



29 May - 1 June

**Western Macedonia
Argos Orestiko**

**Supplementary
Regulations**

**National
Baja Trophy**

OMAE
HELLENIC MOTORSPORT FEDERATION



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Art. 1 Introduction

Name of the event: **Baja Greece**
Date of the event: **29 May – 1 June 2025**

Art. 1.1 Preamble

Baja Greece will be run in compliance with the FIA International Sporting Code (ISC) including appendices, the FIA Cross-Country Rally Sporting Regulations (FIA CCRSR) including appendices, the Greek ASN-OMAE regulations and its appendices, the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time and present supplementary regulations. The Greek “National Road Traffic Code” and Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins. Bulletins will be issued by the Organiser, up to the commencement of administrative checks with the approval of the FIA, after the administrative checks by the Stewards of the Meeting. Exceptionally, modifications to the itinerary may be made by the Organiser. Additional information will be published in the Rally Guide. All FIA regulations and Greek ASN-OMAE regulations can be found at <https://www.fia.com/regulation/category/100> and <https://www.oma-e-gp.gr> respectively.

Supplementary Regulations and Digital Notice Board (DNB) are available in www.bajagreece.gr

The various documents will be written in English only. Any Version in any other language is only for information purposes. In case of any discrepancy the English text will be binding.

Art. 1.2 Length of Selective Sections

Prologue	6,06	km
Stage 1:	351,56	km
Stage 2:	238,90	km
TOTAL	596,52	km

Art. 1.3 Overall numbers and total distance of the itinerary

Prologue	6,06	km
Number of Stages	2	
Number of Sections	4	
Number of Selective Sections	5	
Total distance of the itinerary	862,90	km

Art. 1.4 Route terrain on Selective Sections.

Gravel/dirt tracks	99,6	%
Tarmac	0,4	%
Prologue	Safety Type “Track”	
Stage 1	Safety Type “Track”	
Stage 2	Safety Type “Track”	

Art. 2 Organization

Art. 2.1 Championships and titles for which the Baja counts

- National Baja Trophy

Art. 2.2 Approvals

ASN-OMAE registration number / Visa

Visa No.: 001 Approved on: 08/01/2025

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Art. 2.3.1 Organiser's name, address, and contact details

Organiser: Attica Motorsport Club
 Organiser's representative: Alekos Apostolidis
 Street/P.O. Box: Nap.Zerva 3
 Post code/city: Agios Stefanos 14565, Athens, Greece
 Phone and fax: +30 6972 424999
 E-mail: info@bajagreece.gr

Art. 2.4 Organising Committee

Organising Committee: Panos Kepaptsoglou Mayor of Argos Orestiko Honorary / Non-executive President
 Theodoros Apostolidis President
 Christina Strikka Member
 Kostas Oikonomides Member

Art. 2.5 Stewards of the Meeting

	Name & Surname	OMAE license No.
Stewards of the Meeting (Chairperson):	Panagiotis Chatziapostolou	
Steward	Giorgos Skandalos	OMAE53
Steward	Panagiotis Milas	OMAE128

Art. 2.6 ASN-OMAE Delegates & Observer

	Name & Surname
Greek ASN-OMAE Observer	Giorgos Skandalos

Art. 2.7 Senior Officials

	Name	License no.
Event Director:	Kostas Theologis	
Clerk of the Course:	Alekos Apostolidis	OMAE24
Deputy Clerk of the Course:	Aris Nikolopoulos	[Number]
Assistant to Clerk of the Course:	Katerina Bratsou	
Secretary of Clerk of the Course:	Francesco Bona	
Secretary of the Event:	Georgia Stefani	
Assistant Secretary of the Event:	Areti Tsentoglou	
Chief Safety and Communications Officer:	Nikos Karalis	OMAE136
Deputy Chief Safety Officer:	Kostas Oikonomides	
Scrutineers (Chief Scrutineer):	Alexandros Maratzidis	OMAE426
Scrutineer	Andreas Sotiropoulos	OMAE1682
Chief Medical Officer (CMO):	Vasilis Naoum	
Timekeeping (Chief Timekeeper):	Apostolis Tsilikas	OMAE591
1 st Competitors' Relations Officer (CRO):	Paolo Bet	
2 nd Competitors' Relations Officer (CRO):	Christina Strikka	OMAE2052
Safety System – GPS Tracking	RBI	
Results	RBI	
Press Officer:	Markos Petropoulos	
Environmental Officer:	Giorgos Neofytos	
Service Park Coordinator	Timos Theologis	
Additional Officials will be announced with bulletin		

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Art. 2.8 Location of Rally HQ and contact details

Name: Baja Greece HQ Building
Street: Ionos Dragoumi
Post code, city: 52200 Argos Orestiko
Phone: +30 6970209320
E-mail: info@bajagreece.gr
GPS Coordinates: [N 40.458231](#) [E 21.264670](#)

Rally HQ in operation: from **27/5/2025 09:00 hrs** to **1/6/2025 22:00 hrs**

Service Park in operation: from **27/5/2025 12:00 hrs** to **1/6/2025 22:00 hrs**

A Digital Official Notice Board (DNB) will be available in SPORTITY application on mobile phones and tablets. The DNB will become operational as mentioned in present SR Art. 3 program.

Password: **2025FIAGRC**

The Sportity App can be downloaded from Google Play or AppStore.

Download Sportity App links: [iOS](#), [Android](#), and [PC/Laptop Browser](#)

“Push” notifications show any new document that is posted on the Digital Notice Board.

Any Competitor participating in Baja Greece 2025 has to use the “Sportity” App as DNB and official electronic way of communication. **There will be no physical Official Notice Board.**



DNB NATIONAL BAJA TROPHY

Art.3 Programme in chronological order and locations

Date:	Time:	Before Baja Days:	Location:
01/1/2025	23:59	Official Digital Notice Board operational in Sportity App	Website & DNB
20/1/2025	18:00	Issuing of Rally Guide V.1	Website & DNB
10/2/2025	09:00	Entries open at reduced fees / Entry Form availability	Website & DNB
15/3/2025	10:00	Publishing of the Supplementary Regulations	Website & DNB
06/5/2025	23:59	Closing date of entries at reduced fees	Website & DNB
21/5/2025	23:59	Closing date of entries	Website & DNB
21/5/2025	23:59	Closing date for order of extra service in Service Park	Website & DNB
23/5/2025	23:59	Closing date for Press / Media Accreditation Form submission	Website & DNB
26/5/2025	18:00	Publication of Entry List after FIA approval	Website & DNB
	18:00	Organizers' Press Conference before the Baja	Baja H.Q. & fb livestreaming

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Before Baja Days - TUESDAY 27 MAY 2025		
09:00 – 21:00	Opening / Closing of H.Q. and Baja Secretariat	Baja H.Q.
12:00 – 20:00	Press – Media Accreditation	Baja Secretariat
12:00 – 21:00	Service Park open for Teams allocation and Logistics operations	Service Park

Before Baja Days - WEDNESDAY 28 MAY 2025		
09:00 – 21:00	Opening / Closing of H.Q. and Baja Secretariat	Baja H.Q.
10:00 – 14:00	Delivery of Roadbook for Tripmeter Calibration (period A)	Baja Secretariat
12:00 – 20:00	Press – Media Accreditation	Baja Secretariat
12:00 – 21:00	Service Park open for Teams allocation and Logistics operations	Service Park

THURSDAY 29 MAY 2025		
08:00 - 22:00	Opening / Closing of H.Q. and Baja Secretariat	Baja H.Q.
09:00 - 21:30	Opening / Closing of Media Center	Baja H.Q.
10:00 – 15:00	Private Tests Session	Asproneri
16:00 – 20:00	PERIOD A > Each Team according to schedule Administrative checks, Collection of material, documents, roadbook for Tripmeter calibration and Shakedown, maps and NAV-GPS components.	Baja Secretariat
17:00 – 21:00	PERIOD A > Each Team according to schedule Scrutineering – sealing & marking of components.	Service Park Scrutineering Area.
18:00 – 19:00	Seminar of NAV-GPS and Digital Roadbook operation. (Attendance of crews is optional but strongly advised).	Service Park Rest Area

FRIDAY 30 MAY 2025		
07:30 - 22:30	Opening / Closing of H.Q. and Baja Secretariat	Baja H.Q.
08:00 - 22:00	Opening / Closing of Media Center	Baja H.Q.
08:00 - 14:00	PERIOD B > Each Team according to schedule Administrative checks, Collection of material, documents, roadbook for Tripmeter calibration and Shakedown, maps and NAV-GPS components.	Baja Secretariat
09:00 - 15:00	PERIOD B > Each Team according to schedule Scrutineering – sealing & marking of components.	Service Park Scrutineering Area.
08:30 - 12:30	Shakedown (only for FIA cars)	Votani
13:00 - 14:00	Competitors' Briefing. Roadbook distribution for Prologue, Ceremony Start, (obligatory presence of at least one crew member)	Service Park Rest Area
14:00 - 14:10	Competitors' Memorial Photo Shooting (obligatory presence of all crew members dressed with racing suits).	Service Park Sponsors' Wall
15:00 – 15:30	Pre-Rally Press Conference. Obligatory presence of competitors who are invited to attend.	Service Park Sponsors' Wall
16:00	Publication list of cars eligible to start and starting list for Prologue	DNB
17:30	Start of the Baja. 1 st FIA car due (TCP0) Service Park OUT to Prologue Start (TC-PRO1)	Service Park TC OUT
17:51	Finish of Prologue (estimated time of 1 st car)	Google Maps
19:45	Publication of Provisional Classification of Prologue	DNB
20:15	Selection of Starting Position for Stage 1	Argos Orestiko Podium
20:30	Baja Start Ceremony	Argos Orestiko Podium
TBA	Re-scrutineering, cars to re-start after retirement	with bulletin if necessary

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22:00	Publication of starting and time list for Stage 1 – Section 1	DNB
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SATURDAY 31 MAY 2025

06:30 - 22:30	Opening / Closing of H.Q. and Baja Secretariat	Baja H.Q.
07:30 - 22:00	Opening / Closing of Media Center	Baja H.Q.
07:00	Hardcopy Roadbook distribution for STAGE 1. Delivery to each competitor 30' before each start time for Stage 1.	Baja Secretariat
07:30	Start of STAGE 1, Section 1 (1 st FIA car due)	Service Park TC OUT
18:40	Finish of STAGE 1 (estimated time of FIA 1 st car)	Service Park TC IN
TBA	Re-scrutineering, cars to re-start after retirement	with bulletin if necessary
22:00	Publication of Provisional Classification after STAGE 1	DNB
22:30	Publication of start list for STAGE 2	DNB

SUNDAY 1 JUNE 2025

06:30 - 22:00	Opening / Closing of H.Q. and Baja Secretariat	Baja H.Q.
07:30 - 22:00	Opening / Closing of Media Center	Baja H.Q.
07:00	Hardcopy Roadbook distribution for STAGE 2. Delivery to each competitor 30' before each start time for Stage 2.	Baja Secretariat
07:30	Start of STAGE 2, (1 st FIA car due)	Service Park TC OUT
17:46	Finish of STAGE 2 (estimated time of FIA 1 st car)	Argos Orestiko Podium
TBA	A) Park Ferme' B) Final Scrutineering. Immediate after arrival in the finish (following the marshals' instructions)	A) Park Ferme' Non-selected cars B) Service Park
20:00	Publication of Provisional Classification	DNB
20:30	Publication of Final Classification After the Stewards have declared the Classification final.	DNB
20:45	Post-rally Press Conference Obligatory presence Winners of CAR and SSV categories	Argos Orestiko Podium
21:00	Prize Ceremony (awarded according to SR Art.14)	Argos Orestiko Podium

Art. 4. Entries

Art. 4.1 Closing date for entries

See programme in chronological order (SR Art. 3) and FIA CCRSR Art. 17

Art. 4.2 Entry procedure

Entries must be submitted in accordance with the FIA CCRSR Art. 16 – Art. 18 and ASN-OMAE regulations. See also FIA International Sporting Code Art. 3.8 – Art. 3.14

Entry Form and all other documents necessary to be send to Organizer are in the following web address:

<https://www.rallygreeceoffroad.gr/national-register>

The entry form must be accompanied by a copy of a valid 2025 competitor's license. If one of the drivers will be the competitor, he must hold a valid a competitor's license and a driver's competition license. If there is no 2025 competitor's license then the driver's name will be considered as competitor.

THE ASN TECHNICAL PASSPORT OF THE VEHICLE IS COMPULSORY TO ENTER IN THE EVENT. Alternatively, the vehicle must conform with relevant technical regulations of Greek ASN.

NEW VEHICLE: The ASN Technical Passport must be completed and validated by the issuing ASN and to be send by email to the Organizer at the latest on the date of Entries closure. The original copy must be presented during Scrutineering. **Alternatively, the vehicle must conform with relevant technical regulations of Greek ASN.** (Click for Technical Guidelines of [TZ1\(TH relevant\)](#) or [SSV](#))

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Documents to be submitted and received by Organizers not later than Friday 23 May 2025:

- 1) Entry Form fully completed, and signed with original signatures
- 2) Driver's and co-driver's FIA CCRSR Appendix XI Declaration and Undertakings form
- 3) Competitors' Equipment Form signed with original signatures
- 4) Competitors' / Team License (if existing)
- 5) Team List Form
- 6) On Board Camera Declaration Form (if existing)
- 7) Copy of valid driving license for driver and co-driver (all sides)
- 8) Copy of valid 2025 Racing License for driver and Co-driver (all sides)
- 9) Copy of passport or ID (all sides)
- 10) Authorization / Starting Permission letter from parent ASN (not for OMAE licence holders)
- 11) FIA Technical Passport Number (TT-XX-XXX) or ASN Technical Passport of competition vehicle (with the original document to be available upon request by the Technical Delegates)
- 12) ASN Technical Passport validation documents (only for NEW vehicles)
- 13) Racing vehicles' Registration document (all pages)
- 14) Racing vehicles' valid Insurance Policy (not required for OMAE racing plates holders)
- 15) Racing vehicles' valid Insurance Green Card (only for non-E.U. registered vehicles)
- 16) Vehicle Owner's declaration permit to use of vehicle (if owner is different person than the driver)
- 17) Copy of Entry Fee payment

Organizers' E-mail address: info@bajagreece.gr

Mail address for Entry Form:

ATTICA MOTORSPORT CLUB, Nap.Zerva 3, 14565, Agios Stefanos, Attica, Greece.

An entry application (also made electronically) will be accepted only if accompanied by the total of entry fees. All entrants must ensure that the entrant's name and account holder are included as reference on all wire transfers. Any bank charges incurred must be paid by the entrant in addition to the entry fees. Bank checks will not be accepted. Entry fee must be credited in full to the organizer's bank account. If the application is sent by fax, by email or made electronically, the original duly signed entry form must reach the organisers within 5 days following the close of entries.

An entry application (also made electronically) will be accepted only if accompanied by the total entry fees. The entry fee must be credited in full to the organiser's bank account:

BENEFICIARY:	ATTICA MOTORSPORT CLUB
ADDRESS:	NAP.ZERVA 3, AGIOS STEFANOS, 14565, ATHENS, GREECE
BANK:	PIRAEUS BANK
BANK ADDRESS:	1850 BRANCH,MARATHONOS Ave.3, 14572, DROSIA, GREECE
IBAN:	GR14 0171 8500 0068 5014 5559 125
BIC:	PIRBG RAA
CURRENCY:	EURO €

Art. 4.3 Entries, Categories, Classes

Art. 4.3.1 The number of competitors shall be limited to: **50**

The minimum number of entered automobiles required is: **25**

If that number is not reached, the Organiser may cancel or postpone the competition after obtaining the Greek ASN-OMAE approval.

Art. 4.3.2 Eligible Vehicles

- **Group FIA ULTIMATE:** Prototype Cross-Country Cars.
- **Group FIA STOCK:** Series Production Cross-Country Cars.
- **Group FIA CHALLENGER:** Lightweight Prototype Cross-Country Vehicles.
- **Group FIA SSV:** Modified Production Cross-Country Side-by-Side Vehicles.
- **Group NAT TZ1 (TH relevant)** Cross-Country Cars with expired or no homologation
- **Group NAT SSV** Lightweight Prototype Cross-Country Vehicles with expired or no homologation

Art. 4.3.3 Group / Classes of vehicles

Eligible vehicles to participate in Baja		
ULTIMATE (ULT)	T1+	Prototype Cross-Country Vehicles 4x4 complying with 2025 Appendix J, Art. 285-11
	T1.1	Prototype Cross-Country Vehicles 4x4 complying with 2009 Appendix J, Art. 285
	T1.2	Prototype Cross-Country Vehicles 4x2 complying with 2025 Appendix J, Art. 285
STOCK (STK)	STK	Series Production Cross-Country Cars complying with 2025 Appendix J, Art. 284
	T2.1	Series Production Cross-Country Cars complying with 2024 Appendix J, Art. 284
	T2.2	Series Production Cross-Country Vehicles with expired homologation, complying with 2024 Appendix J, Art. 284
CHALLENGER (CHG)	T3.U	Lightweight Prototype Cross-Country Vehicles complying with 2025 Appendix J, Art. 286-14
	T3.1	Lightweight Prototype Cross-Country Vehicles complying with 2025 Appendix J, Art. 286
SSV	SSV1	Cross-Country Side-by-Side (SSV) Vehicles complying with 2025 Appendix J, Art. 286A (turbo up to 1050cc and atmo from 1050cc to 2000cc)
	SSV2	Cross-Country Side-by-Side (SSV) Vehicles complying with 2025 Appendix J, Art. 286A (atmo up to 1050cc)
	T4	Modified Production Cross-Country Side-by-Side (SSV) Vehicles with a FIA Technical Passport issued before 31.12.2025 and complying with 2024 Appendix J, Art. 286A
NAT TZ1 (TH) *	TZ1.1	Complying with Greek ASN-OMAE technical regulations Petrol or Diesel up to 2500cc
	TZ1.2	Complying with Greek ASN-OMAE technical regulations Petrol or Diesel from 2501 to 3500cc
	TZ1.3	Complying with Greek ASN-OMAE technical regulations Petrol or Diesel from 3501 to 4500cc
	TZ1.4	Complying with Greek ASN-OMAE technical regulations Petrol or Diesel from 4501cc and more
NAT SSV		Complying with Greek ASN-OMAE technical regulations Lightweight Vehicles with turbo or normal aspiration

***Vehicles with Petrol Turbo engines are NOT eligible.**

See also FIA CCRSR Art. 8 for additional provisions.

Art. 4.4 Entry fees/entry fee packages

With organiser's optional advertising (see also FIA CCRSR Art. 20)

ENTRY FEE PERIODS	PRIVATE ENTRANT	FIA/ASN PRIORITY DRIVER and/or REGISTERED TEAM DRIVER
up to 6/5/2025, 23:59 hours	1.300,00€	1.500,00€
from 7/5/2025 to 23/5/2025, 23:59 hours	1.500,00€	1.700,00€

Without organiser's optional advertising: (see also FIA RRSR Art. 20)

Provided that mentioned deadlines are respected, all above Entry Fees to be calculated with +1000,00€

Entry Fee includes:

- ✓ Participation to Baja with 500+ km of S.S.
- ✓ Participation to Private Test session*
- ✓ Participation to Shakedown*
- ✓ Competitor's Package
- ✓ Third Party Liability insurance
- ✓ Electronic Roadbook + hardcopy**
- ✓ NAV-GPS tracking system**
- ✓ Car-to-car alarm system**

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- ✓ Access to Service Park
- ✓ Entrance to Service Park of service vehicles
- ✓ Entrance to Service Park up to 6 mechanics
- ✓ Entrance to Service Park up to 4 Team members

Service Park free services:

- Free space of 50 sq.m. per competition car
- Security (23:00-07:00)
- General lighting
- Free supply of electricity
- Free supply of water
- Free Wi-Fi access
- Access to Rest Area
- Free Car washing services (competition cars only)
- Sanitary facilities
- Showers with hot water
- Garbage collection

* Provided that Competitor will declare participation in the Entry Form

** During Administrative Checks a refundable deposit in cash and in Euro will be asked for each competition vehicle (see SR Art.10.3.1). This deposit will be returned to competitor as soon as the systems' hardware is returned to the appointed Official in the same excellent condition and operational as it was initially delivered. The return process must be conducted in HQ.

Additional Service Area Fees:

Each competition vehicle is entitled for up to 50sq.m. space in Service Park and fee for this space is included in Entry Fee. If a competitor or Team requires more space in Service Park area then Organizer must be notified in written by filling the relative section of Entry Form. The below mentioned additional Service Park Fees (if any) must be fully paid until the date of entries closure.

Additional Service Park Fees will be implemented as follows:

Up to 50 sqm	Included in Entry Fee
Every additional 50 sqm	200 EURO

The maximum space of 1 competition vehicle cannot exceed 150 sqm, including auxiliary vehicles, tents, etc.

Refundable Fees

See Art.10.3 of present SR

Art. 4.5 Entry Fee and additional charges payment

Any entry not accompanied by the entry fee shall be, according to Art. 3.9.3 of FIA International Sporting Code, null and void. **The entry fee shall be paid by bank transfer only** to the account indicated (adequate proof of payment must be attached to the entry form). Organiser's bank details: See SR Art.4.2

Art. 4.6 Entry Fee refund

The entry fee shall be refunded in full:

- if the event does not take place
- to teams whose entry application is rejected.

The organiser may partially refund entry fees if a competitor cannot take part in the event due to a duly proved case of force majeure. If so, subject to the written application reaching the organizer by email at info@bajagreece.gr the refund will be:

- 50 % of the entry fees for requests received until 30 days before administrative checks
- 25 % of the entry fees for requests received until 7 days before administrative checks
- 0 % of the entry fees for requests received less than 7 days before administrative checks

The above mentioned percentages will be calculated after the subtraction of a non-refundable administrative fee of 300 EURO.

Competitor may request instead of receiving partial refund, the 2025 Baja Greece fees to be fully transferred as Registration fees of the 2026 Baja Greece, with no deduction for application fees, and without this however being regarded in any way as an admission to the 2026 Baja Greece.

Art. 5 Insurance

Art. 5.1.1 Third Party Liability Insurance

Third party liability insurance (Traffic insurance) is compulsory for all crews taking part in Baja. All competitors must have a valid traffic insurance policy and present it at the administration checking including a valid Insurance Green Card for non-E.U. registered vehicles. Vehicles with Technical Passport and racing plate numbers issued by the Greek Motorsport Federation are exempt from the obligations of this article.

Art. 5.1.2 Entry fee includes a premium for Third Party liability insurance towards third parties during participation in Baja Greece.

Art. 5.1.3 Indemnity provided under insurance is: 1.300.000,00€ per incident with total liability up to 6.700.000,00€. These indemnities are according to Greek Traffic Law.

Art. 5.1.4 Insurance policy is drawn up with Insurance Company:

- Name of the Company: ALLIANZ HELLAS
- Address: Athinon 110 Ave, Building C, 10442, Athens, Greece
- Policy No. 20015751/20013391

Art. 5.1.5 Competitors must bear in mind that Third Party insurance policy, taken out by the Organizer, covers only damage caused to third parties. Any injury caused by competitors to themselves, injuries and damages caused by competitor to other competitor or damage to vehicles participating in the Baja are not covered by the Third Party insurance policy.

The organization declines all and any responsibility in the event of theft or damage to equipment within the various structures of the organization even during hours of security services.

Art. 5.1.6 Competitors are free to take out a convenient and individual personal accident insurance on their own, in addition to the aforementioned Third Party liability insurance. In any case, all competitors must have Personal Accident insurance cover that includes a clause for repatriation expenses. See also Art.5.2 regarding Personal Accident Insurance provided by Organizer.

Art. 5.1.7 Service vehicles, even those having special marks issued by the Organizer, will not be treated as official Baja participants. Therefore, they are not covered with the Rally Third Party insurance policy and are subject to the owner's exclusive liability. Greek Law obliges any vehicle driven in Greece to have its own Third Party Liability insurance regardless any additional insurance may be provided by the Organizer.

Art. 5.1.8 Organizer shall not be liable for any damage or accident caused to the competitors and their vehicles during the whole event, in the case of catastrophe, riots, demonstrations, vandalism, pandemic, etc. The competitors and crew members must bear all consequences (damages, fines and penalties) of any such incident. The Organizers shall not be liable for any law infringement.

