted in accordance with the EAK (Greek Sporting Code) within **30 minutes** of the announcement of the provisional official results. Every protest must be submitted in writing to the Clerk of the Course or their representative by a crew member individually, either against another crew or against the organizers. The protest fee is set at the equivalent of the entry fee.

11.4.2 The decisions of the Stewards are considered final.

11.5 Appeals

Participants have the right to appeal. The appeal fee is set at **€1000**, payable immediately at the time the appellant notifies the Stewards of their intention to appeal. In the absence of this, the intention to appeal will not be accepted. The appellant has **2 working days** to submit their appeal in writing. If the appeal is not submitted within the 2 available working days, if it is rejected, or if it is withdrawn after being filed, no part of the fee will be refunded.

APPENDIX A

RALLY REGULARITY CONTROL SIGNS

Appendix 1 : Regularity Rallies control signs



Time Control



Passage control



Regularity test start



End of regularity test

APPENDIX B



A safety/vehicle tracking system will be active throughout the entire race.

Important: The installation cable must be properly prepared by the crew and connected to the vehicle's power supply **BEFORE** presenting the vehicle for the initial technical inspection.

Power Supply Cable Installation for the Tracking Device

The tracking system requires a reliable power source of **6 to 28 V DC**. The maximum current consumption will **not exceed 110mA at 12.6V** under any circumstances.

It must be protected by an independent fuse of **3A - 5A (maximum)**, of blade type or similar quality, placed in the cable on the battery side. Ensure you have **spare fuses** in case they are needed.

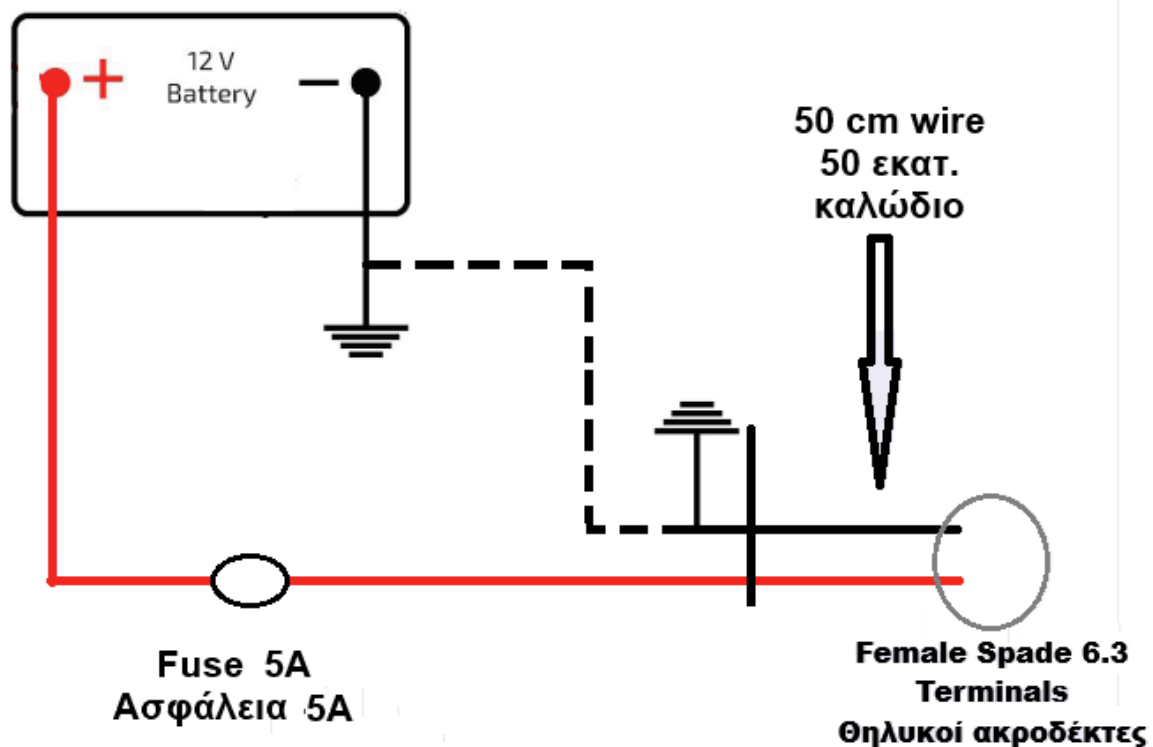
The ground/negative can be connected to any suitable grounding point, provided the isolation switch does not interrupt the negative supply.

The power supply must be **continuous without interruptions**.

The tracking system has an internal battery, which remains charged by the car's electrical system. This acts as a backup power supply for the device in case of an accident where the car's electrical system is interrupted (e.g., battery damaged or displaced, main switch, etc.).

Important: The device must only be connected once it's placed in its final position in the car and its power supply has been secured. This ensures that the tilt, acceleration, and impact sensors are correctly calibrated. The cable (positive and negative poles) must terminate **above the dashboard on the right A-pillar** of the front section of the roll cage, with an additional **fifty (50) centimeters** of slack for easy connection.

The cable should be **red for the positive (+)** and **black for the negative (-)** pole, and must be flexible, multi-stranded, at least **2x1.5mm²**.



To be perfectly clear, the end of the cable (both the positive and negative leads) should be fitted with **fully insulated female spade terminals**, specifically of size **6.3 x 0.8 mm**.

This ensures a secure and properly insulated connection for the tracking device.



When installing the wiring harness, make sure it's routed **away from the engine compartment** and any **ignition or alternator wiring**.

Also, ensure the harness is **protected from sharp edges** and anything else that could damage it.



For the race, the **TrailTrack device** must be **mounted on the right A-pillar** of the front section of the **roll cage**. It's important that **no other tracking devices** are present in the vehicle during the competition.

The device itself measures **150mm x 90mm x 45mm** and includes slots for securing it with zip ties.