Art. 5.1.9 Third Party liability insurance cover will come into effect from the time of Private Tests and/or Administrative checking and/or scrutineering opening time and will end upon the expiry of one of the following time limits, whichever is the later:

- time limit for protests or appeals or the end of any hearing by the Stewards,
- end of final scrutineering checks,
- end of the prize giving ceremony and/or post-event press conference.

Art. 5.1.10 Insurance Policy of Third Party Liability is not valid if a competition vehicle is excluded permanently from the event. In this case the crew and competitor are liable for any accident may occur. In case of accident by their fault, any compensation must be covered by their own Insurance cover.

For such cases, the competitor may proceed by his own responsibility or to address to Organizers in order transportation to be arranged until the Service Park. Organizer is not liable for any damages may occur during such transportation or recovery nor liable for any time penalties that may be implemented due to delay of transportation.

Art. 5.1.11 In case of accident with bodily injuries or property damages, competitors and drivers exempt FIA, ASN, event Organizers, Members of Organization Committee, from any liability and waive any right to claim from them any compensation or to bring claim against them to Civil or Criminal courts of justice in any country. Copy of Third Party Liability Insurance Policy can be found at: www.oma-e-gpa.gr

Art. 5.1.12 Third party liability insurance is in force in Road Sections (Liaisons) under the assumption that **competitors must fully comply with Greek Traffic Law**, i.e. speed limit signs, traffic signs, etc.

Art. 6 Advertising and Identification

See Appendix 3 of these SR "Decals and positioning of supplementary advertising".

The organiser will provide each crew with the advertising and identification panels, which must be affixed to their vehicles in the stated positions prior to scrutineering. **It is not allowed to cut the panels.** It is allowed to cut the advertising panels only in case the shape of vehicles' bodywork does not allow these panels to be affixed in one piece

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Crews are allowed to affix any kind of advertising to their Vehicles, provided that:

- it is authorised by the FIA and Greek ASN-OMAE Regulations and the Legislation of Greece,
- it is not likely to give offence,
- it does not encroach upon the spaces reserved for Rally plates, number plates and windscreen strips,
- it does not interfere with the Crew's vision through the windows,
- it does not express either a religious and/or political opinion,
- it is not directly or indirectly related to any form of pornography,
- it is not related to an alcohol or tobacco brand

Art. 6.1 Obligatory organiser's advertising

Rally plate:

Size of rally plates (width x height):

- General: 43 x 21cm
- Groups Challenger/SSV front plate: 19 x 18cm

These plates must be affixed, parallel to the wheel axle, to the front and rear of the Vehicle. These plates shall incorporate the Competitor's race number and may include advertising.

Size of race number panels (width x height):

- Group Ultimate (except class T1.2): 42 x 44cm
- Class Ultimate T1.2: 36 x 36cm
- Groups Challenger/SSV: 30 x 31cm

These panels must be affixed to the right and left sides of the vehicle, on the front door, in the area between the wheel arches provided they are fully visible from the side, and on the roof of the Vehicle, readable in the direction of travel.

On the above obligatory organizer's advertising panels, numbers and bands, the following supporters and sponsors will be advertised with indicated logos:

Institutional Supporters

Hellenic Republic – ministry of Culture and Sports

Western Macedonia Region

Municipality of Argos Orestiko



Gold Sponsors

Desfa - Hellenic Gas Transmission System Operator

Toyo Tires – Automotive and Industrial Tires

Egnatia Odos – Hellenic Highway

G.Moundreas & Co. S.A. – Maritime Services

Mare Management – Maritime Brokers



In case of additional Supporters and/or Sponsors, they will be communicated with bulletin.

Art. 6.2 Optional organiser's advertising

Additional organiser's advertising:

The exact advertising brand names and the actual panel will be published with bulletin before the date of Entries closure.

a) Size panels (width x height):

- Group Ultimate (except class T1.2) and NAT TZ1: 42 x 44cm
- Class Ultimate T1.2: 36 x 36cm
- Groups Challenger/SSV and NAT SSV: 30 x 31cm

For Groups Challenger/SSV and NAT SSV, a metal bracket fixed to the rear rollbars can be added to allow the correct affixing of these panels.

b) Wind Screen Band (all Groups):

- Size of windscreen band (width x height): 110 x 10cm

Spaces on the vehicle that must be kept free for:

- 1 sticker *Scrutineering OK* (on Co-driver's side)
- 1 sticker *Emergency in the cockpits' dashboard visible by both crew members*
- 2 stickers *Emergency* (both sides of the vehicle and as close as possible to the upper part of doors)

Scrutineering OK 12 X 8 cm	Emergency Dashboard 12 X 8 cm	Emergency near Doors 15 X 17 cm

Art. 7 Tires

Art. 7.1 Regulations regarding tyres which may be used during the event

See Art. 10 of the FIA CCRSR and Art. 10 of Appendix V2 of the FIA CCRSR

The number of tyres to be used by FIA Ultimate Priority drivers is **12**

For all other drivers the number of tires is free.

Art. 7.2 National laws or special requirements

Tires with V pattern is NOT permitted

Art. 8 Fuel

All type of fuel must follow Appendix J Art. 252.9. (Art. 56 of the FIA CCRSR).

Fuel Stations and Fuel Octane availability on each Stage will be communicated before the start of Baja.

Refuelling is only authorised in the designated refuelling zones or at commercial fuel stations indicated in the Road Book. Near To Service Park and on Road Sections the following fuels are available: Diesel, Petrol 95 and 100. In case that a vehicle must empty its fuel tank for repair then the competitor must inform the Organizer and the ASN Technical Delegate, prior of the start of any such work.

Art. 8.1 Technical Requirements

See Art. 56.2 of the FIA CCRSR (Refuel Couplings). National Groups must comply with Greek ASN-OMAE technical regulations.

Art. 9 Administrative Checks

Art. 9.1 Documents to be presented:

(see Art. 22 of the FIA CCSR)

To keep the time required for the administrative checks to the necessary minimum, make sure to bring and present the following documents:

- Entry Form fully completed and with origin signatures
- Safety Equipment Form completed and with origin signatures
- Driver's and Navigator's Declaration Form FIA Appendix XI with origin signatures
- Driver's and navigator's competition (racing) licences
- Driving Licence for driver and Navigator valid for the vehicle entered
- Competitors' (Team) licence (if existing)
- Driver's and co-driver's ID cards or passports
- ASN authorisation (starting permission) for foreign competitors
- Car registration papers
- Car insurance certificate (Green Card for non E.U. countries)
- Authorization from the owner (if the latter is not member of the crew)
- FIA or ASN Vehicle's Technical Passport
- On-board Camera declaration Form (if existing)
- Team List

During Administrative Checks competitors will be asked to provide the following documents with original signature:

- Entry Form
- Driver's and co-driver's signed Driver's declaration and undertakings forms
- Competitors' Equipment Form
- Team List Form
- On Board Camera Declaration Form (if existing)

The competitor is responsible for the validity of any document presented in administrative checks and specifically for driving licences, car registration document, insurance of the car.

The validity of all documents must remain in force at least until the date of exit from Greece (for foreigners) and at least 48 hours after the completion of the event (for Greek citizens).

Any Competitor having a serious medical history or is under medication that may lead to problems during the Baja **must meet CMO doctor** during the administrative checks at the HQ and provide details in fully confidential way. CMO will be available to monitor participants throughout the Event.

Art. 9.2 Administrative Checks programme

See programme (SR Art. 3)

A detailed program of attending in Administrative Checks will be issued with bulletin after the date of Entries closure.

- A time control (V1) will be installed immediately before administrative checks. Any delay at this time control will result the following fines:

From 1 to 15 minutes	100,00€
From 16 to 30 minutes	200,00€
More than 31 minutes	Start may be denied

In case of force majeure where a competitor cannot be present in the designated time, Organizers must be noticed in written, at least until the day before Scrutineering, by sending email at: info@bajagreece.gr explaining the reason. If this is possible, Organizers after approval by the Stewards of the Meeting and the ASN Technical Delegate will assign new time for Administrative Checks and Scrutineering.

Art. 10 Scrutineering, Sealing and Marking

See Article 23 and Article 24 of the FIA CCSR.

Art. 10.1 Scrutineering, venue, and time

Cars may be presented at scrutineering by a representative of the team. See programme (SR Art. 3)

Before Scrutineering, vehicles and competitors must comply with the following:

- All rally plates, competition numbers and advertising plates must be fitted in the vehicle
- Sealing holes must have been drilled and associated sealing wires must be in place
- Any on-board camera has been fitted according to FIA CCRSR
- All safety and navigation systems must be fitted to the vehicle
- The safety and navigation systems must be fitted and functioning.

In addition,

- Vehicles equipped only with FIA-specified refuel couplings and using fuel from commercial filling stations must transport the adaptor in the vehicle and show it at scrutineering.
- Vehicles equipped solely with FIA-specified refuel quick-couplings must transport the pipe in the vehicle and show it at pre-event scrutineering

For FIA Groups, all items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for Scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

The FIA cars must be equipped with the medical kit according to the FIA CCRSR 2025 Appendix IV-1 and FIA Technical List n°83 and the survival kit according to FIA CCRSR 2025 Appendix IV-2.1.

For National Groups, all items of clothing including helmets and FHR (Front Head Restraint) must comply with Greek ASN-OMAE regulations.

The National cars must be equipped with the medical kit according to the Greek ASN-OMAE regulations.

Art. 10.1.1 Scrutineering, mandatory documents

- Cars' complete original FIA or ASN Homologation Document (if applicable)
- SOS / OK board (DIN A3 format)
- Rollcage original certificate (if existing)
- Fuel tank original certificate (if existing)
- Original car registration document
- Copy of insurance policy (or green card)

The installation of the tracking system and the NAV-GPS will be checked at scrutineering.

The complete original FIA homologation form / FIA Technical Passport and all other necessary certifications/documents must be available for final checks.

The installation of the tracking system and the NAV-GPS will be checked at scrutineering. The correct installation is responsibility of the competitor as per Appendix 5 of SR.

The complete original FIA or ASN homologation form / FIA or ASN Technical Passport and all other necessary certifications/documents must be available for final checks.

Art. 10.1.2 Timetable for scrutineering

See programme (SR Art. 3)

A detailed program of attending will be issued with bulletin after the date of Entries closure.

- A time control (V2) will be installed immediately before scrutineering area. Any delay at this time control will result the following fines:

From 1 to 15 minutes	100,00€
From 16 to 30 minutes	200,00€
More than 31 minutes	Start may be denied

Art. 10.2 Crew's Safety Equipment

For National Groups, all items of clothing including helmets and FHR (Front Head Restraint) for National Groups must comply with Greek ASN-OMAE regulations.

For FIA Groups, all items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

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The FIA cars must be equipped with the medical kit according to FIA CCRSR Appendix IV-1 and FIA Technical List n°83 and the survival kit according to FIA CCRSR Appendix IV-2.1 and the defined Safety Type (see SR Art. 1.5). The National cars must be equipped with the medical kit according to the Greek ASN-OMAE regulations.

Art. 10.3 Installation of Safety Tracking System and Navigation System

Art. 10.3.1 Safety Tracking System (FIA CCRSR Art. 12.1)

All vehicles must only be fitted with the Safety Tracking System provided by the Organizer. The instruction for the use of the Tracking System is in the Appendix 5 of present Supplementary Regulations.






The system will be delivered by Organizer to competitors during Administrative Checks (see SR Art.3 Programme) either to the crew or to a representative and must be installed before the car is brought to scrutineering. **A refundable deposit of 300€ (cash only) will be asked before the delivery.** This deposit will be refunded to competitor as soon as the system is returned in the same perfect condition as initially delivered. In case of total or partial damage/loss of the equipment, an additional fee of 700€ (or percentage of it) will be asked to the competitor to pay to the Organizer. **The return of the system must be made immediately after the permanent retire from the race or no later than one (1) hour after the Final Park Ferme is open after the Stewards' instruction.** Installation is responsibility of the competitor. Competitor with a car without all units to be in working status will NOT be authorized to pass Scrutineering or start the race or a Stage or a Selective Section. Absence of any unit by competitor's fault will be sanctioned from 100 Euro fine up to refuse to start the race or a Stage or a Selective Section.




Art. 10.3.2 Navigation System (NAV-GPS FIA CCRSR Art. 12.2)

Competitors are obliged to be equipped with one or two Navigation System(s) (NAV-GPS) downloaded with the waypoints given by the Organizer. When a crew uses two NAV-GPS, it must indicate in writing, at scrutineering, which of the two will be considered as the official one.

The system will be delivered by Organizer to competitors during Administrative Checks (see SR Art.3 Programme) either to the crew or to a representative and must be installed before the car is brought to scrutineering. **The refundable deposit of 300€ (cash only) for the Safety Tracking System (SR Art.10.3.1) stands also for the Navigation System.** No additional refundable deposit will be asked. This deposit will be refunded to competitor as soon as the system is returned in the same perfect condition as initially delivered. **The return of the system must be made no later than one (1) hour after the Final Parc Ferme' is open after the Stewards' instruction.** Installation is responsibility of the competitor. Regulations regarding the installation and use can be found on Appendix 5.

In Baja Greece the waypoints' opening and validation radius are as follows:

Roadbook Sign	Waypoint	Opening Radius (in meters)	Validation Radius (in meters)	NAV-GPS Alarm sound
	DSS Selective Section Start	500	90	Yes
	ASS Selective Section Finish	500	90	Yes
	DZ Speed Zone Start	500	90	Yes
	FZ Speed Zone Finish	500	90	Yes
	Masked	300	90	Yes

	Safety	500	30	Yes
	Neutralization with Speed Zone Start	500	30	Yes
	Neutralization Finish	500	30	Yes

Art. 10.3.3 Connection of the Systems (FIA CCRSR Art. 12.3)

The specifications for the standard power connector are laid down in the FIA CCRSR Appendix VI and in Appendix 5 of present SR. It is the competitor's responsibility to ensure that the Safety Tracking System(s) and the NAV-GPS always remain permanently connected and switched on with the antenna connected throughout the duration of the competition.

Art. 10.3.4 GPS Data Logger

Vehicles selected by the FIA after the publication of the entry list may be equipped with a GPS Data Logger to monitor their performances during the event. See FIA CCRSR Article 13.1.
National Group cars will not be equipped with such device.

Art. 10.4 On-Board Cameras

See FIA CCRSR Article 11.

Each Competitor that wishes to install and use on-board camera(s) must:

- Fill in the declaration/request Form found in www.bajagreece.gr and send it promptly to info@bajagreece.gr and not later than the date of Entries closure (see program Art.3 present SR)
 - Indicate number and position of all the on-boards camera
 - If he/she asked by Organizer or an FIA Delegate, to provide all recordings at the end of each Stage
- On-board camera(s) equipment must be fixed in vehicle, presented and approved at scrutineering before the start of the competition and at each time a modification is made during the competition the scrutineers must be notified.
During Scrutineering, any on-board camera will be identified by Organizers by an adhesive decal and must be mounted in the vehicle at the time of scrutineering.

Art. 10.5 Electronic Equipment

Any radio or electronic means of communication, or any other device not expressly permitted in FIA CCRSR regulations is forbidden on board the vehicles.

Art. 10.6 Special national requirements

Art. 10.6.1 Two-way Radio communication

The use of Radio communication by Teams and any other involved in the race, apart Organizers, **is not permitted** throughout the entire period of the race, even if he/she has a legitimate authorization by the Greek authorities. In case a competitor, Team or person associated directly or indirectly with a competitor or Team is found using any mean of Radio communication device then will result the following fines:

1 st infringement	400,00 €
2 nd infringement	800,00 €
3 rd infringement	Up to disqualification from the race

Art. 10.6.2 Drones, Video, Photos

Baja Selective Sections pass from sensitive military areas. During all Baja days it is strictly forbidden the footage capture or photos by drones, video cameras, photo cameras and in a 3 km radius from the following spot: <https://maps.app.goo.gl/oUFF2d5QisSPrhHu7> (See also APPENDIX 8)

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On-board cameras in competition vehicles are excluded but the Organizer or the Police may ask to verify that prohibited footage is not captured. Any infringement from Competitors, Team Personnel or affiliates and Media-Press representative will result the following fines:

1 st infringement	400,00 €
2 nd infringement	800,00 €
3 rd infringement	Up to disqualification from the race

Art. 11 Other procedures and regulations

Art. 11.1 Briefing(s)

See programme (SR Art. 3)

At the first briefing of the event, the participation of at least one crew member is compulsory. In case of absence a fine of 100€ will be imposed. Any other briefing will be published in DNB.

Art. 11.1.2 Ζώνες Speed Zones



Organizers impose speed limits in parts of Road Sections and Selective Stages where a substantial danger may occur for competitors and the public. Any Speed Zone is in roads open to traffic of other vehicles.

Imposed speed limits will not exceed the speed limits implemented by Greek Traffic Code in these specific sections. Speed limits will be monitored by a GPS system. In case of speed infringement, penalties will be imposed. More of it, the Police may monitor the compliance with speed limits in road sections and report to Organizer potential infringements or impose a fine or other penalty as per Greek Traffic Code.

• Speed Zone in Road Sections

In road sections of Baja, Organizer imposes speed limits in parts of the road that pass from villages or potential hazards. In such cases the competitors have to:

- Reduce speed according to the one indicated in roadbook and as long this indication is in force.
- Increased attention for pedestrians, animals and other passing vehicles.
- Compliance with traffic signs speed limit even if this speed limit is lower than the one indicated in roadbook.
- Always driving according to Greek Traffic Law.

• Speed Zones in Selective Sections – Points of potential hazard

In Selective Sections of Baja, Organizer may impose speed limits in parts of the road that pass from points of potential hazard or tarmac roads. In such cases the competitors have to:

- Reduce speed according to the one indicated in roadbook and as long this indication is in force.
- Drive with increased attention
- Stop or road closure is not allowed as long as vehicle's condition allows its movement.
- A competition vehicle is allowed to stop only in case of accident of another vehicle and following the regulation of instant information of the Organizer for such cases.
- No overtake is allowed unless the front vehicle is stopped due to mechanical failure.

• Speed Zones in Selective Sections – Tarmac Roads

- Reduce speed according to the one indicated in roadbook and as long this indication is in force.
- Drive with increased attention.
- Drive only in the traffic lane and in direction indicated in the roadbook. Entering in the opposite lane is prohibited for any reason.
- "Cutting" the road in turns by entrance to the opposite lane is prohibited and severe penalties will be imposed and up to exclusion from the event.
- Third party vehicles have always priority.
- Stop or road closure is not allowed as long as vehicle's condition allows its movement.
- A competition vehicle is allowed to stop only in case of accident of another vehicle and following the regulation of instant information of the Organizer for such cases.
- The competition vehicle is allowed to accelerate and driven in race mode only if it has entirely passed the point of speed zone finish.
 - No overtake is allowed unless the front vehicle is stopped due to mechanical failure.

Art.11.1.3 Selective Sections marking and Signs

Organizer will mark points of potential hazard and direction in Selective Sections in addition to the ones indicated in roadbook so to assist the safe passage of competitors from Selective Sections. These points will be marked with signs of A4 size and where needed also with orange tape. Signs will be posted at a distance of 30 and/or 50 and/or 100 meters depending of the nature of the road. These signs are:

Direction



Hazard



Ditch or Collapsed Road



If a tape or a sign is cut, dropped, removed or indicates a direction other than the one of the roadbook, competitors cannot protest for lost or delayed timing or missed road or missed roadbook note or caused a mechanical failure or accident. In the unlikely case of discrepancy between roadbook direction and signs on the road, **competitors must always follow the roadbook direction**. Competitors are reminded of Art. 43.1.2 of 2025 FIA CCRSR that defines: *“The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint”*. In Baja Greece all roadbook notes are considered as waypoints.

Art. 11.1.4 Maximum Speed during the event

In Road Sections the speed limits are the ones by the Greek Traffic Law, the street signs and the speed limits imposed in Roadbook. In Selective Sections the maximum speed for each group is as follows:

Selective Sections		Road Sections	
Group	Maximum Speed	Group	Maximum Speed
Ultimate	170kph	All Groups	30kph Build-up areas 110kph Main Roads 130kph Motorways
Stock	170kph		
Challenger	135kph		
SSV	125kph		
NAT TZ1 (TH)	170kph		
NAT SSV	125kph		

It is the crew's responsibility to abide by these limits. Any exceeding of the maximum speed during the event will be penalized according to Article CCRSR Appendix I.

Art. 11.1.5 Procedures in case of accident

Crews that stop in a Selective Section for **more than one (1) minute must communicate with Organizer** by using the OK or SOS buttons on their Safety Tracking device, depending on the situation, thus:

1. Press OK if there are no bodily injuries
2. or press SOS if bodily injuries exist (even minor).
3. Contact Organizers with mobile phone
4. Make signal to other arriving crews if they are OK or they need immediate assistance by signalling with hands:



5. or make signal to other arriving crews if they are OK or they need immediate assistance by signalling with one the last pages of roadbook or the OK-SOS board that it is obligatory to be present inside the car:



Other competitors arriving in a scene of accident are obliged to stop so to ensure the appropriate course of action until the emergency services arrive. Any competitor witnessing an accident must:

1. Stop in the scene of accident and park their vehicle in a safe position,
2. Verify if the accident has bodily injuries (even minor) and activate the SOS button on their Safety Tracking device.
3. In case of bodily injuries, both crew members exit from their vehicle. One crew member walks on the side of the road for at least 50 meters prior of the scene of accident and indicates to the coming vehicles the SOS plate. The second crew member assists the injured person(s).
4. Activate OK button (in case of material damage) on their Safety Tracking device,
5. Contact, if needed, Race Control using their mobile phone,
6. Wait for the arrival of the emergency services or another competitor
7. Press on the green button of their Safety Tracking device to signal that they are restarting.

The next two crews arriving at the scene of an accident with bodily injuries must stop. These two crews (along with the 1st crew stopped) may request for their times to credited by writing to the Clerk of the Course who will transmit the request to the Stewards. This time credit will be based on the calculation of the time between the two alerts (red and green buttons) along with the GPS data recording

Art.11.1.6 Procedure in case of accident involving a Third Party

- **Accident in a Road Section.** Any crew/competition vehicle or Team person involved in an accident at a Road Section that causes property damage or bodily injuries (even minor) to a Third Party must remain to the scene of accident and contact immediately Organizers. The crew/competition vehicle or Team person may depart from the scene only after acquiring a written permission send electronically by the Clerk of the Course by SMS.
- **Accident in a Selective Section.** In case of accident with property damage in a Selective Section, the crew/competition vehicle may continue without stopping but it must report the incident as soon as it arrives in the next TC. In case of accident with bodily injuries (even minor) in a Selective Section, the crew/competition vehicle must follow the procedure described in SR Art. 11.1.5.

The crew/competition vehicle or Team person involved in an accident must present himself in Baja Secretariat and fill-in the accident report and declaration, no later than the Baja Secretariat closure hour of the relevant day (See Art.3 Programme). Any infringement to this Article will result the following penalties:

1 st infringement	1000,00 € and reported to Stewards
2 nd infringement	2000,00 € and reported to Stewards
3 rd infringement	Up to disqualification from the race after decision from the Stewards

Art. 11.1.7 Road Section maximum time

Maximum Time delay **for ALL Road Sections within a Stage** is:

For STAGE 1: **30 minutes**

For STAGE 2: **30 minutes**

After that, competitor may restart Baja according to 2025 FIA CCRSR

Art. 11.1.8 Restart after retirement

Any crew which has failed to complete a Stage will be assumed to re-start the event from the start of the next Stage (or Section if it is possible) unless they confirm otherwise to the Clerk of the Course in writing. This shall apply to any vehicle which has deemed to have retired on the grounds of Sporting Penalties,

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exceeding the time limit or has failed to report to a control but shall not apply where the vehicle has been disqualified for breach of eligibility requirements, confirmed Greek Traffic Law infringements or by a decision of the Stewards. If the re-start is to take place for a next Section, then **the Clerk of the Course will grant re-start only from a TC Regrouping IN**. The crew and their vehicle must be ready and report at the regrouping TC IN **no later than the time scheduled on the itinerary for the first FIA event vehicle**. If the re-start is to take place for a next Stage, then **the Clerk of the Course will grant re-start only from a TC Park Ferme' OUT**. The crew and their vehicle must be ready and report at that TC **no later than the time scheduled on the itinerary for the first FIA event vehicle**.

The Clerk of the Course, with the knowledge of the Stewards, shall decide the start position and interval for the remaining section(s).

It is obligatory to obtain the prior permission from the Clerk of the Course if the repair by Team members will take place inside a selective section after its running completion and with obligatory presence of at least one Organizers' representative. In case of repairs, by Team or any other person (apart the crew), without CoC permission the following fines will be implemented:

1 st infringement	1000,00 € and reported to Stewards
2 nd infringement	2000,00 € and reported to Stewards
3 rd infringement	Up to disqualification from the race after decision from the Stewards

• Recovery in Selective Sections

The recovery of a broken/damaged vehicle in a Selective Section is conducted only by the Organizer who will deliver that car to Service Park or to the nearest tarmac road the soonest possible and only after the completion of the concerning Selective Section or Stage. The recovery process will be made only if at least one crew or Team member is present. The recovery process will be made under the assumption by the competitor that for any potential further damage may occur to the vehicle, the Organizer will not be liable. In case of delayed recovery, competitor cannot make accountable the Organizer for losing re-start. The recovery by Organizer is free of charge as far as will be conducted with the means/personnel that are already on his disposal. If additional means/personnel are necessary for the successful recovery of a vehicle, the Organizer will inform in written the competitor for the additional cost required to be paid by the competitor prior of the recovery process.

• Recovery in Road Sections

The recovery in Road Sections of tarmac roads (not included in Selective Sections) can be conducted by Team members or other persons, by obtaining the prior permission from the Clerk of the Course. **Teams and Crews are noted that towing a competition vehicle by another competition or Team vehicle is NOT permitted in public tarmac and/or gravel roads** (selective sections excluded). It is NOT permitted a competition vehicle to be driven if there is a leak of any kind of fluid (oil, valvoline, fuel, etc.) that may cause accident to a Third party vehicle.

For any recovery infringement in Selective or Road Section(s) the following fines will be implemented:

1 st infringement	1000,00 € and reported to Stewards
2 nd infringement	2000,00 € and reported to Stewards
3 rd infringement	Up to disqualification from the race after decision from the Stewards

A vehicle involved in an accident must pass re-scrutineering by the FIA Technical Delegates before is authorized for re-start. The vehicle must retain all its parts marked or sealed as at pre-event scrutineering. Replacement of parts may only be done in accordance with FIA CCRSR. The competitor must be represented during this re-scrutineering at a time to be advised by the FIA Technical Delegates.

Any crew that wishes to re-start the event must be present with the competition vehicle at Time Control Service Park OUT or Regrouping IN not later than the time of 1st car due for the concerning re-start Stage or Section respectively. If the crew and the vehicle is not presented up to that time the Clerk of the Course may deny the start. A re-starting crew, promptly presented in Time Control Regrouping IN or Park Ferme' OUT, must communicate immediately with TC Marshals for confirming their starting time and get Time Card.

When a crew decides to retire permanently, they must:

- Present themselves to Baja Secretariat as soon as they return to Service Park
- Or call one of the CROs if they don't get back to Service Park in working hours (see Art.3 program)
- Deliver any electronic equipment provided by Organizer (NAV-GPS, etc)

A crew wishing to retire permanently must notify the Clerk of the Course in writing.

Art.11.1.9 Judges of Fact

Any Organizer's person appointed to any Radio Point to any Stage, as indicated in roadbook, is nominated as Judge of Fact so to check competitor's compliance with compulsory itinerary of Baja.

Art. 11.2 Pre-Start area

There will be no Pre-Start Area during Baja Greece.

Competitors will start from TCP0 Service Park OUT towards TC-PRO1 at the start of the Prologue.

Art. 11.2.1 Prologue

A Prologue will be held in the form of a Selective Section and will determine the Starting Order of the Stage 1. Competitors must take part in it. The start interval between competitors will be identical and at least one minute. Any crew who does not participate or complete the prologue will be classified in last position in his group. If several crews are in this situation, they will be classified according to their start order. The Prologue does not count for the classification of the event. The first ten competitors of the Prologue must present themselves to the location and time indicated in Program (Art.3 SR) so to select their starting position for Stage 1. **Prologue reconnaissance is NOT allowed.**

Art. 11.3 Ceremonial start procedures and order

After the completion of the Prologue, competitors will be directed by the roadbook to a regrouping area next to Ceremony Start area. Each Crew along with competition vehicle will be instructed by Marshals to exit regrouping area and proceed to ceremonial podium. The Ceremonial Start will take place according to time schedule indicated in Art.3 program. Competitors must wear their competition gear. If a crew is unable to participate in the ceremonial start with their vehicle must still attend the ceremonial start wearing their overall suits.

Art. 11.4 Electronic start procedure at Selective Sections

At each Selective Section Start, there will be an electronic clock starting device. The photocell will be placed about 50 cm beyond the start line. The display will be placed so to be well visible to a crew sitting in a vehicle on the starting line. The vehicle with the crew is placed at the start line by the Marshal. The electronic clock will start blinking and sound on the last 10 seconds. At the same time, the authorized Marshal continuously counts down from the moment that 30 second remains for the start. Marshal counts with voice and with signal by the fingers of his hand in the sequence: 30, 15, 10. The last 10 seconds the Marshal stands away from the car. Within 20 seconds from the "GO" time, a crew must start.

Art. 11.4.1 Neutralization Zone in a Selective Section.

The Organizer may provide Neutralization Zone(s) in Selective Section(s) for the refueling of competition vehicles and according to articles of FIA 2024 CCRSR. **See also Appendix-1 Itinerary.** Articles extracted from FIA CCRSR:

2.18 NEUTRALISATION ZONE. A zone within a Selective Section, in which competitors arrive and leave separated by the same interval, timed to the second. No intervention on the vehicle is allowed.

43.11 WAYPOINTS FOR NEUTRALISATION ZONES.

DN (Start neutralization zone): This waypoint is used to define the beginning of a neutralization zone within a Selective Section. It also may define the beginning of a speed control zone equivalent to a DZ (see also CCRSR Art. 37).

FN (Finish neutralization zone): This waypoint is used to define the end of the neutralization zone within a Selection Section. It also may define the end of a speed control zone equivalent to a FZ.

45.1.1 One Selective Section per Stage may be split into parts, separated by one or more neutralization and/or Transfer Zones.

45.2.1 The start of the next part of the Selective Section will be given at a target start time, determined by adding the arrival time for the previous part of the Selective Section to a fixed time for the neutralization or Transfer Zone, i.e. the arrival time (to the second) of the previous part of the Selective Section + fixed time = target start time of the following part of the Selective Section.

45.2.2 A maximum allowed time will be indicated on the Time card for a Selective Section. If the Selective Section is in parts, maximum allowed times will be indicated for each part. If a maximum allowed time is exceeded by a competitor and noted, the crew will not be allowed to start the following part and the Clerk of the Course will apply the Penalty as per Appendix I. The competitor may drive to the last TC of the Stage and will be able to take the start of the next Stage.

45.2.3 There will be no TC before the start line of any following part. Having arrived at the end of the neutralization zone (FN) or of the transfer zone (FT), the competing vehicle must stop and wait in front of

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the panel with the start symbol on yellow background, from where the vehicle may enter the validation radius of the FN or FT waypoint 60 seconds before its individual start time and be driven to the start line. (START Symbol). It is prohibited to deliberately block vehicles or prevent them from passing one or both lines.

45.2.4 At the start line (Art. 42.1) of any following part of the Selective Section, the crew must stop and wait until the start signal is given electronically according to Art. 42.2 or by the NAV-GPS System. Control officials may be present to monitor the correct start procedure.

45.2.5 In case of a delay at the start of any following part of the Selective Section, the crew will be considered to have started at its target start time.

45.2.6 If a crew does not stop at the start line, or leaves the start line before the start signal is given, this will be considered a false start (Art. 42.5).

45.2.7 In any case, a crew which does not start one part of the Selective Section will not be allowed to start the following part of the Stage.

45.2.8 At the end of the Selective Section, the result for the Selective Section will be calculated by subtracting the START (DSS) time, the neutralization time (Art. 45.1.2) and the fixed transfer zone time(s) (Art. 45.2.1) from the FINISH (ASS) time.

55.1.2 NAT Stopping at the official remote refueling zones (in neutralization Zone) in a Selective Section is compulsory for all competitors of NATIONAL event, regardless of whether they use or not the refueling facilities.

55.1.3 Any crew which does not follow these refueling regulations will receive a penalty as per Appendix I, in addition to the fixed neutralization time stipulated in the Supplementary Regulations. Refueling regulations not followed: 15-minute sporting penalty on top of the neutralization time.

57.1 Vehicles are subject to Parc Ferme' rules from the moment they enter a neutralization zone.

NEUTRALISATION WITH REFUELING

Start Neutralisation Start Speed Control Zone	DN					Neutralisation time Countdown and Speed Zone Alerts Vehicle speed until FINISH of Neutralisation
Passage Control	CP		CPN°			
Refueling					Start Finish	
Waiting before RESTART 100m before FZ					On both sides to create a line	Vehicle to cross line not earlier than 60s before START time
Stop at RESTART line	FN				On both sides to create a line	Vehicle stop at this line and wait until START signal is given
Finish Neutralisation						FINISH Neutralisation

See Appendix 10 Neutralization Zone in Selective Sections LEYKI I and II

Art. 11.5 Finish Procedures

Competitors finishing the last Selective Section of Stage 2 will be directed by roadbook to pass from the Service Park washing area and their cars to be washed for 3' minutes only by themselves or/and with the assistance of Organizers' personnel. **Team personnel is not allowed to wash any competition car.** Organizers will ensure that there will be adequate time for the last Road Section of Stage 2 so competitors to drive safely and have also time for car washing.

No other activity (service, tyre replacement, refuelling, open the engine hood, etc) is allowed during washing time/area.

After car wash, competitors will continue with their roadbook so to arrive the Finish Holding Area located prior to Podium Area.

Marshals will instruct each crew to drive on the Podium, one after the other and according and to Baja Itinerary.

Team members may be present on Podium for Team celebration and photos.

After Podium, all vehicles are subject to Park Fermé Rules until the Park Fermé is opened after Stewards' decision.

The Prize giving ceremony will take place at the Podium in Argos Orestiko (see Art.3 program).

.Art. 11.6 Permitted early check-in

On the following Time Controls early check-in is permitted:

Friday 30/5	Prologue	TCP5 - Park Ferme IN
Saturday 31/5	Stage 1–Section 2	TC1E - Service Park IN
Sunday 1/6	Stage 2–Section 4	TC2G – Finish Holding Area OUT-Park Ferme IN

Art. 11.7 Official time used during Baja

Official time throughout the entire Baja will be GPS time (GMT +2).

Art. 11.8 Roadbook delivery

The Organiser will issue the Road Book one day at a time in digital/electronic and hardcopy format. If the notes of Opening Car are not yet included in the Road Book, the competitors will be issued with the Road Book including the notes for the next day at the latest at 18:00 hrs on the previous day.

In case the Road Book will be printed before receiving the–Opening Car Crew feedback and have ten modifications or less, the Road Book will be distributed to each competitor 30 minutes prior to their Stage start time. The hardcopy Road Book will be available at Baja Secretariat in HQ building. At the same moment electronic/digital road Book will be unlocked. If more than ten modifications are issued, the Clerk of the Course, in consultation with the crew of the Opening Car, may extend this period. This will be communicated at the previous day's competitors' briefing and by bulletin.

The official and primary Road Book of the event is the hardcopy one.

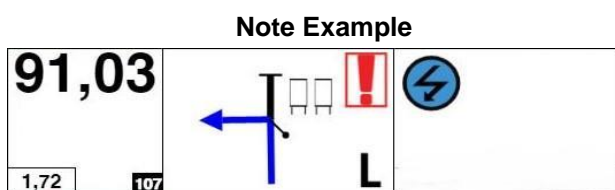
In case of any dispute and/or infringement, the hardcopy Road Book is the one that will be taken in consideration. Competitors are noticed that all notes in all Roadbooks of any STAGE, distributed by the Organizer, are considered as Waypoints as per 2025 CCRSR Art.43.7. Competitors may use a GPS-tripmeter in compliance with Art.12.4 of CCRSR. **Competitors are reminded that when using GPS tripmeter in all Baja Stages, they may face minor or major discrepancies in the distances indicated in roadbook due to the high density of the forest and/or electronic interference when passing near military zones. If so, competitors must follow primary road and follow signs posted by Organizer.** Road Books delivery per day in detail:

DATE / PLACE	ROADBOOK	HARDCOPY	DIGITAL
Thursday 29 May Baja Secretariat - HQ	1. Tripmeter Calibration 2. Private (Practice) Test	Free Delivery	During Administrative Checks
Friday 30 May Baja Secretariat - HQ	1. Shakedown 2. Service Park OUT to Prologue to Baja Start Ceremony	Delivered during Administrative Checks	
Saturday 31 May Baja Secretariat - HQ	Stage 1	Delivered 30' prior of each departure	Unlocked 30' prior of each departure
Sunday 1 June Baja Secretariat - HQ	Stage 2	Delivered 30' prior of each departure	Unlocked 30' prior of each departure

Art. 11.8.1 Roadbook Signs interpretation

Art. 11.8.1.1 Danger Exclamation signs

Roadbooks of all Stages include some notes of potential hazard and signed with 1, 2 or 3 exclamation mark. Organizers use mark dangers with signs with the following rationale:

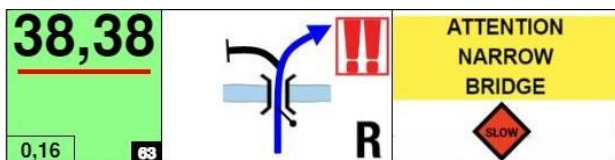


Crews' action

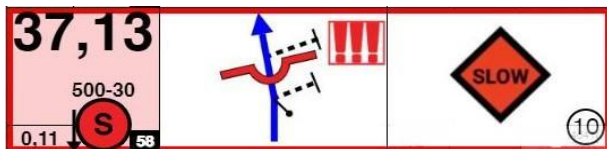
Crew must **reduce speed** and pay increased attention.

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Crew must **reduce speed significantly and be alert for further speed reduce**, if needed. The 2-exclamation danger note has a red line mark on total km number



Crew must **reduce speed dramatically and be ready to stop the vehicle instantly**, if needed. The 3-exclamation danger note is marked with a red frame and is also considered as WP Safety.

Art. 11.8.1.2 Difficult Overtake signs

In some parts of all Selective Sections the overtaking process is considered impossible or very difficult or unsafe for crews. On marked notes, the electronic “car-to-car” overtake request function is still available but the crew that does not step aside to be overtaken will be not penalized.

Note Example	Crews' Action

CCRSR Art.47.3.3

Any vehicle caught by another must make the necessary move to allow itself to be overtaken. Once a competitor has received 3 requests to overtake **outside of a speed control zone or a difficult overtaking zone**, from the same competitor, within a period of less than 45 seconds, the competitor must make every effort to facilitate the overtaking of the requesting competitor within 60 seconds of the third request. A competitor who is caught and does not allow the requesting competitor to pass within the above time limit will be subject to penalties as per Appendix I.

overtakes to be avoided in “difficult overtake zones”.

Art. 11.9 Servicing of vehicles

Art. 11.9.1 Service Areas / Bivouacs

From TCP0 onwards, service of a competing car may be carried out in Service Park and road sections as permitted under the FIA CCRSR.

The speed of vehicles in the service parks/bivouacs and Refuel Zones may not exceed 30 kph.

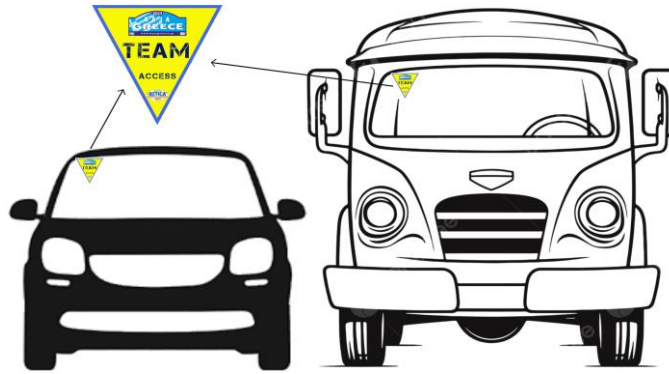
In Service Park, the washing of competition vehicles is authorized only in the designated area. The washing can be carried out or by Team Personnel by its own means or by the personnel appointed by the Organizer. Washing by Organizers' personnel and washing machines are free of charge.

Art. 11.9.1.1 Service Park Teams' Allocation Process

- Teams' vehicles arriving to Service Park must wait outside the area.
- A Team Representative will go to Baja Secretariat in HQ building to sign and receive all necessary documents and identification stickers for Team personnel and vehicles.

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Vehicles' identification "access" stickers must be set in the upper left side of windscreen prior of entrance to Service Park.

No vehicle will be allowed to enter in Service Park without the appropriate "access" sticker.

Trailers must be parked in the designated area outside Service Park. Trailers are prohibited to enter in Service Park.

Team Representative must contact/meet Organizers' Service Park Coordinator,

Mr. Alexis Neofitos via

telephone and/or WhatsApp and wait for instructions.

The entrance of Teams' vehicles to Service Park and on the exact spot allocated for the Team will be directed by an Organizers' person. Teams are NOT allowed to enter Service Park by themselves.

Competitors are reminded that any vehicle more than 3.500kg gross weight once it is allocated to its position, it CANNOT be moved until the end of the event. Teams' available space will be according to their request as per SR Art.4.4



Art. 11.9.1.2 Environmental Mats

In Service Park and the Park Fermé, competitors are obliged to lay a groundsheet (a minimum of 1 meter longer and wider than the vehicle), under their cars (FIA CCRSR Art.50.2.2). For any infringement, the Clerk of the Course will impose a penalty of 200€ to the competitor, and will report it to the Stewards.

Art. 11.9.1.3 Service Park Cleaning

Competitors must ensure their service location is clean before, during and after the Baja. For any infringement, the Clerk of the Course will impose a penalty of 200€ to the competitor, and will report it to the Stewards.

Art.11.9.1.4 Service Park Security

Organizer provides security services only in night hours 23:00 – 07:00 (of the next day) but is not liable for any loss or damage to any Teams' property. Teams are strongly encouraged to store and secure on a safe manner all their belongings and their service area to be kept with sufficient lighting throughout overnight hours.

Art. 11.9.2 Identification of team personnel

In service areas, after the start of the competition, only 3 team personnel may work on competing vehicles driven by FIA Platinum/Gold priority drivers. They will be identified by tabards provided by the organiser.

Team Personnel distinctive armbands are as follows:



Art. 11.9.3 Service allowed in Selective Section

In accordance with article 49 of the FIA CCR SR, any service is forbidden during Selective Sections. Only crews with FIA groups vehicles still in the competition for the current Stage/SS may assist each other. See also provisions of Art. 11.1.7 regarding service/repairs/recovery in a Selective Section.

Art. 11.9.4 Flexi Service

During Baja Greece there will be no Flexi Service.

Art. 11.9.5 Fuel and Refuelling Zone

See Art. 54 and 56 of the FIA CCRSR and Art. 252.9 Appendix J

The team is responsible for the refuelling. Refuelling may be conducted in Fuel Stations or/and Refuelling Zones (RZ) marked in Road Sections of Roadbook. The presence of a fire department vehicle and/or adequate fire appliance and/or appropriate safety measures will be arranged by the Organizer at any refuelling zone. The Road Book and/or the Itinerary indicate the public filling stations where it is allowed to fill, the available fuel type and the distance between them.

Vehicles of NATIONAL event must have at least 120km fuel range capability.

Art. 11.9.6 Tyre Fitting Zone

During Baja Greece there will be no Tyre Fitting Zone.

Art. 11.10 Shakedown

A shakedown stage will be available during the event program and shall be run as if it was a Selective Section and shall include all safety standards.

No extra fee is required for a competitor to participate in shakedown. The participation of a competitor in shakedown is optional. Competitors wishing to participate in shakedown must declare it in the Entry Form by ticking "YES" on the relevant box. If the box is left empty then Organizers will assume that the competitor does not wish to participate in Shakedown.

Deadline date for submitting participation in Shakedown is the same as per Closure date for entries (see programme Art.3 of present SR).

A competitor is entitled to run Shakedown only if Administrative Checks and Scrutineering are passed successfully.

Shakedown Roadbook will be distributed as per Art.11.8 of SR. A competitor is entitled to run Shakedown 3 times at the most and in any case within the time framework of Shakedown indicated in Art.3 of SR.

Service of a competition vehicle is allowed only in Service Park.

Roadbook speed limits on Road Sections from Service Park to Shakedown start and return to Service Park or to once again to Shakedown Start must be respected. The Clerk of the Course will monitor for speed infringements in Road Sections and will impose penalties as per FIA CCRSR.

Art. 11.11 Special procedures and activities

Art. 11.11.1 Availability of participants

Competitors who park their vehicles in re-grouping areas are noticed that have to be available for immediate depart **even before the indicated re-grouping time in the itinerary or on their time Card** and according to marshals' instructions. See Appendix-1 Itinerary.

Participants who park their vehicles in the Parc Fermé upon passing the finish line, must remain available by phone (mobile) until the final classification have been posted.

Art. 11.11.2 Classification

During the event the following classifications will be published in [DNB](#) only:

- Provisional Classification after Prologue
- Provisional Classification after Stage 1
- Provisional Classification after Stage 2
- Provisional Final Classification of Baja Greece
- Final Classification of Baja Greece

The final classification will not be distributed after the event. The final classification will be published on the website on the Digital Notice Board - [DNB](#)

Art. 12 Officials Identification

Officials will be identified from wearing the following tabards:



Art. 13 Penalties / Classification

Art. 13.1 Stage / Section Penalties

The penalties applied according to V2, Art. 48 and Appendix I to the FIA CCRSR will be Section Penalties and Stage Penalties.

Art. 14 Prizes

General Classification:	1 st , 2 nd , 3 rd , 4 th , 5 th , 6 th	2 trophies
Classification CAR (ULTIMATE, STOCK, TZ1)	1 st , 2 nd , 3 rd	2 trophies
Classification SSV (National, Challenger, SSV)	1 st , 2 nd , 3 rd	2 trophies
Κατάταξη Κλάσεων TZ1	1 st , 2 nd , 3 rd	2 medals

Art.15 Final checks / Protests / Appeals / Fines

Art. 15.1 Final checks

Time and location: see programme (SR. Art. 3)

Any teams required to undergo final checks must immediately follow the instruction of the marshals in charge, even if this prevents them from proceeding to one or more time controls (TC). The complete original FIA or/and ASN homologation form, the FIA and/or ASN Passport and other necessary certifications must be available for final checks. The selected vehicles by FIA Technical Delegates for final scrutineering checks will be escorted by the Organizer to the Scrutineering Area. If a vehicle has arrived in TC "Podium Holding Area IN" and then is noticed that is selected for final scrutineering, then a Team member may drive the car to the Scrutineering Area in Service Park along with Organizers' escort.

Art.15.2 Protest or Petition to Review deposit

The protest or Petition for Review deposit is: **EUR 1.000** which must be paid in cash or by bank transfer. If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit / guarantee will be specified by the Stewards upon a proposal of the Chief Scrutineer (FIA International Sporting Code Art. 13.4.3 and CCRSR Art.60.3)

Art. 15.3 Appeal Deposit

The appeal deposit for a national appeal is published on the Greek ASN-OMAE website:

<https://www.oma-e-epa.gr> All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the FIA International Sporting Code and/or National Sporting Code of Greek ASN-OMAE.

Art. 15.4 Fines

In accordance with Greek ASN-OMAE circular E03, the deposit for a national appeal must be paid to Greek ASN-OMAE within 48 hours from the moment that a competitor received a decision of Stewards for a protest. Any delay in making payment may entail Suspension during the period a fine remains unpaid. Appeal deposit must be paid on the Greek ASN-OMAE bank account:

IBAN: GR 57 0172 0550 0050 5505 1609 112. Any bank fees must be on sender's credit.

Art. 16 Final Provisions

Competitors, Crew and Team members by signing the Entry Form and/or Team List Form, declare that they have read and they fully understand and accept FIA International Sporting Code and its appendices, Greek National Sporting Code and its appendices, General Regulations and Supplementary Regulations of the event as well as the national traffic rules, fire safety and other applicable regulations in rally and places of accommodation.

They declare that they have read carefully, understood, accepted and signed the FIA CCRSR APPENDIX VI, "Driver Declaration and Undertakings".

They declare that in no case they will claim from event Organizers or FIA or parent ASN-OMAE or any Organizers' direct associated partner any compensation that may result from any physical, material or moral damage that may occur by their participation to this event.

They fully understand that in this event they may face situations with danger and they declare that they accept the consequences. They declare that they will be using, for the entire period of the event, all

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necessary safety equipment according to relevant regulations of FIA or parent ASN-OMAE (helmet, FHR system, harnesses and fire proof clothing, etc).

They declare that their competition vehicle fully complies at any moment with safety standards that are imposed by Organizers through event's regulations and FIA or parent ASN-OMAE.

They also declare that they are responsible for electronic devices and any other equipment that Organizers will provide for their vehicle and they will compensate it in case of loss or damage by their fault.

They declare that the driver and co-driver and Teams' members have additional personal motorsport accident insurance policy in force during the period of the specific event, including repatriation clause.

They permit Organizers to elaborate, store and use and share their personal data according to E.U. GDPR regulation and only for the purpose of the event organization.

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Appendix 1 – Itinerary – National Baja Trophy

Day 1										Friday 30 May 2025
TC / SS	LOCATION	SS km	Road Section	Total km	Target time	First car due	Estimated time	Maximum time	Av. Speed km/h	
TCP0	Service Park OUT - Tyre and Technical Zone		0,00	0,00		17:30				
	Prologue Start		2,47	2,47	0:10	17:40			14,82	
PRO1	PROLOGUE - Airfield (Live Streaming)				0:05	17:45		Max. Time		
PRO2	Prologue Stop - Airfield	6,06		8,53		17:51	0:06	0:21	60,60	
TCP1	Service Park IN - Tyre and Technical Zone		1,07	9,60	0:04	17:55			16,05	
TCP2	Service Park OUT				0:30	18:25				
TCP3	Argos Orestiko Square - Regrouping IN		2,37	11,97	0:08	18:33			17,78	
TCP4	Baja Start Ceremony - Regrouping OUT (Live Streaming)		0,23	12,20	2:27	21:00				
TCP5	Service Park IN*		3,13	15,33	0:30	21:30			6,26	
Prologue Totals:		6,06	9,27	15,33						
						Sunrise: 06:04 Sunset: 20:41				

* Early Check-in is permitted

Distances in km.

Day 2 - STAGE 1										Saturday 31 May 2025
TC / SS	LOCATION	SS km	Road Section	Total km	Target time	Estimated First Car due	Estimated time	Maximum time	Av. Speed km/h	
TC0	Service Park OUT - Tyre and Technical Zone		0,00	0,00		7:30				
RZ1	Controlled Refuel Zone from cans and drums. Service persons allowed		0,10					Distance to RZ-NEU-1		
								132,58		
RZ2	Fuel Station. Only Competitors allowed Pump refuel from Fuel Station only		11,32					121,36		
RZ2A	Controlled Refuel Zone from cans and drums. Service persons allowed		13,27					119,41		
1	Selective Section Start - Leyki I		17,23	17,23	0:45	8:15			22,97	
DSS1A	S.S. LEYKI I				0:05	8:20		Max. Time		
ASS1A	Vigla Ski Center	115,45		132,68		10:20	2:00	DSS1A	57,73	
RZ-NEU-1	NEUTRALIZATION - REFUELING ZONE				0:15			↓		
DSS1B	Vigla Ski Center					10:35		ASS1B		
ASS1B	Neos Ikismos - S.S. LEYKI I Stop	60,33		193,01		11:45	1:10	3:40	51,71	
RZ3	Controlled Refuel Zone from cans and drums. Service persons allowed		1,27					Distance to RZ4		
								44,63		
1A	Regrouping IN - Tyre and Technical Zone		34,58	227,59	0:55	12:40			37,72	
1B	Regrouping OUT-Service Park IN				0:30	13:10				
1C	Service Park OUT				0:50	14:00				
RZ4	Controlled Refuel Zone from cans and drums. Service persons allowed		0,10					Distance to RZ-NEU-2		
								132,58		
RZ5	Fuel Station. Only Competitors allowed Pump refuel from Fuel Station only		11,32					121,36		
RZ5A	Controlled Refuel Zone from cans and drums. Service persons allowed		13,27					119,41		
1D	Selective Section Start - Leyki II		17,23	244,82	0:45	14:45			22,97	
DSS2A	S.S. LEYKI II				0:05	14:50		Max. Time		
ASS2A	Vigla Ski Center	115,45		360,27		16:50	2:00	DSS2A		
RZ-NEU-2	NEUTRALIZATION - REFUELING ZONE				0:15			↓		
DSS2B	Vigla Ski Center					17:05		ASS2B		
ASS2B	Neos Ikismos - S.S. LEYKI II Stop	60,33		420,60		18:15	1:10	3:40	51,71	
RZ6	Controlled Refuel Zone from cans and drums. Service persons allowed		1,27					Distance to RZ7		
								33,31		
1E	Service Park IN - Tyre and Technical Zone*		34,58	455,18	0:55	19:10			37,72	
Sections 1 & 2 Totals:		351,56	103,62	455,18						
						Sunrise: 06:07 Sunset: 20:36				

* Early Check-in is permitted

Distances in km.

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Day 3 - STAGE 2

Sunday 1 June 2025

TC / SS	LOCATION	SS km	Road Section	Total km	Target time	First car due	Estimated time	Maximum time	Av. Speed km/h
1G	Service Park OUT - Tyre and Technical Zone		0,00	0,00		7:30			
RZ7	Controlled Refuel Zone from cans and drums. Service persons allowed		0,10					Distance to RZ8B 190,88	
RZ8	Gas Station. Only Competitors allowed Pump refuel from Gas Station only		0,83					Distance to RZ8B 190,15	
RZ8A	Controlled Refuel Zone from cans and drums. Service persons allowed		33,88					Distance to RZ8B 119,41	
2	Selective Section Start - Kranionas I		36,87	36,87	1:00	8:30			36,87
DSS3	S.S. KRANIONAS I	116,42			0:05	8:35		Max.Time 2:20	
ASS3	Agios Antonios - S.S. Kranionas I Stop			153,29		10:35	2:00		58,21
RZ8B	Controlled Refuel Zone from cans and drums. Service persons allowed		4,66					Distance to RZ9 33,03	
2A	Regrouping IN - Tyre and Technical Zone		37,69	190,98	1:05	11:40			34,79
2B	Regrouping OUT-Service Park IN				0:40	12:20			
2C	Service Park OUT				1:00	13:20			
RZ9	Controlled Refuel Zone from cans and drums. Service persons allowed		0,10					Distance to RZ10A 44,80	
RZ10	Gas Station. Only Competitors allowed Pump refuel from Gas Station only		0,83					Distance to RZ10A 44,07	
2D	Spectators' SSS Start		3,70	194,68	0:10	13:30			22,20
DSS4	Spectators' SSS - Airfield (Live Streaming)				0:05	13:35		Max.Time 0:21	
ASS4	Spectators' SSS Stop	6,06		200,74		13:41	0:06		60,60
RZ10A	Controlled Refuel Zone from cans and drums. Service persons allowed		32,17					Distance to RZ10B 124,05	
2E	Selective Section Start - Kranionas II		35,14	235,88	0:55	14:36			38,33
DSS5	S.S. KRANIONAS II	116,42			0:05	14:41		Max.Time 2:20	
ASS5	Agios Antonios - S.S. Kranionas II Stop			352,30		16:41	2:00		58,21
RZ10B	Controlled Refuel Zone from cans and drums. Service persons allowed		4,66					Distance to Holding Area 35,28	
2F	Podium Holding Area IN - Tyre Zone		39,94	392,24	1:10	17:51			34,23
2G	Podium Holding Area OUT-Park Ferme IN*		0,15	392,39	0:20	18:11			
	FIA Event Award Ceremony (Live Streaming)					21:00			

* Early Check-in is permitted

Sections 3 & 4 Totals:	238,90	153,49	392,39
------------------------	--------	--------	--------

Sunrise: 06:07 | Sunset: 20:36

Distances in km.

TOTALS - NATIONAL BAJA TROPHY - BAJA GREECE 29/5-1/6 2025

STAGE - DATE	SS Distances	Road Sections	Total distance	% SS / Road Sections
PROLOGUE > Friday 30 May	6,06	9,27	15,33	39,53%
STAGE.1 > Saturday 31 May	351,56	103,62	455,18	77,24%
STAGE.2 > Sunday 1 June	238,90	153,49	392,39	60,88%
Totals →	596,52	266,38	862,90	69,13%

Appendix 2 Names, Photos, contacts and CRO program



**Chief Competitors Relations Officer
CRO**

Paolo Bet

M: +39 339 1132304

E: cro@bajagreece.gr

Italian – English



**Deputy Competitors Relations Officer
Deputy CRO**

Christina Strikka

M: +30 6970 209320

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Greek – Italian – English – Spanish



Competitors Relations Officers schedule of attendance

THURSDAY 29 MAY 2025		
Time:		Location:
16:00 – 20:00	PERIOD A > Each Team according to schedule Administrative checks, Collection of material, documents, roadbook for Tripmeter calibration and Shakedown, maps and NAV-GPS components.	Baja Secretariat
17:00 – 21:00	PERIOD A > Each Team according to schedule Scrutineering – sealing & marking of components.	Service Park Scrutineering Area.
18:00 – 19:00	Seminar of NAV-GPS and Digital Roadbook operation. (Attendance of crews is optional but strongly advised).	Service Park Rest Area
FRIDAY 30 MAY 2025		
Time:		Location:
07:30 - 22:30	Opening / Closing of H.Q. and Baja Secretariat	Baja H.Q.
08:00 - 22:00	Opening / Closing of Media Center	Baja H.Q.

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08:00 - 14:00	PERIOD B > Each Team according to schedule Administrative checks, Collection of material, documents, roadbook for Tripmeter calibration and Shakedown, maps and NAV-GPS components.	Baja Secretariat
09:00 - 15:00	PERIOD B > Each Team according to schedule Scrutineering – sealing & marking of components.	Service Park Scrutineering Area.
13:00 - 14:00	Competitors' Briefing. Roadbook distribution for Prologue, Ceremony Start, (obligatory presence of at least one crew member)	Service Park Rest Area
14:00 - 14:10	Competitors' Memorial Photo Shooting (obligatory presence of all crew members dressed with racing suits).	Service Park Sponsors' Wall
15:00 – 15:30	Pre-Rally Press Conference. Obligatory presence of competitors who are invited to attend.	Service Park Sponsors' Wall
20:15	Selection of Starting Position for Stage 1	Argos Orestiko Podium
20:30	Baja Start Ceremony	Argos Orestiko Podium
TBA	Re-scrutineering, cars to re-start after retirement	with bulletin if necessary

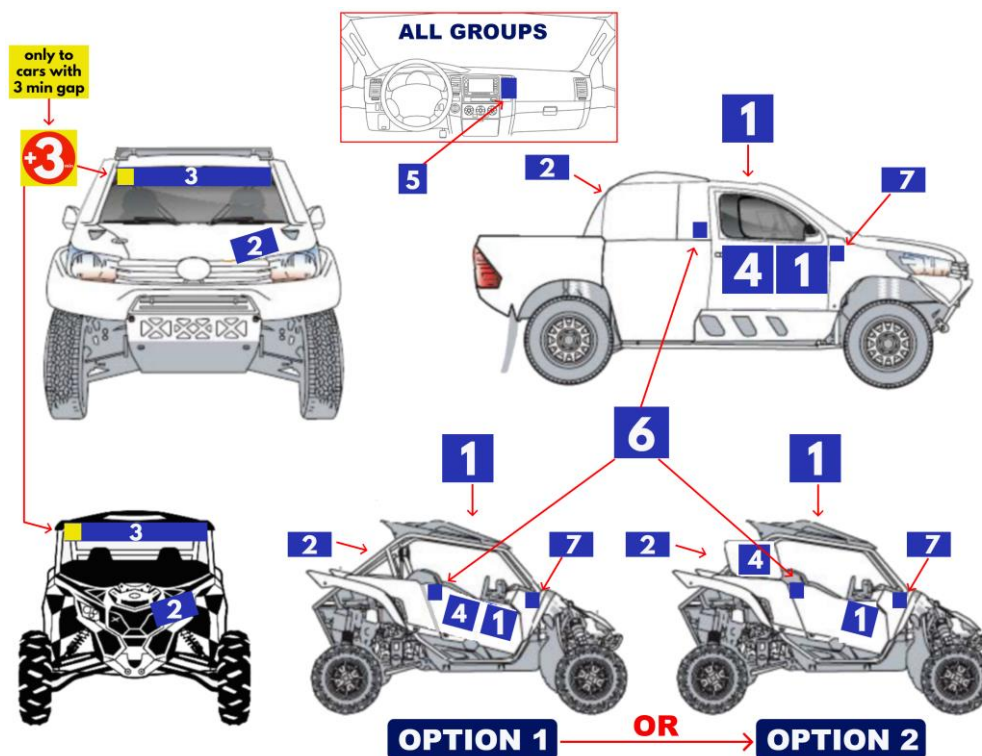
SATURDAY 31 MAY 2025

Time:		Location:
07:30	Start of STAGE 1, Section 1 (1 st car due)	Service Park TC OUT
18:40	Finish of STAGE 1 (estimated time of 1 st car)	Service Park TC IN
TBA	Re-scrutineering, cars to re-start after retirement	with bulletin if necessary

SUNDAY 1 JUNE 2025

Time:		Location:
07:30	Start STAGE 2 (1 st car due)	Service Park TC OUT
17:46	Finish of STAGE 2 (estimated time of 1 st car)	Argos Orestiko Podium
18:16	Podiums Ceremony	Argos Orestiko Podium
Θ.Α.	Final scrutineering; Immediate after arrival in the finish (following the marshals' instructions)	Service Park Scrutineering Area.
20:30	Post-rally Press Conference	Argos Orestiko Podium
21:00	Prize giving ceremony	Argos Orestiko Podium

Appendix 3 – Decals and positioning of supplementary advertising



#	Position	Sticker	Mandatory	Optional
1	Doors	2 Competition Numbers: - Group Ultimate (except class T1.2): 42 x 44cm - Class Ultimate T1.2: 36 x 36cm - Groups Challenger/SSV: 30 x 31cm	✓	
1	Roof	1 Competition Number: - Group Ultimate (except class T1.2): 42 x 44cm - Class Ultimate T1.2: 36 x 36cm - Groups Challenger/SSV: 30 x 31cm	✓	
2	Front	1 number plate: - General: 43 x 21cm - Groups Challenger/SSV: 19 x 18cm	✓	
2	Rear	1 number plate: - General: 43 x 21cm - Groups Challenger/SSV: 19 x 18cm	✓	
3	Windscreen	1 band: - 110x10 cm > All Groups		✓
4	Sides L/R	2 advertising panels: - Group Ultimate (except class T1.2): 42 x 44cm - Class Ultimate T1.2: 36 x 36cm - Groups Challenger/SSV: 30 x 31cm		✓
5	Dashboard	1 emergency sticker: 12 x 8 cm	✓	
6	Sides L/R	1 scrutineering OK sticker: 12 x 8 cm	✓	
7	Sides L/R	2 emergency stickers: 15 x 17 cm	✓	

Appendix 4 – FIA Appendix L safety equipment.

Valid for FIA competitors

COMPETITORS OF NATIONAL EVENT MUST COMPLY WITH ASN-OMAE REGULATIONS

All competitors are reminded of Appendix L of the FIA International Sporting Code, in particular its Chapter III - Drivers' Equipment.

Helmets (Appendix L, Chapter III, Art. 1)

All crews must wear crash helmets homologated to one of the FIA standards listed in Appendix L.

Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3)

All crews must use FIA approved FHR systems homologated to FIA standard 8858.

Approved FHRs, anchorages and tethers are listed in Technical List N° 29.

See also helmet compatibility chart in Appendix L, Chapter III, Art. 3.3.

Flame-resistant clothing (Appendix L, Chapter III, Art. 2)

All drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2018 (Technical List N° 74). Please pay special attention to the prescriptions of Art. 2 concerning the correct wearing of the clothing elements! See also FIA Cross-Country Rally Sporting Regulations Article 47.1.

Any FIA-approved 8856-2018 garment customised using printing or transfers must be accompanied by a certificate from the manufacturer.

FIA Priority drivers (and accompanying co-drivers) must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2018 standard (Technical List No 74).

Biometric Devices (Appendix L, Chapter III, Art. 2.1)

Drivers may wear a device to collect biometric data during racing.

- If the biometric device is integrated into a protective garment homologated to FIA Standard 8856, the garment shall be homologated to FIA Standards 8856 and 8868-2018.
- If the biometric device is a stand-alone device, then the device must be homologated to FIA Standard 8868-2018 only. This device must be worn in addition to the garment homologated to FIA Standard 8856.

Wearing of jewellery (Appendix L, Chapter III, Art. 5)

The wearing of jewellery in the form of body piercing or metal neck chains is prohibited during the competition and may therefore be checked before the start.

MEDICAL AND SURVIVAL KIT (Appendix IV of the Cross-County Rally Sporting Regulations)

A sealed and valid Medical kit in accordance with the Specification for Cross Country Rallies and Bajas (Technical List n°83) must be placed inside the cockpit. The minimum weight must comply with Technical List n°83.

If necessary due to environmental conditions, it is authorized to use a waterproof overgarment on top of driver's equipment in compliance with EN14116. The use of garments with index 3 is strongly recommended.

RELATED LINKS:

FIA International Sporting Code and appendices:

<https://www.fia.com/regulation/category/123>

FIA Technical Lists:

<https://www.fia.com/regulation/category/761>

Appendix 5 Instruction for the use of the Tracking System

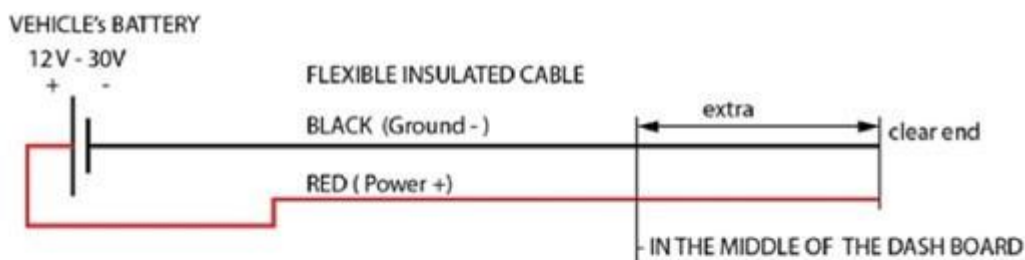
SYSTEM COMPONENTS

- **GPS Tracker** - 73x73x27mm (WxHxD). Installed at the A-pillar roll-cage using cable ties or at the dashboard using double sided tape.
- **Com-box** - 73x73x27mm (WxHxD). Installed via slip and clip in the supplied metal Base / Mount bracket.
- **Base / Mount bracket** - 75x74x26mm (WxHxD). Installed on the dashboard by means of screws, cable ties or double sided tape.



The Base / Mount bracket is supplied by the Geotraq team at the administrative check and remains property of the competitor after the event.

POWER SUPPLY



- The power cord must be connected directly to the battery. The Master cut-off (kill) switch must not interrupt the power supply to the system.
- The cabled used must be "flexible" (multi wire), insulated cable – 2x1 mm² or 2x1.5 mm² – Red and Black coloured (if possible).
- A 3A fuse (responsibility of the competitor) should be connected to the positive wire.

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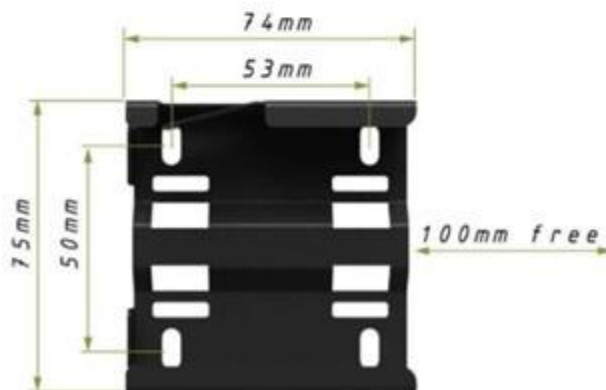
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- The end of the power cord must be located as per the instructions at the top of the dash board or under it with easy access.
- The power cord must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for scrutineering.
- Electrical details: voltage 6-30V DC, Nominal voltage 12V, Energy consumption (at 12.6V) 110 mA r.m.s.

Leave the power cord in place with at least 10 cm to spare for easy handling.

BASE / MOUNT BRACKET

- The Base / Mount bracket can be attached to the dashboard or to the roll-cage.
- The fitting can be done via screws, cable ties and double sided 3M tape. It is the responsibility of the competitor to prepare and mount the Base / Mount bracket before the vehicle is presented for scrutineering.



At least 10 cm of space must be left on the sliding side of the Base / Mount bracket to allow the installation of the Com-box.

POWER CONNECTORS

- The power cord must be equipped with FULLY INSULATED FEMALE Crimp Spade Terminal Connector – 6.3 x 0.8 mm. The Geotraq team will install the required terminals to the ready power cords.



INSTALLATION LOCATION

The Com-Box must be visible and accessible to the drivers even when they are sitting with the seatbelts buckled.



Appendix 6 Instructions for the use of the car-to-car communication system



OVERVIEW

BATTERY STATUS

- EXTERNAL POWER
- NO EXTERNAL POWER
- (BLINKING) INT. BATTERY EMPTY

RADIO STATUS

- RADIO OK
- SLEEP MODE, NO RADIO

OVERTAKE FUNCTION

DANGER BEACON





EMERGENCY SOS BEACON
- PRESS AND HOLD UNTIL ACTIVATED

CONFIRM / QUIT BUTTON




OVERTAKE FUNCTION





VEHICLE A

VEHICLE B



Vehicle A wants to overtake:
press for 2 seconds the **BLUE BUTTON** to send a signal to the vehicle ahead (less than 200m).

Signal is received when lights are SOLID YELLOW.
Signal is not received if light **BLINK YELLOW**.
Cancel/repeat the function with OK/QUIT button.



SIGNAL

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Vehicle B is being overtaken:
Lights **BLINK BLUE**

CONFIRM OVERTAKING WITH BLUE BUTTON !
(will allow overtaking at the first safe place)

DECLINE OVERTAKING WITH OK/QUIT BUTTON









Vehicle A receives confirmation for overtaking:
Lights **ARE SOLID GREEN**, vehicle B will allow overtaking at the first safe place.

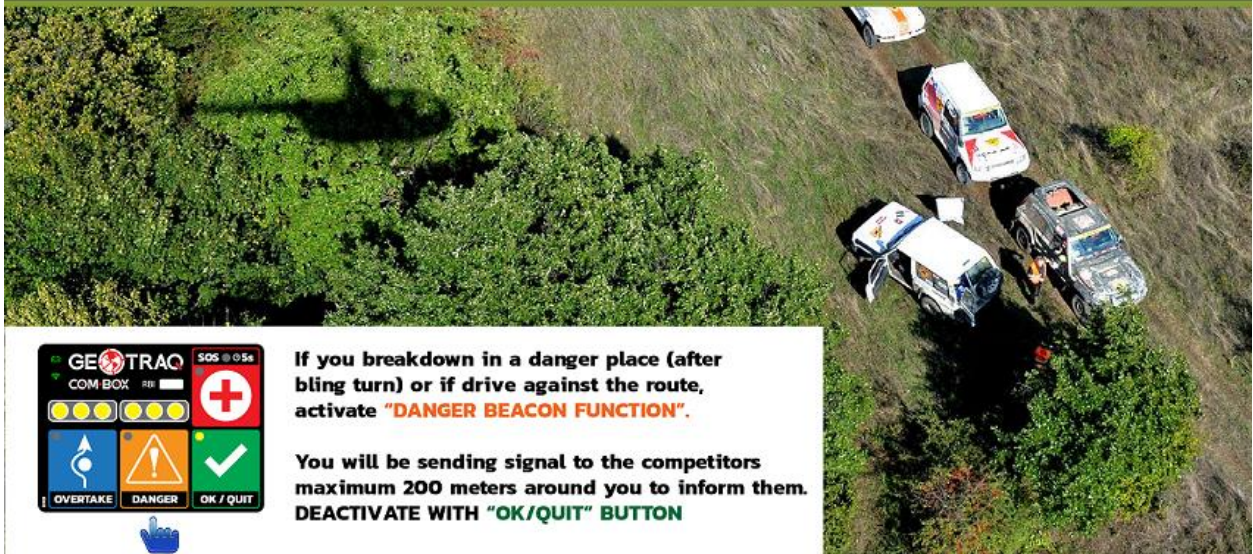
CONFIRM WITH OK/QUIT BUTTON (optional)

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GEOTRAQ
COM BOX

DANGER BEACON

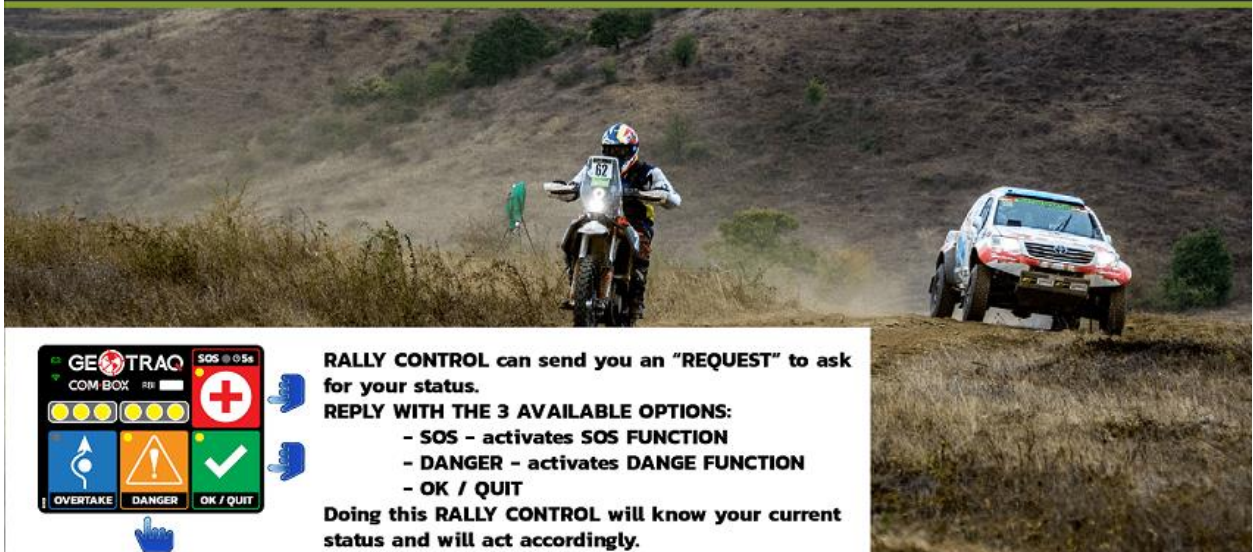


If you breakdown in a danger place (after bling turn) or if drive against the route, activate **"DANGER BEACON FUNCTION"**.

You will be sending signal to the competitors maximum 200 meters around you to inform them. DEACTIVATE WITH **"OK/QUIT"** BUTTON

GEOTRAQ
COM BOX

RALLY CONTROL REQUEST



RALLY CONTROL can send you an **"REQUEST"** to ask for your status.



REPLY WITH THE 3 AVAILABLE OPTIONS:


- SOS - activates SOS FUNCTION
- DANGER - activates DANGE FUNCTION
- OK / QUIT


Doing this **RALLY CONTROL** will know your current status and will act accordingly.

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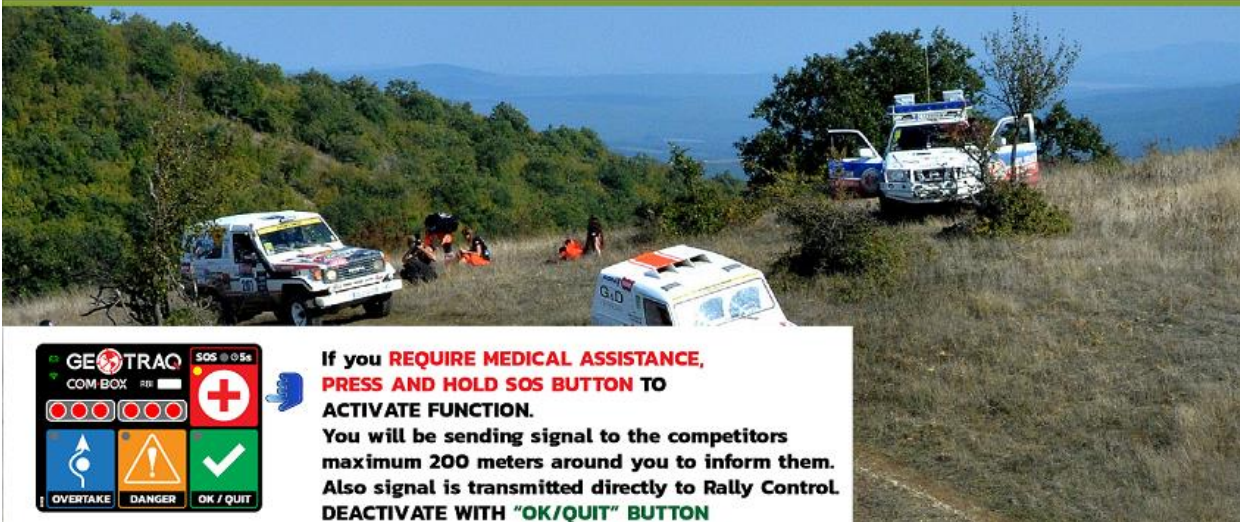








If you receive a SOS signal from Lights will BLINK RED. ALARM IS ON.
CONFIRM WITH OK/QUIT BUTTON AND BE READY TO ASSIST AN ACCIDENT SCENE.





If you REQUIRE MEDICAL ASSISTANCE, PRESS AND HOLD SOS BUTTON TO ACTIVATE FUNCTION.
You will be sending signal to the competitors maximum 200 meters around you to inform them.
Also signal is transmitted directly to Rally Control.
DEACTIVATE WITH "OK/QUIT" BUTTON

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GEOTRAQ
COM BOX

DANGER BEACON



If you receive a signal from **"DANGER BEACON"**.
Lights will **BLINK YELLOW**. **ALARM IS ON**.
CONFIRM WITH **OK/QUIT** BUTTON AND REDUCE
SPEED TO TAKE EXTRA CAUTION.



Appendix 7 Time Card Sample

		LEG 1 FRIDAY 4 JUNE 2021		Car No
TC 0 START LEG 1 - TC 4: SP OUT - REGROUP IN				
TC 0 (START LEG 1) - TC 1		PROVISIONAL TIME <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">M</div> </div>	ACTUAL TIME <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">M</div> </div>	
TC 0 to TC 1 : 16.70 km		TARGET TIME <div style="display: flex; justify-content: space-around; border: 1px solid black; padding: 5px;"> <div style="width: 40px; height: 40px; text-align: center; line-height: 40px; color: red;">00</div> <div style="width: 40px; height: 40px; text-align: center; line-height: 40px; color: red;">30</div> </div>		
TC 1		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px; background-color: yellow;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px; background-color: yellow;">M</div> </div> <p style="text-align: center; font-size: small;">COMPETITOR'S USE</p>		
		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">M</div> </div> <p style="text-align: center; font-size: small;">ACTUAL TIME</p>		
		<div style="border: 1px solid black; padding: 5px; display: inline-block;">+ 5 Minutes</div>		
<div style="border: 1px solid black; padding: 5px;"> SS 1 LITHIA 1 70.38 km Maximum time 01h 45 </div>		FINISH SS 1		
		START SS 1		
		TIME TAKEN		
		<div style="border: 1px dashed black; padding: 5px; text-align: center;"> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">M</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">S</div> </div> </div>		
		<div style="border: 1px dashed black; padding: 5px; text-align: center;"> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">M</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">S</div> </div> </div>		
		<div style="border: 1px solid black; width: 100px; height: 40px; text-align: center; background-color: lightblue;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; background-color: lightblue;">M</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; background-color: lightblue;">S</div>		
TC 2 to TC 3 : 22.57 km		TARGET TIME <div style="display: flex; justify-content: space-around; border: 1px solid black; padding: 5px;"> <div style="width: 40px; height: 40px; text-align: center; line-height: 40px; color: red;">00</div> <div style="width: 40px; height: 40px; text-align: center; line-height: 40px; color: red;">32</div> </div>		
TC 3 (SP In)		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px; background-color: yellow;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px; background-color: yellow;">M</div> </div> <p style="text-align: center; font-size: small;">COMPETITOR'S USE</p>		
		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">M</div> </div> <p style="text-align: center; font-size: small;">ACTUAL TIME</p>		
TC 3 SP IN to TC 4: SP OUT - REGROUP IN		TARGET TIME <div style="display: flex; justify-content: space-around; border: 1px solid black; padding: 5px;"> <div style="width: 40px; height: 40px; text-align: center; line-height: 40px; color: red;">00</div> <div style="width: 40px; height: 40px; text-align: center; line-height: 40px; color: red;">40</div> </div>		
TC 4 REGROUP IN		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px; background-color: yellow;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px; background-color: yellow;">M</div> </div> <p style="text-align: center; font-size: small;">COMPETITOR'S USE</p>		
		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">H</div> <div style="border: 1px solid black; width: 40px; height: 40px; text-align: center; line-height: 40px;">M</div> </div> <p style="text-align: center; font-size: small;">ACTUAL TIME</p>		

Appendix 8 Map of Art.10.6.2 Drones, Video, Photos



2025 SR Appendix 9 Driver declaration and undertakings

FIA Cross-Country Rally Sporting Regulations

Article 1.1.7 All competitors taking part in a Championship rally must ensure that their **drivers and co-drivers** sign the driver declarations and undertakings form as attached in Appendix X.

Please print, fill in and sign the Driver Declaration on the following pages.

The completed and signed Driver Declaration must be handed to the organiser at the Administrative checks.

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DRIVER DECLARATIONS AND UNDERTAKINGS

Please fill in the Driver information **in yellow** on the 1st, 5th (signatures), 10th page (tick the box) and cross out the superfluous championship's name(s).

Driver information

First Name & Last Name:

Full address:

Date of birth:

International Competition Licence Number:

Licence issued by:

I am contracted to drive/co-drive in the Greek Baja Trophy ("Championship") to be held during 2024. I hereby confirm that where "FIA" word is also meant "FIA and/or Greek ASN-OMAE". Where "Championship(s)" word, is also meant "Greek Baja Trophy".

Driver declaration and undertakings

1. I declare and represent that I have read, understood and agree to the terms of this Driver Declarations and Undertakings form (hereafter the "Driver Declaration").
2. Prior to taking part or driving in a *Competition* or *Event* I undertake to obtain, and throughout my participation in the Championship will maintain, all *Licences*, permits and/or consents as may be required by, or in connection with:
 - 2.1 any relevant National Sporting Authority requirements, regulations or safety standards ("ASN Regulations");
 - 2.2 any *FIA* requirements, regulations or safety standards ("*FIA* Regulations"); and
 - 2.3 any relevant transnational, national and/or local laws, regulations, directives and decrees passed by the government, a quasi-governmental entity or by any entity which has the same authority as the government in any applicable country or other territory, including all applicable local, state and federal laws relating to health and safety and insurance, and any industry practices, codes of practice and/or codes of conduct incorporated into any of the foregoing and all binding court orders, decrees, and any decisions and/or rulings of any competent authority that apply to a *Competition* ("*Applicable Laws*").
3. I confirm that I have read and understood and undertake to observe and be bound by:
 - 3.1 All rules, regulations, conditions, requirements and obligations relating to any *Licence*, permit or consent referred to in clause 2; and
 - 3.2 Any applicable *FIA* Regulations as supplemented and amended from time to time including:
 - 3.2.1 The *FIA* Statutes;
 - 3.2.2 The *FIA* International Sporting Code and its *Appendices*;
 - 3.2.3 The *FIA* Code of Ethics;
 - 3.2.4 The *FIA* Judicial and Disciplinary Rules;
 - 3.2.5 Any applicable Sporting Regulations and Technical Regulations; and
 - 3.3 Any applicable *ASN* Regulations as supplemented and amended from time to time.
4. I understand that as a condition of my participation in the Championship and in any *Event(s)* forming part of or associated with the Championship, the *FIA*, *Event Organiser*, *Event* promoter, Championship promoter, National Sporting Authority or any other relevant organisation may require that I comply with requirements, including any requirements contained in the following documents and/or training:

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- 4.1 Passholder documentation relating to Entry to an Event or provision of a pass;
- 4.2 Briefings, handouts, leaflets, guidance, directions (including from the race director and/or stewards) and training relating to security, medical or rescue procedures (including Covid-related matters), health and safety and e-Safety;
- 4.3 Bulletins and Supplementary Regulations;
- 4.4 Terms provided by any supplier to the Championship; and

I agree to observe and be bound by all such requirements.

- 5. I undertake to make no use of the substances or methods prohibited by the *FIA Anti-Doping Regulations* and/or defined in the Prohibited List published by the World Anti-Doping Agency.

Acknowledgement of Risk

- 6. I am fully aware of, appreciate, recognise and accept the risks inherent in my attendance and/or participation in any Championship event (including races/*Competitions/Events*, official racing tests, any track or pit lane activity, and any associated activities), including the possibility of contracting or spreading communicable diseases (including Covid-19 / SARS-CoV-2) and the possibility of incidents resulting in physical and/or mental injury or death which may arise from racing or any associated activities, including motor vehicles (or parts of them) colliding with other motor vehicles or persons or property, the acts (deliberate or otherwise) or omissions of other drivers or any other personnel present at *Events*, exposure to noise, interaction with or use of high voltage or other equipment at the event and/or in any other way arising from attendance at an event. I appreciate and agree that my attendance at any Championship event shall be at my own sole risk, hazard and responsibility.

Limitation of liability

- 7. I understand and accept that the FIA, on its own behalf and on behalf of any directors, members, officers, employees, advisors, agents, consultants, representatives, successors or assigns (collectively the "Representatives") of the *FIA* and on behalf of the *Organisers*, the promoter, any National Sporting Authority(ies), *Automobile* clubs and any other organisations directly connected with an *Event* within the Championship (collectively the "Associated Bodies") together with the Representatives of the Associated Bodies:
 - 7.1 Disclaim, exclude and limit any and all liability, costs, expenses, damages, losses (including any direct, indirect or consequential losses, property damage, loss of profit, loss of reputation or goodwill, loss of agreements or contracts, loss of sales or business and all interest, penalties and legal costs) any personal or mental injury (including nervous shock, disease, disablement and death), sustained by me, howsoever caused including in relation to any:
 - 7.1.1 statements acts or omissions made by me, or the FIA or its Representatives or Associated Bodies or their Representatives;
 - 7.1.2 regulations, policies or procedures set by the FIA or its Representatives or Associated Bodies or their Representatives;
 - 7.1.3 breach of warranty or obligation under any agreement between me and the FIA or its Representatives or Associated Bodies or their Representatives; or
 - 7.1.4 any other negligence or lack of reasonable care by the FIA or its Representatives or Associated Bodies or their Representatives or me, in each case arising in connection with my participation in the Championship or attendance at Championship events, including my attendance at circuits, *Courses* or any other facilities, involvement in a race, *Competition*, test or any other associated activities and use of or interaction with equipment including high voltage equipment; and
 - 7.2 I agree, in consideration of the *FIA* accepting my entry to the Championship, that I waive any rights and/or claims, agree to release, hold harmless and not to sue the FIA and its

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Representatives and any Associated Bodies and their Representatives in relation to any liabilities, costs, expenses, damages and losses referred to in clause 7.1.

8. To the fullest extent permitted by *Applicable Laws*, clause 7 above shall be binding on me and my heirs and successors in title and is not limited to nor affected by any other release and/or indemnity granted by me to whomsoever.

Disclaimer

9. I understand that it is my full responsibility to comply with any obligations or duties in relation to health and safety which are placed on me under any *Applicable Laws*, *FIA Regulations* and/or *ASN Regulations*, in relation to my participation in the Championship. Neither the *FIA* nor its Representatives assume any responsibility in relation to such compliance.
10. For the avoidance of any doubt, *FIA Regulations* do not contain any advice or guidance in relation to *Applicable Laws*, and neither the *FIA* nor its Representatives make any representation or warranty that the information contained in *FIA Regulations* or *ASN Regulations* complies with *Applicable Laws*.
11. With reference to clause 6 above, I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, in relation to the safety of participating in or attending Championship *Events* or *Competitions* or associated activities, to the maximum extent permissible under *Applicable Laws*.
12. I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, as to the quality, suitability or fitness for purpose of:
 - 12.1 any equipment, safety structures or facilities at any venue hosting Championship *Events* or at which I am required to attend in connection with my participation in the Championship; nor
 - 12.2 any products that are supplied to me by any third party (aside from the *FIA*) in connection with my participation in the Championship or attendance at any Championship *Events*.
13. I am also fully aware and accept that the technology utilised in motor sport vehicles, Circuits, roads and safety technology, is at the leading edge of state of the art scientific, technical and engineering knowledge. The technology is therefore subject to ongoing change and development.

Medical consent

14. If I am injured during a Championship *Event*, I hereby expressly authorise all medical treatment, rescue operations, arrangement for my transport to hospital or other emergency measures which the personnel appointed by the *FIA* and /or the *Event Organiser* may in their absolute discretion consider necessary for my well-being and I undertake to pay all costs associated therewith.

Insurance

15. I fully understand and accept that:
 - 15.1 The *FIA* and Associated Bodies assume no responsibility in relation to providing suitable insurance cover in relation to all of the risks arising from my participation in the Championship, unless otherwise required by local laws applying in the location of a particular *Competition*; and
 - 15.2 The risks arising and cover required will differ depending on my particular circumstances and requirements and accordingly it is my full responsibility to take out adequate insurance cover and any other protections as may be necessary in connection with my participation in the Championship, and as may be required by *Applicable Laws*, *FIA Regulations* and *ASN Regulations* including suitable insurance cover for:
 - 15.2.1 damage to or loss of my property;
 - 15.2.2 any personal injury or death that I may sustain to include financial losses (for example loss of earnings and medical expenses) resulting from any injury or death; and
 - 15.2.3 third party liability cover for damage, loss or injury which may be sustained by a third party (including a fellow *Driver*) arising from my participation in the Championship.
16. I confirm that I have considered and taken out adequate insurance cover and any other protections as may be necessary as referred to in clause 15 or otherwise. I undertake to maintain this cover throughout my participation in the Championship and as may be necessary thereafter to cover losses and claims arising from my participation.

Public declarations

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17. I undertake that I shall:

- 17.1 Participate in the Championship *Events* in an individual and neutral capacity and I will not make/display any political, religious and personal statements or comments, notably in violation of the general principle of neutrality promoted by the *FIA* under the terms of its Statutes, unless previously approved in writing by the *FIA*;
- 17.2 Refrain from any public declaration or comment in any form which may harm, weaken or put into disrepute the goodwill, fame, name and/or image of the Championship and the *FIA* and/or any of the Associated Bodies;
- 17.3 At all times use my best endeavours to promote and encourage support for the Championship and motor sports generally; and
- 17.4 Subject to my commitments to my team and so far as is reasonably practicable, I will make myself available to all branches of the media at all times during all *FIA* Championship Events.

Applicable law and jurisdiction

18. I agree in relation to legal claims that:

- 18.1 This Driver Declaration and any dispute or claim arising out of or in connection with it or its subject matter or formation, shall be governed by and construed in accordance with the laws of France; and
- 18.2 The courts of France shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this Driver Declaration or its subject matter or formation.

19. I agree that any matters relating to investigation and enforcement of *FIA* Regulations are subject to the jurisdiction of the internal judicial and disciplinary bodies of the *FIA*.

Interpretation

- 20. If any provision or part-provision of this Driver Declaration is or becomes invalid, illegal or unenforceable, it shall be deemed deleted, but that shall not affect the validity and enforceability of the rest of this Driver Declaration.
- 21. In this Driver Declaration any words following the terms including, include, in particular, for example or any similar expression shall be interpreted as illustrative and shall not limit the sense of the words preceding those terms.
- 22. All terms written in italic in this Driver Declaration correspond to the definitions set out in the *FIA* International Sporting Code.

Authority

- 23. I confirm that I have had the opportunity to or have been advised by legal advisors in connection with my rights and responsibilities in connection with, and the implications and practical effect of agreeing to, this Driver Declaration, and fully understand and accept all the terms set out in this Driver Declaration.
- 24. I have the capacity, and have obtained all necessary and desirable authorisations to enable me, to execute, deliver and perform the obligations under this Driver Declaration. Subject to any general principles of law limiting obligations, my obligations under this Driver Declaration are legal, valid, binding and enforceable.

This document has been executed and takes effect as from [date]. It is understood and agreed that the terms of this Driver Declaration shall be deemed incorporated into and form part of all the contractual documents concluded between myself and the *FIA* in connection with my participation in the Greek Baja Trophy (Championship) of [year].

Signed as a unilateral undertaking by:

Driver name:

Driver Signature:

Annex I – Data Protection Notice

The security of your personal data is extremely important to the Fédération Internationale de l'Automobile of 8, place de la Concorde, 75008, Paris, France ("**FIA**", "**us**", "**we**", "**our**"). You may be aware of the General Data Protection Regulation ((EU) 2016/679) ("**GDPR**"), which now requires us to set out the following details regarding how we collect and use your personal data.

Your personal data

As part of the FIA Super Licence application process and your participation in the Formula One World Championship ("**Championship**"), you may provide to us, and we may collect from you, certain personal data (as defined in applicable data privacy laws, including the GDPR ("**Privacy Laws**")), as detailed in the table below. The table below also explains why we use your personal data, who this data is shared with and our legal grounds for using such data.

Please note that in relation to any personal data collected during the submission of this FIA Super Licence application and any personal data processed by the FIA in relation to FIA Super Licence holders in connection with the Championship, the FIA is the data controller and will handle your data in accordance with its obligations under the Privacy Laws.

Type of data	Purposes for using this data	Who is this shared with and why	What are our legal grounds for using this data
Basic Information , including your name, address, date of birth	We use this data to administer your FIA Super Licence application and in connection with the management of the Championship more generally. Certain of your Basic Information may be used in conjunction with other information referred to below, in connection with the purposes described below.	We may share this information with FIA service providers (including Formula One Management (" FOM ")), for the same purposes as described in the left-hand column. We may also share this data with certain other third parties which are listed below.	We are entitled to use this data on the basis of our legitimate interests, namely to enable us to administer your FIA Super Licence application and to operate the Championship.
Biographical information including your images	We use this data to administer your FIA Super Licence application and in connection with the management of the Championship more generally. We may also use this information for the purpose of exploiting the rights granted to us pursuant to any separate agreement entered into with your team or otherwise. Certain of your Biographical Information may be used in conjunction with other information referred to below, in connection with the purposes described below.	We may share this information with FIA service providers (including FOM), for the same purposes as described in the left-hand column. We may also share this data with certain other third parties which are listed below.	We are entitled to use this data on the basis of our legitimate interests, namely to enable us to operate the Championship and promote and exploit your participation in the same.
Medical Information collected in accordance with Chapter 2, Appendix L to the International Sporting Code	The FIA uses this data for the purposes described in Chapter 2, Appendix L to the International Sporting Code, including for the purposes of determining whether the medical requirements for the issuing of the FIA Super Licence are satisfied and for medical diagnosis and	This data may be shared with the third parties referred to in Chapter 2, Appendix L to the International Sporting Code.	We are entitled to use and/or disclose this data on the basis that such use or disclosure is: (i) Necessary for our legitimate interests, namely to ensure that FIA Super Licence applications are administered in accordance with the International Sporting Code; and/or

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Type of data	Purposes for using this data	Who is this shared with and why	What are our legal grounds for using this data
	treatment in the event of an accident or intercurrent disease.		(ii) Necessary for medical diagnosis and health care or treatment on the basis of law or pursuant to a contract with a health professional who is subject to an obligation of professional secrecy.
Medical Information collected following an accident during the Championship	<p>This data will be used for the following purposes:</p> <ul style="list-style-type: none"> (i) Your medical diagnosis and treatment. (ii) In connection with health and safety investigations. (iii) If you consent to it in Annex II, the FIA may process this data for safety research purposes within the framework of the World Accident Database (WADB). In this regard, following an accident, the FIA may submit certain accident-related data to the WADB, including Medical Information, certain Basic Information referred to above, technical data relating to your protective equipment and your vehicle and videos and/or photographs of the accident or accident site. 	<p>This data will be shared with:</p> <ul style="list-style-type: none"> (i) External medical professionals and the providers of medical services, including the local ASN doctor present at the relevant Championship event; (ii) Public authorities who are conducting a health and safety investigation; and (iii) The third-party IT service provider who hosts and operates the WADB on behalf of the FIA and third party individual consultants and/or administrators who are involved in FIA safety research projects or who otherwise assist the FIA with administering the WADB, <p>in each case, to the extent relevant for the stated purpose in the left hand column.</p>	<p>We are entitled to use and/or disclose this data on the basis that such use or disclosure is:</p> <ul style="list-style-type: none"> (i) Necessary for our legitimate interests, namely treating drivers who are injured or taken ill during the Championship, co-operating with health and safety investigations following a crash; and for safety research purposes; and/or (ii) Necessary to protect your vital interests; and/or (iii) Necessary for medical diagnosis and health care or treatment on the basis of law or pursuant to a contract with a health professional who is subject to an obligation of professional secrecy; and/or (iv) Necessary for reasons of substantial public interest, provided for by law which is proportionate to the objective pursued, respects the essence of the right to data protection and provides for suitable and specific measures to safeguard the fundamental rights and interests of affected individuals; and/or (v) Necessary for the establishment, exercise or defence of legal claims; and/or (vi) Necessary for archiving purposes in the public interest, scientific or historical research purposes or statistical purposes in accordance with Article 89(1) of GDPR based on law which shall be proportionate to the aim pursued, respect the essence of the right to data protection and provide for suitable and specific measures to safeguard the fundamental rights and the interests of the data

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Type of data	Purposes for using this data	Who is this shared with and why	What are our legal grounds for using this data
			subject.
Biometric Data (comprising pulse and pulse oximetry information), collected using FIA approved Biometric Gloves	<p>In the event of an accident during the Championship, this data will be processed for the following purposes:</p> <p>(i) Your medical diagnosis and treatment.</p> <p>(ii) In connection with health and safety investigations.</p> <p>(iii) The FIA may process this data for safety research purposes within the framework of the World Accident Database (WADB). In this regard, following an accident, the FIA may submit certain accident-related data to the WADB, including Biometric Data, Medical Information, certain Basic Information referred to above, technical data relating to your protective equipment and your vehicle and videos and/or photographs of the accident or accident site.</p>	<p>This data will be shared with:</p> <p>(i) External medical professionals and the providers of medical services, including the local ASN doctor present at the relevant Championship event.</p> <p>(ii) Public authorities who are conducting a health and safety investigation; and</p> <p>(iii) The third party IT service provider who hosts and operates the WADB on behalf of the FIA and third party individual consultants and/or administrators who are involved in FIA safety research projects or who otherwise assist the FIA with administering the WADB,</p> <p>in each case, to the extent relevant for the stated purpose in the left hand column.</p>	<p>We are entitled to use and/or disclose this data on the basis that such use or disclosure is:</p> <p>(i) Necessary for our legitimate interests, namely treating drivers who are injured or taken ill during the Championship; and/or</p> <p>(ii) Necessary to protect your vital interests; and/or</p> <p>(iii) Necessary for medical diagnosis and health care or treatment on the basis of law or pursuant to a contract with a health professional who is subject to an obligation of professional secrecy; and/or</p> <p>(iv) Necessary for reasons of substantial public interest, provided for by law which is proportionate to the objective pursued, respects the essence of the right to data protection and provides for suitable and specific measures to safeguard the fundamental rights and interests of affected individuals; and/or</p> <p>(v) Necessary for the establishment, exercise or defence of legal claims; and/or</p> <p>(vi) Necessary for archiving purposes in the public interest, scientific or historical research purposes or statistical purposes in accordance with Article 89(1) of GDPR based on law which shall be proportionate to the aim pursued, respect the essence of the right to data protection and provide for suitable and specific measures to safeguard the fundamental rights and the interests of the data subject.</p>

Additional purposes

In the future, if we need or wish to use your personal data for any other purposes, we will provide you with the required information regarding such intended uses and if necessary, will obtain your prior consent before using

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your data for the relevant purpose(s).

Other disclosures

In addition to the third parties listed above, we may also be required to disclose your personal data if we are required to do so by law or pursuant to a binding regulatory request (in such circumstances, such disclosure will at all times be solely to the extent required by law or the applicable regulatory request). We may also be required to share your personal data with our professional advisors, subject in each case to strict confidentiality undertakings.

We may also share your personal data with FIA Switzerland in connection with the above stated purposes (Switzerland being recognized by the European Commission as providing adequate levels of protection for data protection).

International transfers

In addition to sharing your personal data with FIA Switzerland (as outlined above), it may also be necessary for us to share your data with other organisations or individuals who are located in countries outside of the European Economic Area (“EEA”), in each case, in connection with the processing purposes described in the above table. These countries may not have as comprehensive data protection standards as in France. In each case, the FIA will not transfer your data outside of the EEA unless it has a legal justification for doing so and where required to do so, the FIA has ensured that all adequate protections are in place in respect of the processing of such data outside of the EEA.

How long do we store your personal data?

We will retain your personal data on our systems only for as long as is strictly necessary for the purposes for which such data was originally collected (as referred to above), and thereafter for such longer period as may be required by law.

Your rights

In certain situations, you are entitled to: (i) request access to your personal data; (ii) request that we correct your personal data; (iii) request that we erase your personal data; (iv) object to processing of your personal data where we are relying on a legitimate interest; (v) request the restriction of processing of your personal data; (vi) request the transfer of your personal data to a third party; or (vii) where you have provided your consent to certain of our processing activities, you may withdraw your consent at any time (but please note that we may continue to process such personal data if we have legitimate legal grounds for doing so).

To exercise these rights please contact: dpo@fia.com

Please note that you also have a right to complain to the French or Swiss Data Protection Supervisory Authority (respectively, CNIL or FDPIC) if you are concerned about the way we are handling your personal data.

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Annex II – WADB Declaration of Consent

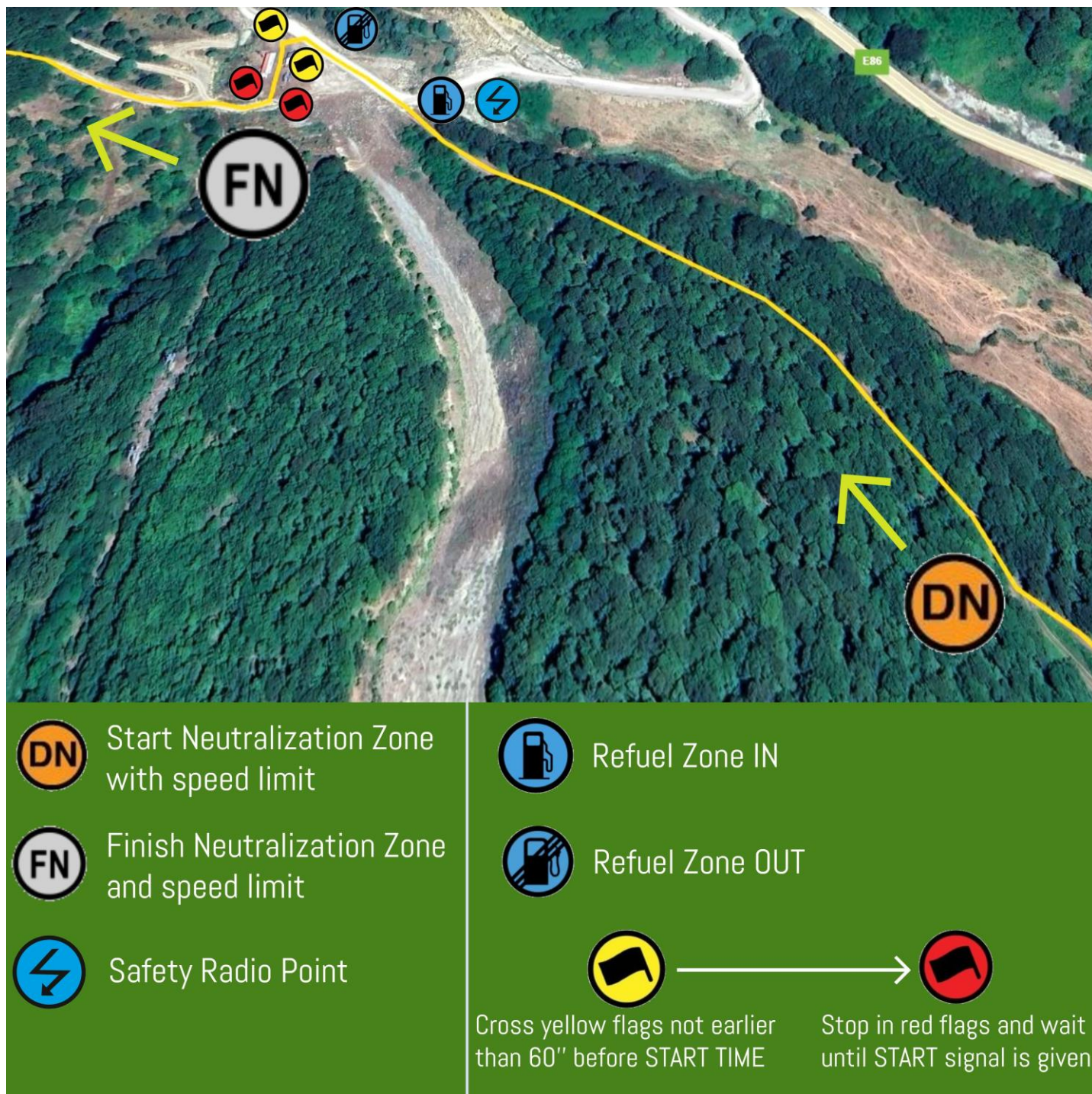
I, the undersigned Applicant, expressly consent to the collection, use and processing of data related to myself, including personal and sensitive data (such as medical information) in relation to my involvement in a motor sport accident or incident and related ONLY to the circumstances of the accident or incident and its immediate outcome, including any injuries suffered, by an appropriately authorised person representing the FIA or the National Sporting Authority.

I, the undersigned Applicant, agree that said data may be stored electronically, even after the expiration of my licence, and may be used at any time, for the sole purpose of research in support of improving safety in motor sport competitions, during and after the validity period of my licence, on the World Motor Sport Accident Database ("WADB").

I, the undersigned Applicant, acknowledge that I have read and fully understood the WADB Guide published by the FIA, which provides for further information about such data collection and processing, including the conditions under which I may request access to my personal data, their rectification or suppression, and object, on legitimate grounds, to their processing.

By making a mark in this box ☐ I, the undersigned Applicant confirm that I UNDERSTAND AND I ACCEPT the present WADB Declaration of Consent.

Appendix 10 Neutralization Zone in Selective Sections LEYKI I and II





RALLY SAFETY SYSTEM INSTALLATION MANUAL



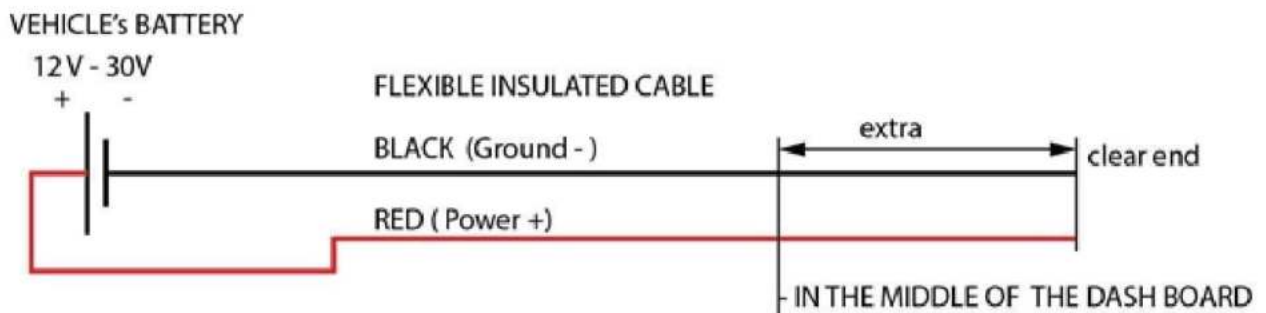
SYSTEM COMPONENTS

- **GPS Tracker** - 73x73x27mm (WxHxD). Installed at the A-pillar roll-cage using cable ties or at the dashboard using double sided tape.
- **Com-box** - 73x73x27mm (WxHxD). Installed via slip and clip in the supplied metal Base / Mount bracket.
- **Base / Mount bracket** - 75x74x26mm (WxHxD). Installed on the dashboard by means of screws, cable ties or double sided tape.



The Base / Mount bracket is supplied by the Geotraq team at the administrative check and remains property of the competitor after the event.

POWER SUPPLY



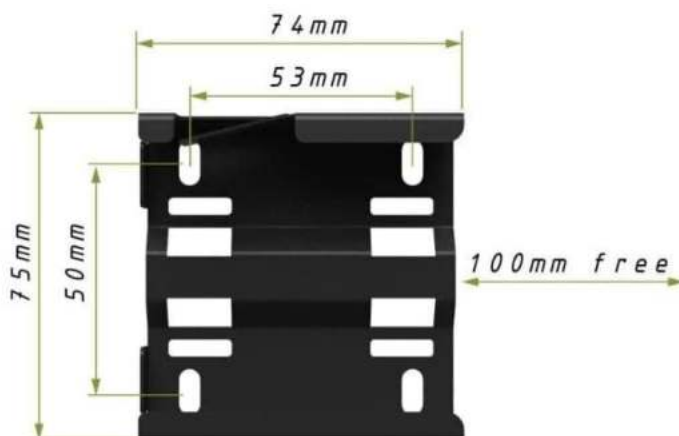
- The power cord must be connected directly to the battery. The Master cut-off (kill) switch must not interrupt the power supply to the system.
- The cabled used must be "flexible" (multi wire), insulated cable – 2x1 mm² or 2x1.5 mm² – Red and Black coloured (if possible).
- A 3A fuse (responsibility of the competitor) should be connected to the positive wire.

- The end of the power cord must be located as per the instructions at the top of the dash board or under it with easy access.
- The power cord must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for scrutineering.
- Electrical details: voltage 6-30V DC, Nominal voltage 12V, Energy consumption (at 12.6V) 110 mA r.m.s.

Leave the power cord in place with at least 10 cm to spare for easy handling.

BASE / MOUNT BRACKET

- The Base / Mount bracket can be attached to the dashboard or to the roll-cage.
- The fitting can be done via screws, cable ties and double sided 3M tape. It is the responsibility of the competitor to prepare and mount the Base / Mount bracket before the vehicle is presented for scrutineering.



At least 10 cm of space must be left on the sliding side of the Base / Mount bracket to allow the installation of the Com-box.

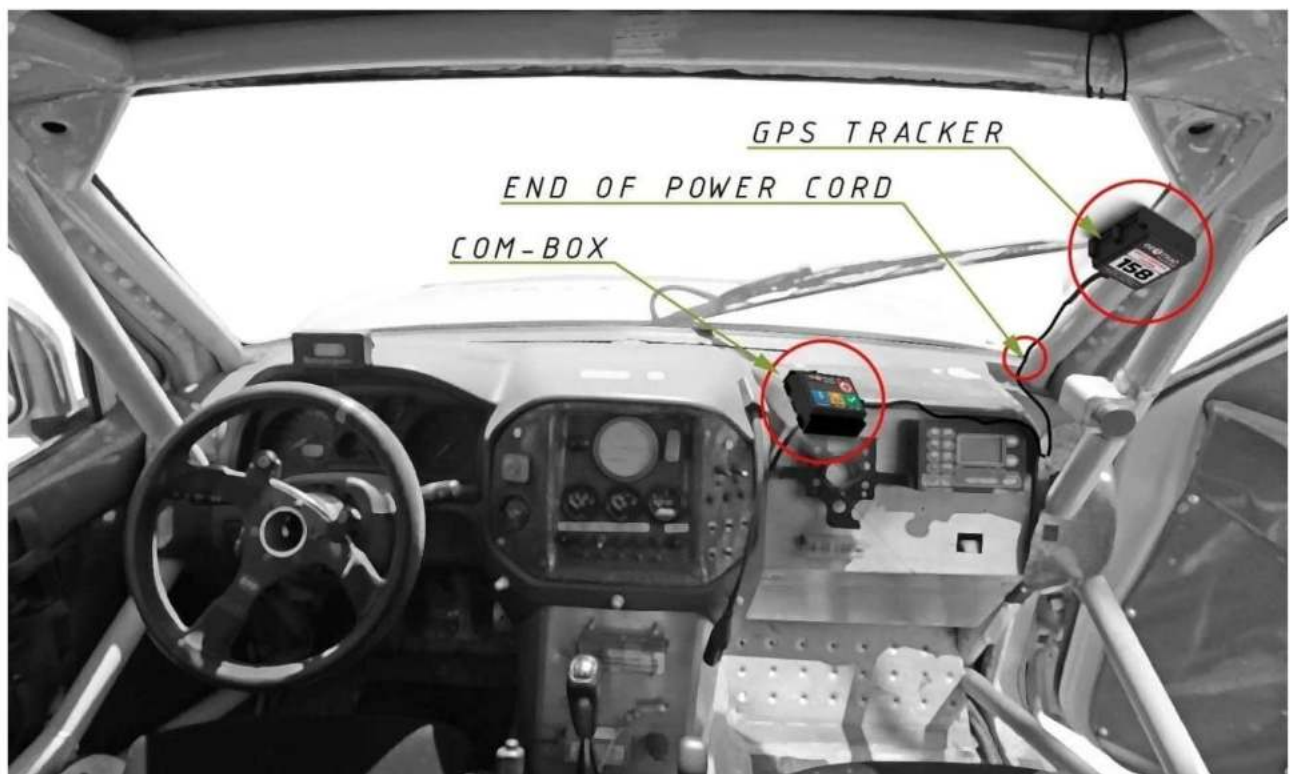
POWER CONNECTORS

- The power cord must be equipped with FULLY INSULATED FEMALE Crimp Spade Terminal Connector – 6.3 x 0.8 mm. The Geotraq team will install the required terminals to the ready power cords.






INSTALLATION LOCATION

The Com-Box must be visible and accessible to the drivers even when they are sitting with the seatbelts buckled.



BATTERY STATUS

-  - EXTERNAL POWER
-  - NO EXTERNAL POWER
-  - (BLINKING) INT. BATTERY EMPTY

RADIO STATUS

-  - RADIO OK
-  - SLEEP MODE, NO RADIO

OVERTAKE FUNCTION

DANGER BEACON



EMERGENCY SOS BEACON

- PRESS AND HOLD UNTIL ACTIVATED

CONFIRM / QUIT BUTTON





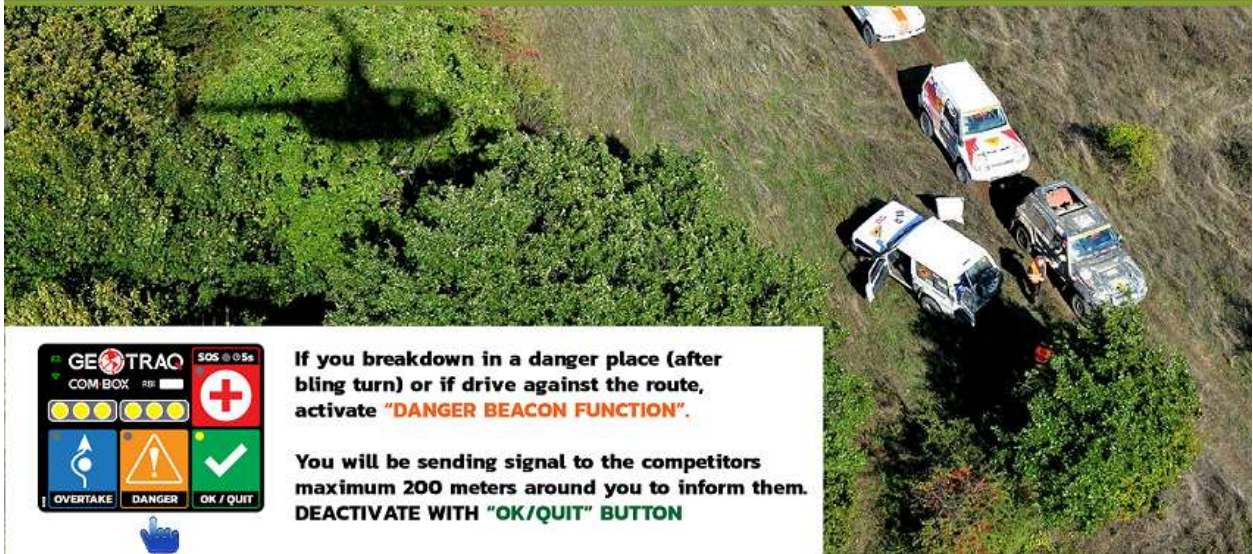
Vehicle A wants to overtake:
press for 2 seconds the **BLUE BUTTON**
to send a signal to the vehicle ahead
(less than 200m).

Signal is received when lights are SOLID YELLOW.
Signal is not received if light BLINK YELLOW.
Cancel/repeat the function with OK/QUIT button.



SIGNAL



If you breakdown in a danger place (after bling turn) or if drive against the route, activate **"DANGER BEACON FUNCTION"**.

You will be sending signal to the competitors maximum 200 meters around you to inform them. DEACTIVATE WITH **"OK/QUIT"** BUTTON




RALLY CONTROL can send you an **"REQUEST"** to ask for your status.

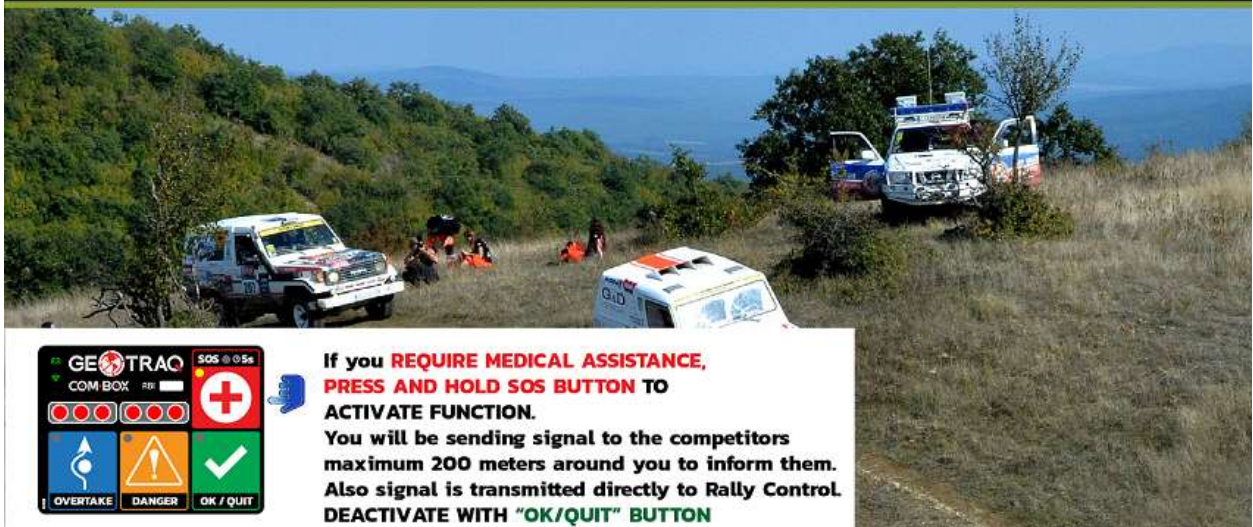
REPLY WITH THE 3 AVAILABLE OPTIONS:

- SOS - activates SOS FUNCTION
- DANGER - activates DANGE FUNCTION
- OK / QUIT

Doing this **RALLY CONTROL** will know your current status and will act accordingly.



If you receive a SOS signal from Lights will
BLINK RED. ALARM IS ON.
CONFIRM WITH **OK/QUIT** BUTTON AND BE READY
TO ASSIST AN ACCIDENT SCENE.



If you **REQUIRE MEDICAL ASSISTANCE,**
PRESS AND HOLD SOS BUTTON TO
ACTIVATE FUNCTION.

You will be sending signal to the competitors
maximum 200 meters around you to inform them.
Also signal is transmitted directly to Rally Control.
DEACTIVATE WITH **"OK/QUIT"** BUTTON



If you receive a signal from **"DANGER BEACON"**.
Lights will **BLINK YELLOW. ALARM IS ON.**
CONFIRM WITH **OK/QUIT** BUTTON AND REDUCE
SPEED TO TAKE EXTRA CAUTION.





DIGITAL ROADBOOK AND NAV-GPS

MOUNTING INSTRUCTIONS

IRIS - COMPONENTS

IRIS device



Mounting bracket



Bluetooth
Remote control



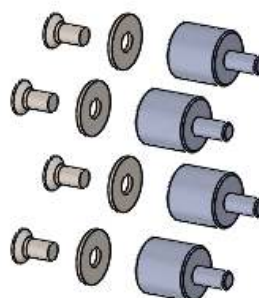
Power cable



Cable clamp



Rubber mounts



FITTING TO DASHBOARD

Dimensions of the holes:

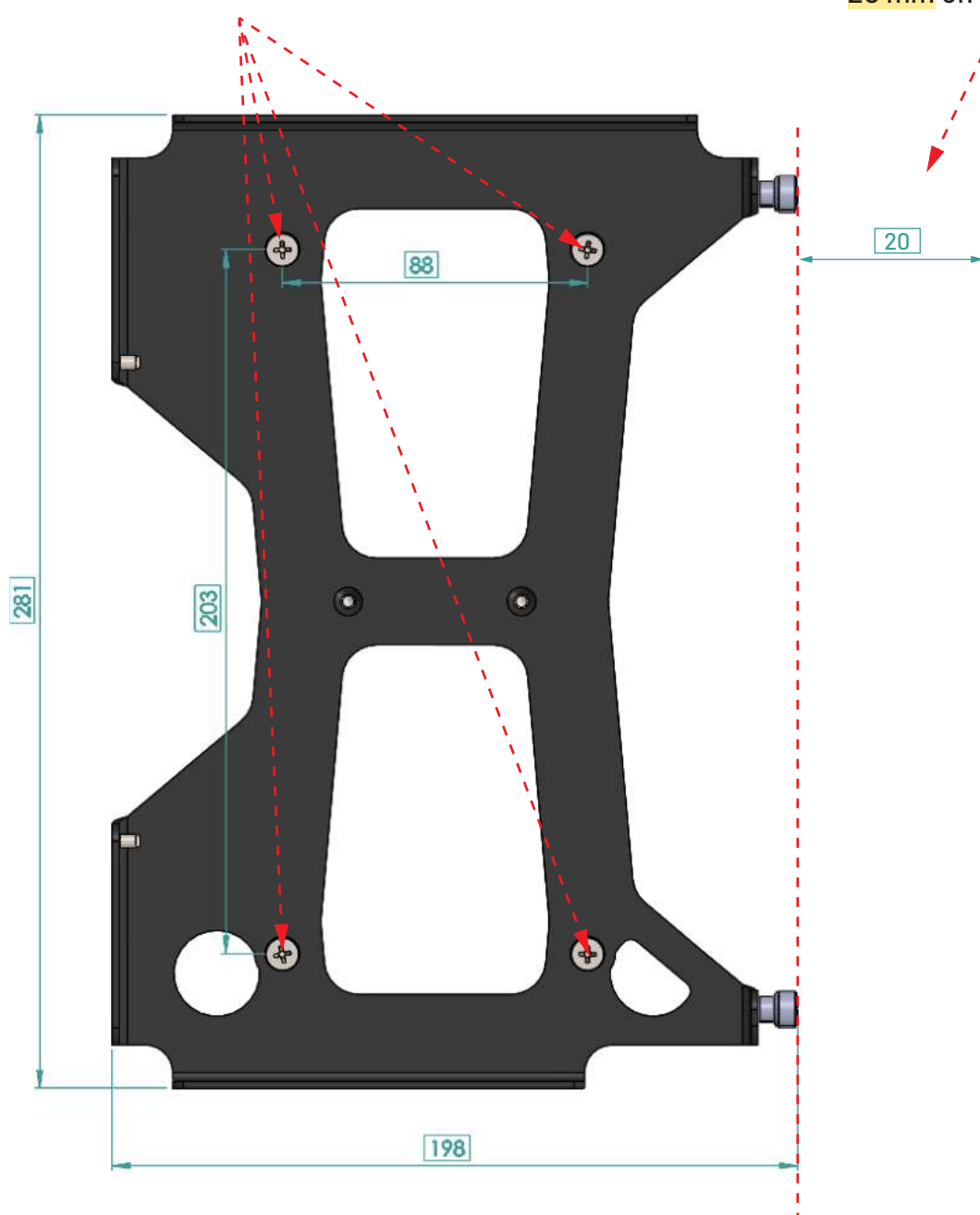
Vertical spaces between axes: 203 mm

Horizontal spaces between axes: 88 mm

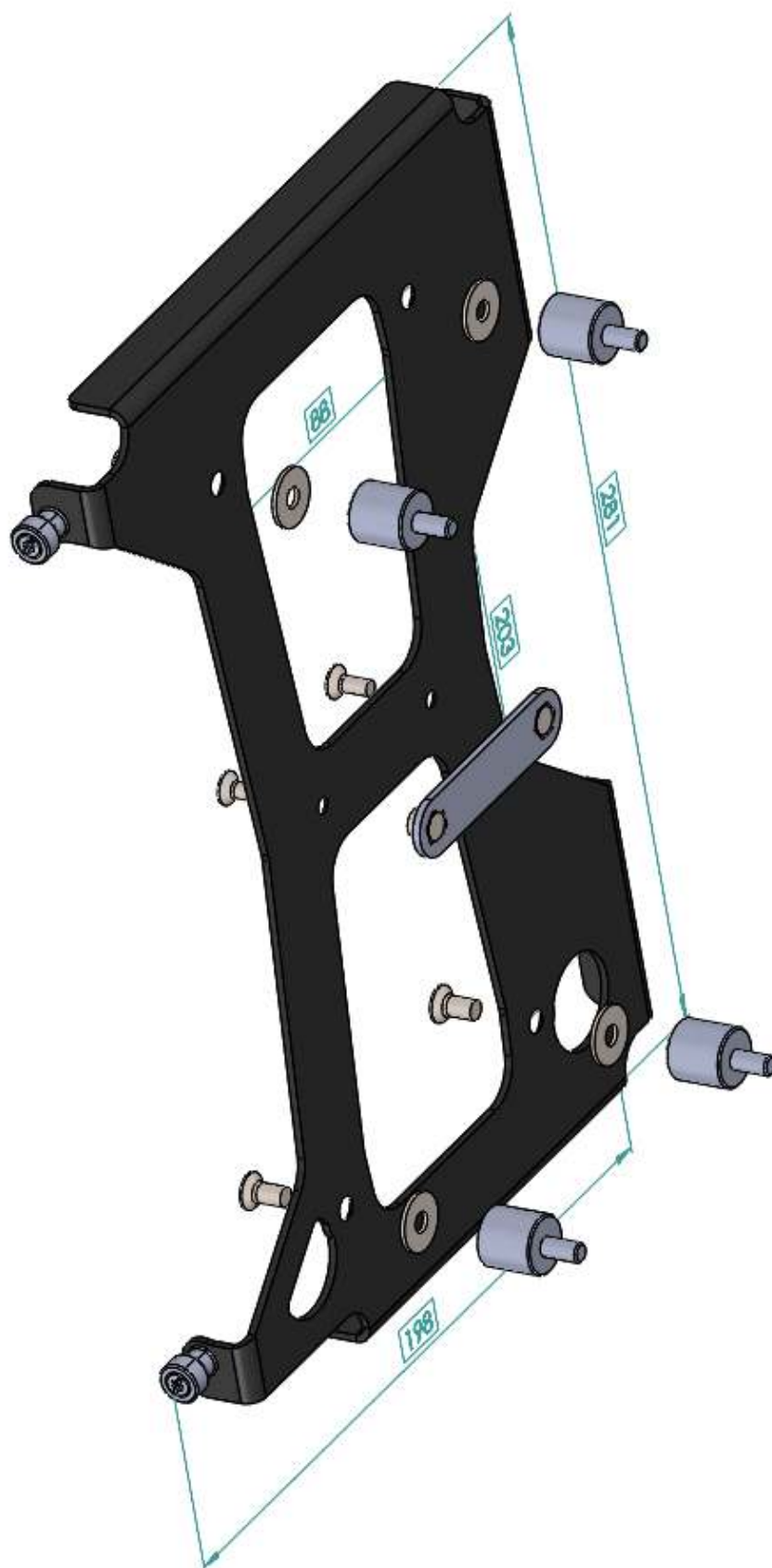
Using the supplied fittings, fix the bracket to dashboard in Portrait orientation:

Important!

Minimum clearance of 20 mm on the right side



FITTING TO DASHBOARD



FITTING TO DASHBOARD





IRIS by GEOTRAQ

DIGITAL ROAD BOOK AND NAV-GPS OPERATING INSTRUCTIONS



Version Release
August 2024

1. About the Device

- Front Side, Mounting hardware Page 3
- Physical Buttons Page 4

2. Getting Started

- Turn ON and Open Road Book Page 5

3. Overview of the Screen

- Odometer and Navigation Overview Page 7
- NAV-GPS Overview Page 7

4. How it works

- Visual Buttons Page 8
- Edit Odometer Page 9
- Stage Overview Page 10
- Settings Menu Page 11
- How to Exit Road Book and Change it Page 12

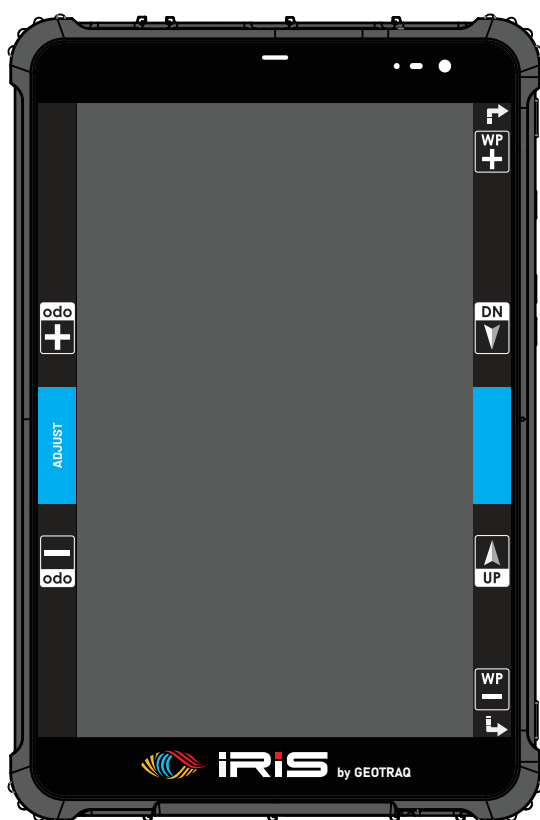
5. Functionality

- Behaviour in Speed Limit Page 13
- Warning for Global Speed Limit Page 16
- Warning for Safety Waypoint - Danger Level 3 Page 16
- Behaviour in Neutralisation and Transfer Page 17
- Behaviour in Neutralisation and Transfer with speed limit Page 18

6. Troubleshooting table

- Troubleshooting table Page 19

IRIS Device



Mounting Bracket



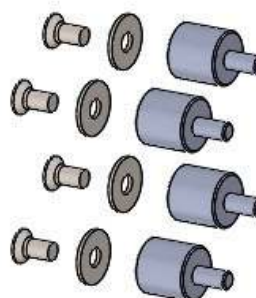
Power Cable



Cable Clamp

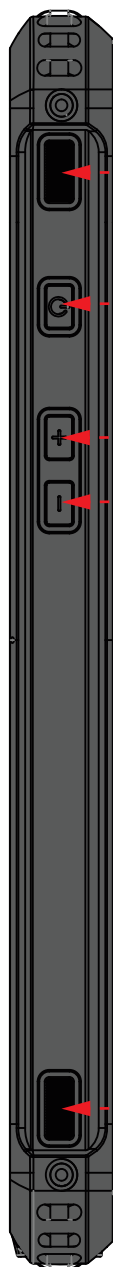
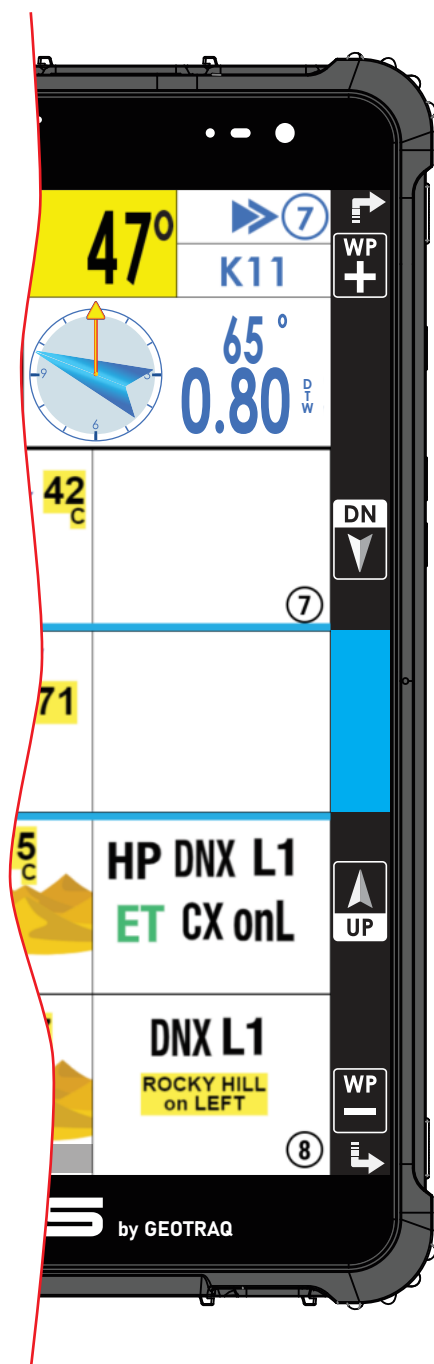


Rubber Mounts



Physical buttons

- Positioned on the right side of the device



Target Waypoint Ahead (WP +)

Screen ON / OFF

Increase Total Odometer

Decrease Total Odometer

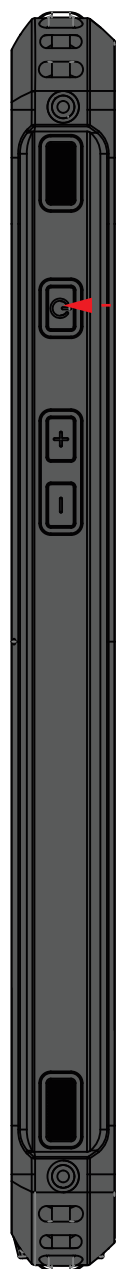
NOTE!

Volume can be adjusted with those buttons
ONLY before opening a Road Book.

Target Waypoint Behind (WP -)

Step 1

- PRESS Screen ON / OFF button to wake up the screen.



Screen ON / OFF

Step 2

- A list with Road Books will be displayed. Only five Road Books, can be seen at the same time. By sliding you can see the whole list of Road Books.



Step 3

- Open selected roadbook by pressing the Blue Button.



NOTE!

Orange rectangle will appear with text: "Waiting for GPS fix.." to warn you if the GPS fix is not acquired yet.



Odometer Overview

Navigation Overview



NAV-GPS - When in opening radius

Virtual Buttons

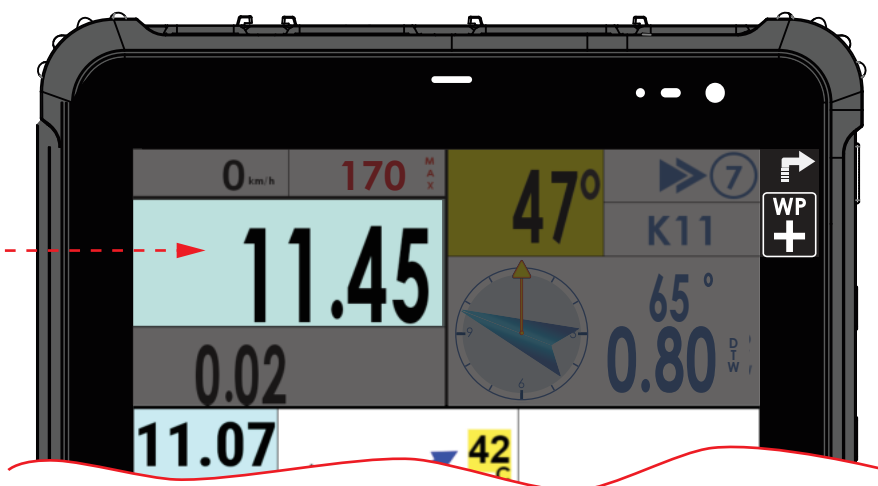
- Rectangles in red color show active area of the Virtual Buttons



Edit Total Odometer

1.

- LONG PRESS the area of Total Odometer



2.

- Enter Total Odometer value and confirm with **OK**



3.

- Press here to Exit function

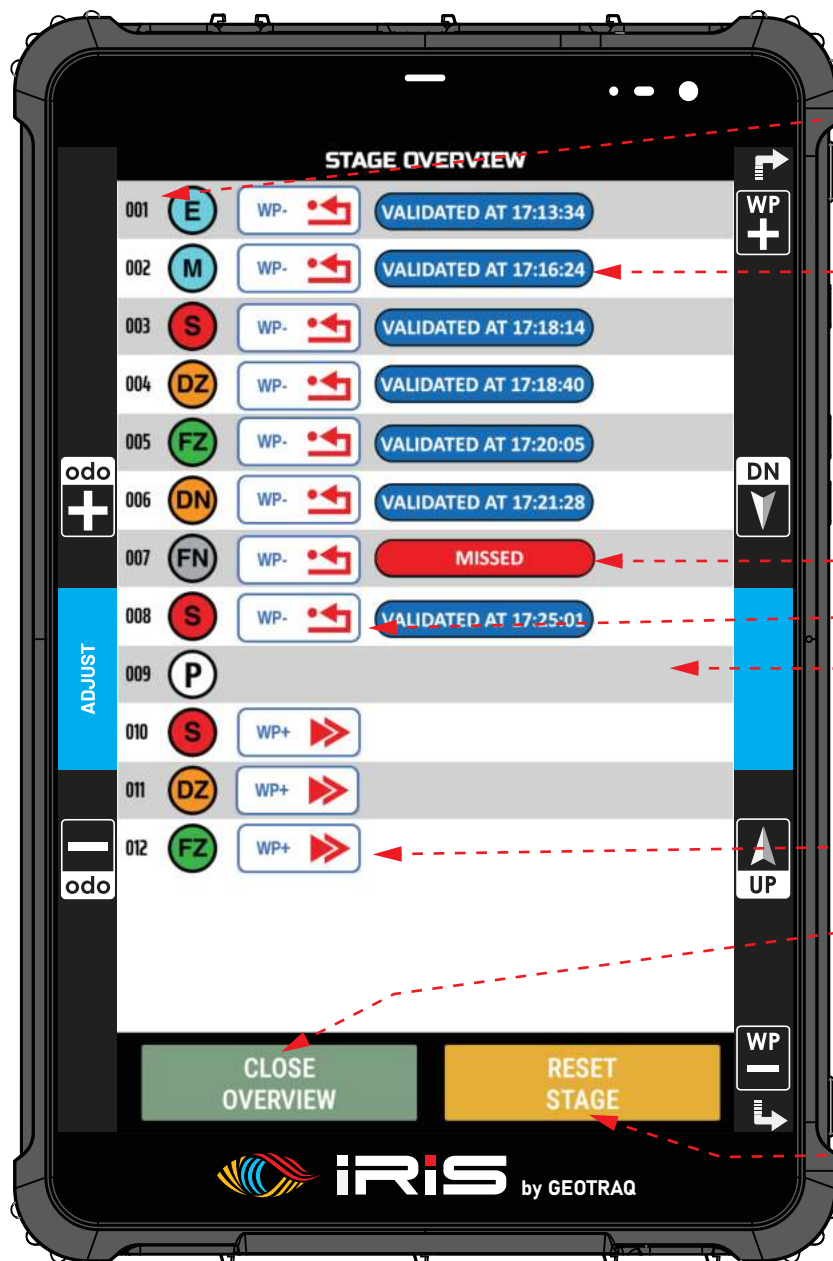
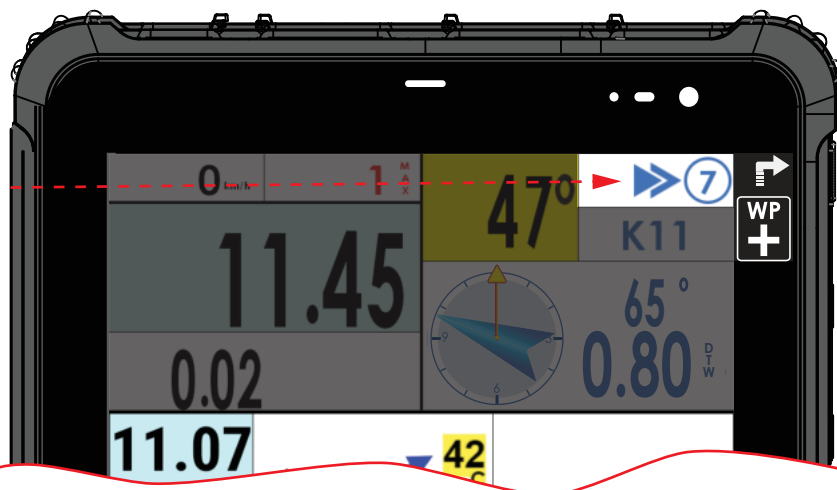
Stage Overview

1.

PRESS for Stage Overview

2.

• Waypoint Overview Screen will be displayed



List of Waypoints in Chronological Order

Validation Time Stamp

Waypoint MISSED

Target Waypoint Behind (WP -)

Currently targeted Waypoint

Target Waypoint Ahead (WP +)

PRESS to exit Overview and return to Road Book

WARNING

ONLY USE WHEN SURE!!!

PRESS to RESET Road Book

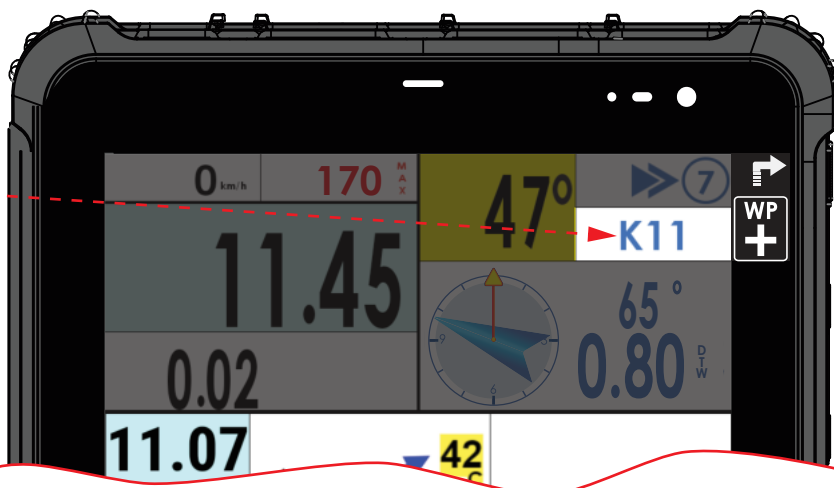
A dialog window will be displayed and will require confirmation

* All stage data and progress will be lost!!!

How to edit Settings

1.

PRESS to enter
Settings



2.

PRESS to close Settings
and return to Road Book

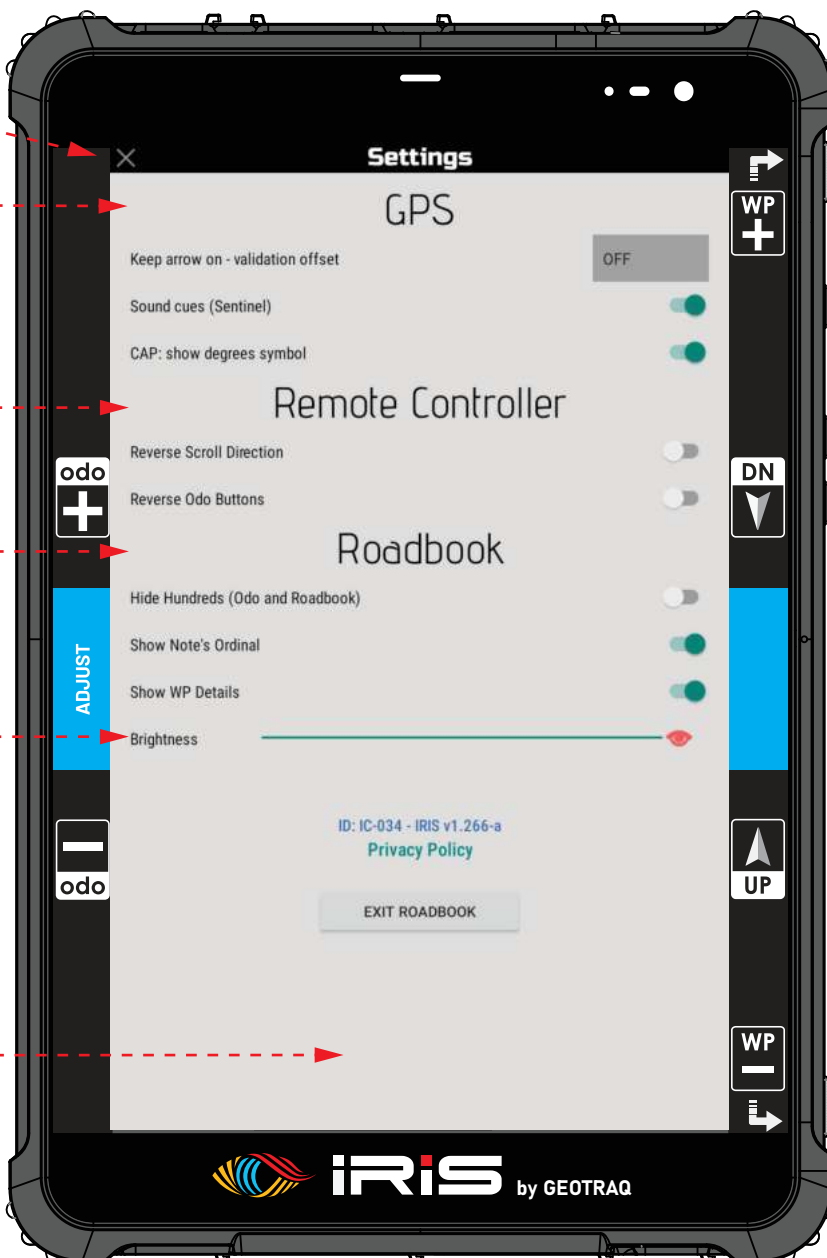
GPS related settings

Control Settings

Road Book Settings

Brightness Adjustment

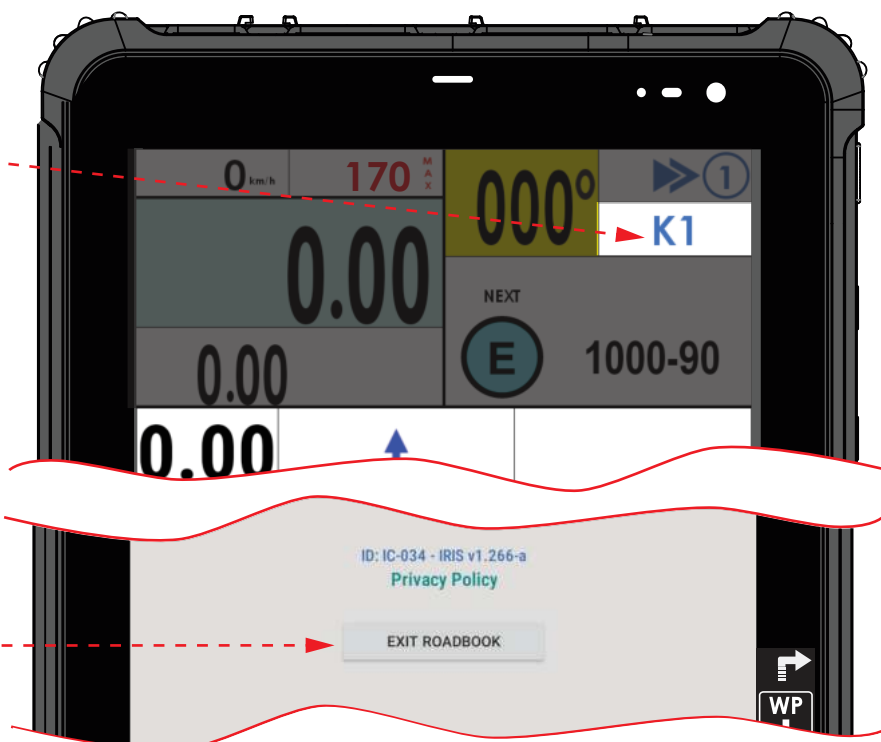
PRESS to exit Road Book
and return to Road Book List



How to EXIT and CHANGE Road Book

1.

PRESS to enter Settings



2.

On the bottom of Settings window
PRESS to exit Road Book



3.

Back to
SELECT ROAD BOOK



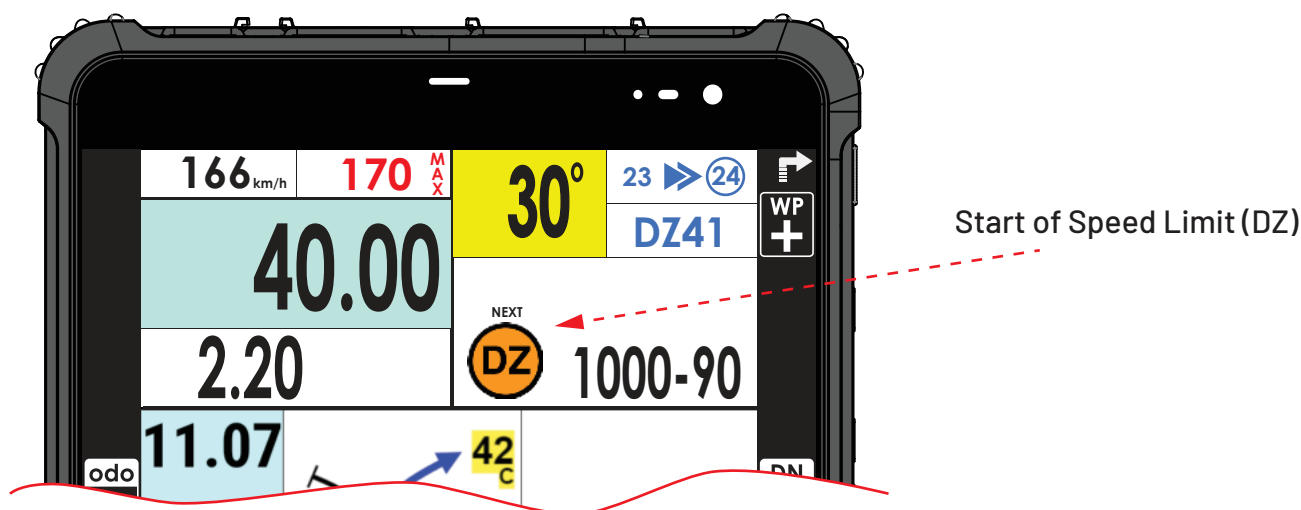
4.

SELECT ROAD BOOK

Behaviour in Speed Limit

1. Heading to Speed Limit

- Start of Speed Limit (DZ) is displayed as NEXT Waypoint in the Navigational part of the screen.



2. Entering of Speed Limit - 50 km/h, deacceleration tolerance distance - **NO PENALTIES**

- The validation of the DZ Waypoint marks the beginning of the Speed Limit Zone. An Orange Frame around the screen will appear and the speed limit, in this case 50 km/h, will be displayed instead of the Global Speed Limit. The orange background with black figures shows that you are in the deacceleration tolerance distance where no penalties for speeding will be applied. See FIA Sporting Regulations. **Driving speed is below the speed limit - Diagram 1**

Driving Speed **BELOW** Speed Limit

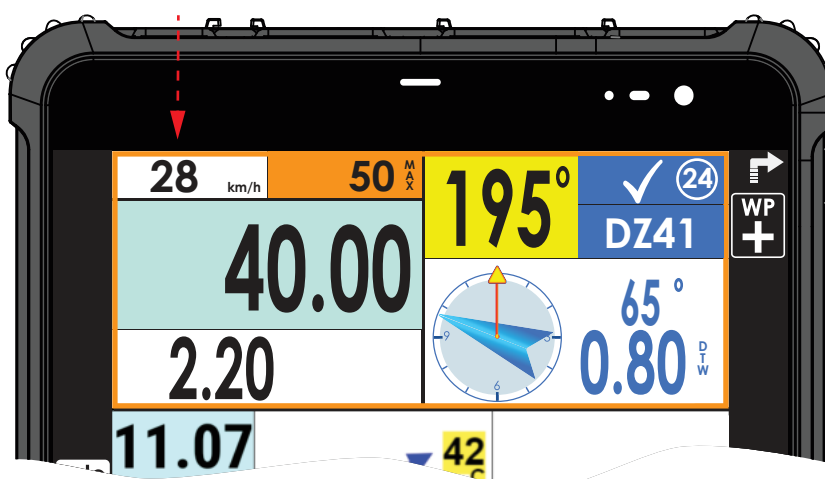


Diagram 1

- If the current speed is higher than the speed limit, the Current Speed Indicator is flashing with red background and white figures, combined with warning sound.

Driving speed is above the speed limit - Diagram 2

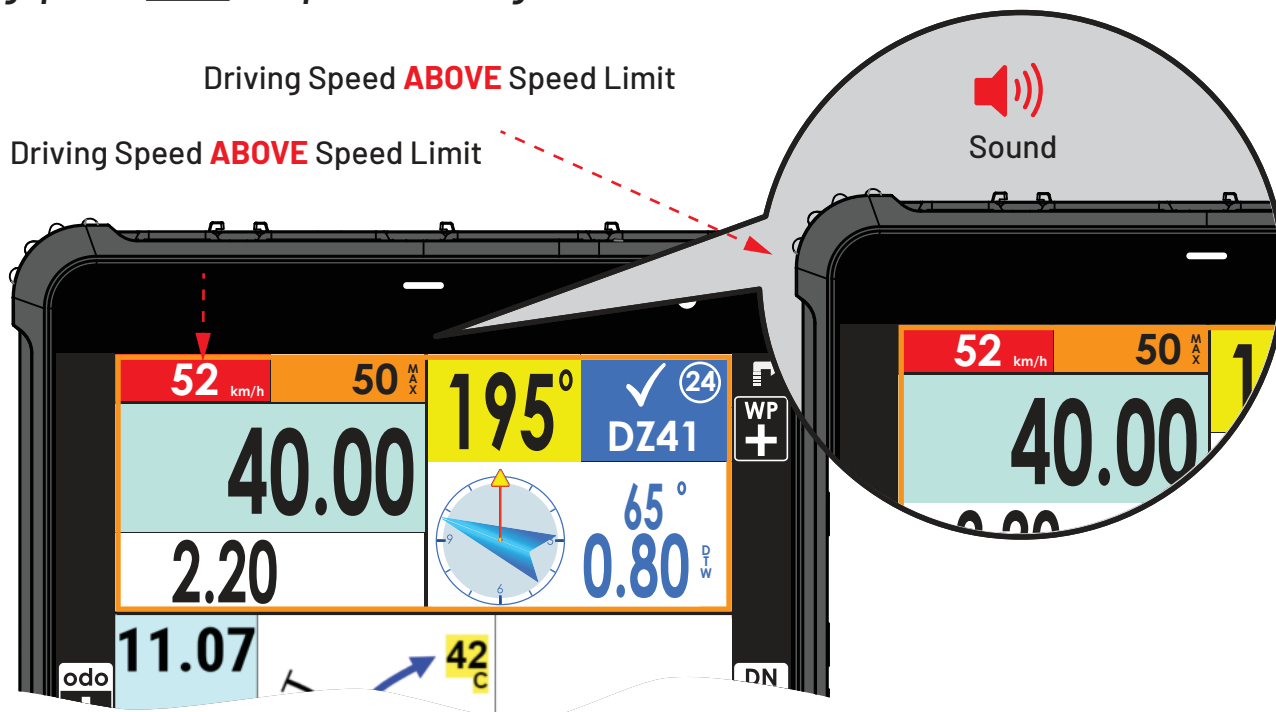


Diagram 2

3. Inside of Speed Limit - 50 km/h, past deacceleration tolerance distance - **PENALTIES APPLY**

- Past deacceleration tolerance distance penalties will be applied if the driving speed is higher than the speed limit. The speed limit indicator changes its background from orange to white and the color of the figures from black to red. The orange frame around the screen stays on. Warning sounds become more frequent when driving speed comes closer to speed limit.

Driving speed is below speed limit - Diagram 3

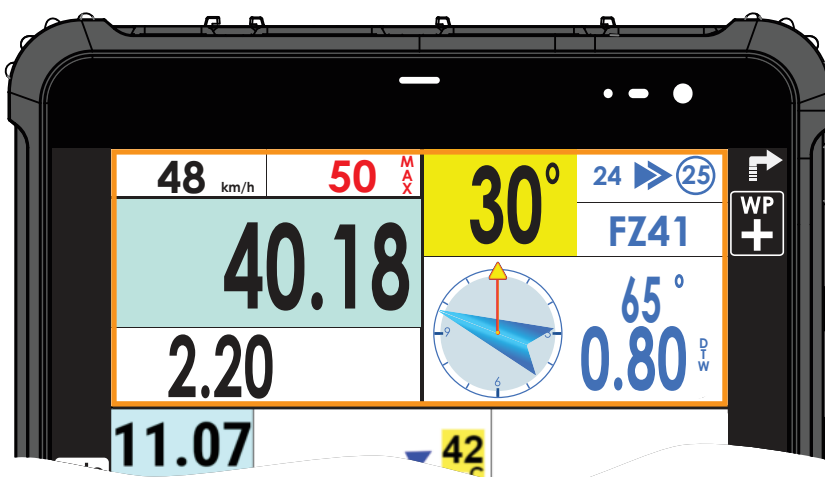


Diagram 3

- If the driving speed is higher than the speed limit, the Driving Speed Indicator is flashing with red background and white figures, combined with warning sound.

Driving speed is above the speed limit - Diagram 4

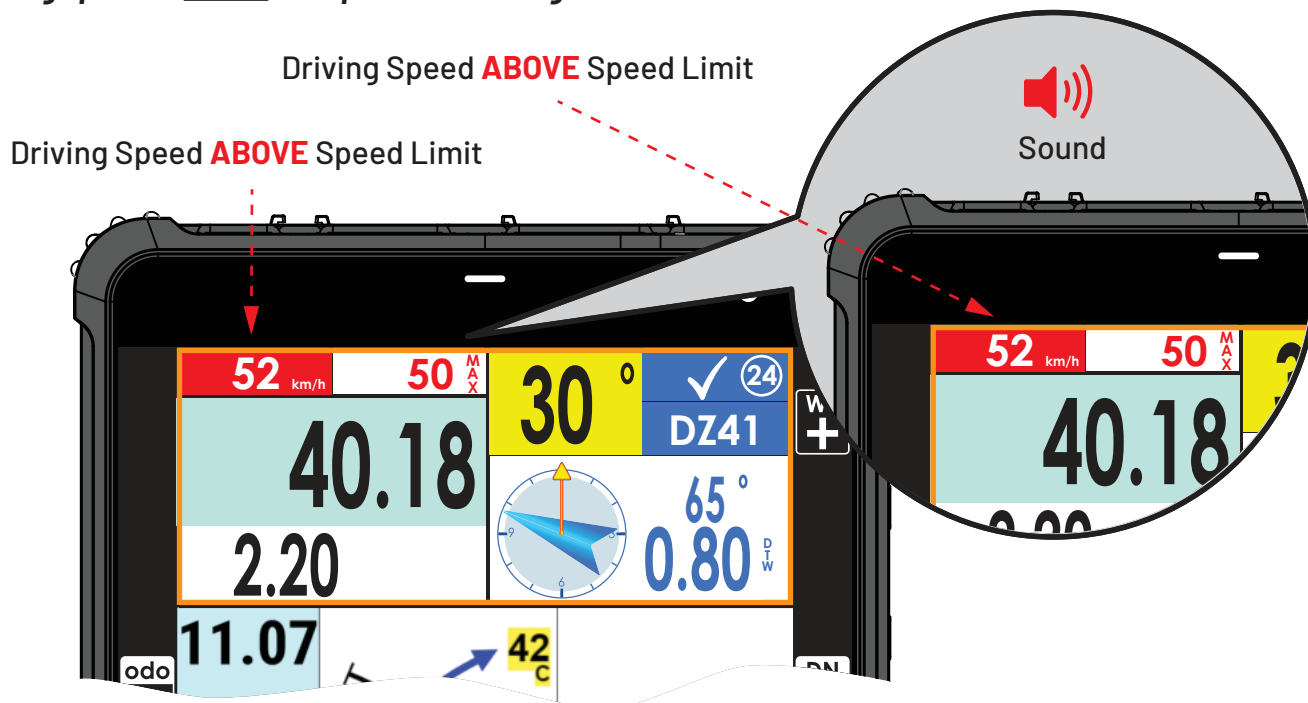


Diagram 4

4. Finish of Speed Limit

- The validation of the waypoint Finish of Speed Limit (FZ) marks the end of the speed limit zone. The orange frame around the screen is turned off. The Global Speed Limit replaces the speed limit indicator. Acceleration can begin.

See Diagram 5

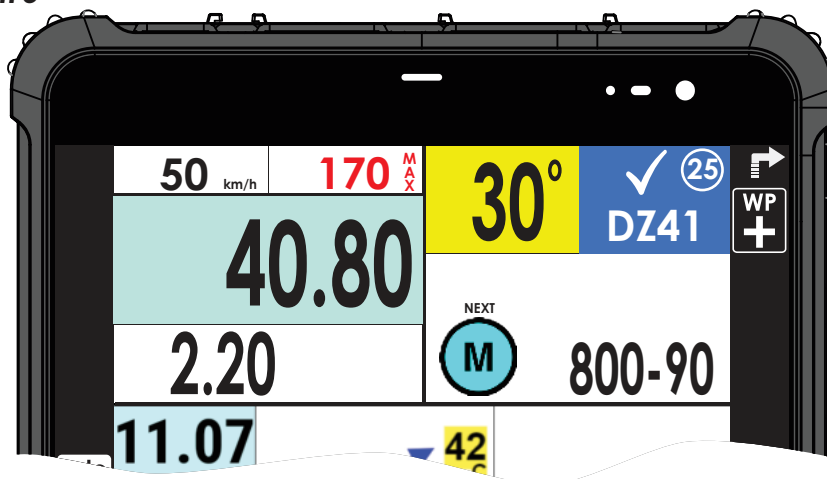
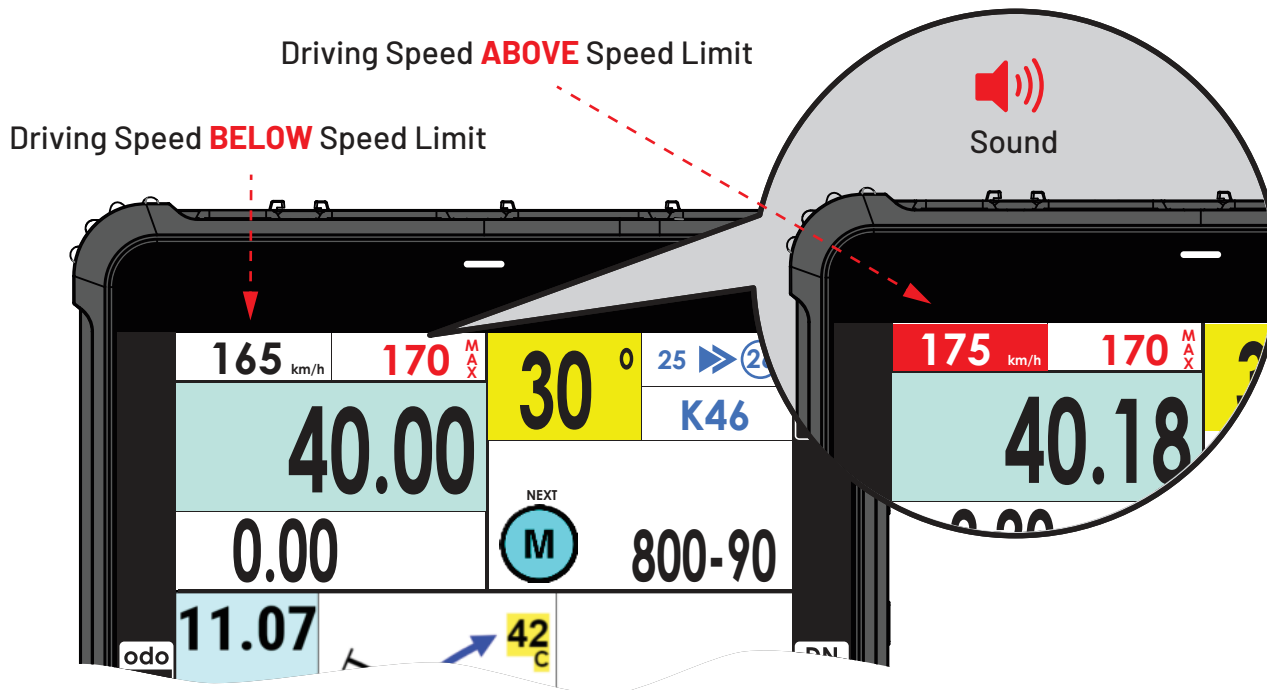


Diagram 5

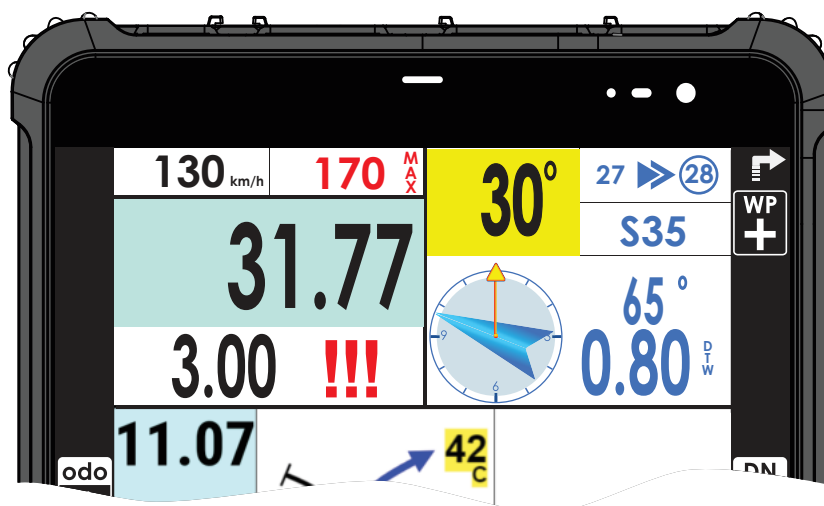
Warning for Global Speed Limit

- If the driving speed is higher than the Global Speed Limit, the Current Speed Indicator is flashing with red background and white figures, combined with warning sound.



Warning for Safety Waypoint - Danger Level 3

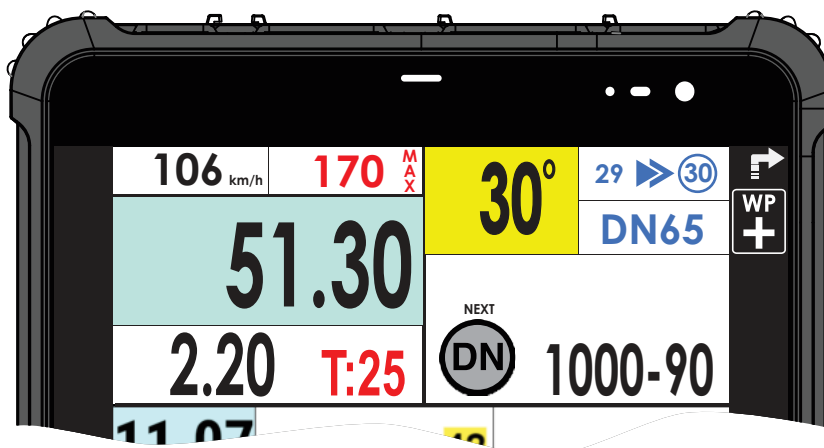
- 300 meters before the validation of the Safety Waypoint the symbol of Danger Level 3 will appear flashing in the Warning / Info Area of the screen together with a repeated warning sound. When the Safety Waypoint is validated the symbol Danger Level 3 disappears and the warning sound stops.



Behaviour in Neutralisation and Transfer ⓓℕ and ⓓℓ

1. Heading to Neutralisation

- 300 meters before the start of Neutralisation the Time for Neutralisation will be displayed in the Warning / Info Area of the screen (in this case T:25).



2. Start of Neutralisation

- When the Waypoint for Start of Neutralisation (DN) is validated, a reverse time counter appears in the Warning / Info Area of the screen and starts counting back the time for Neutralisation.

See Diagram 6 and 7

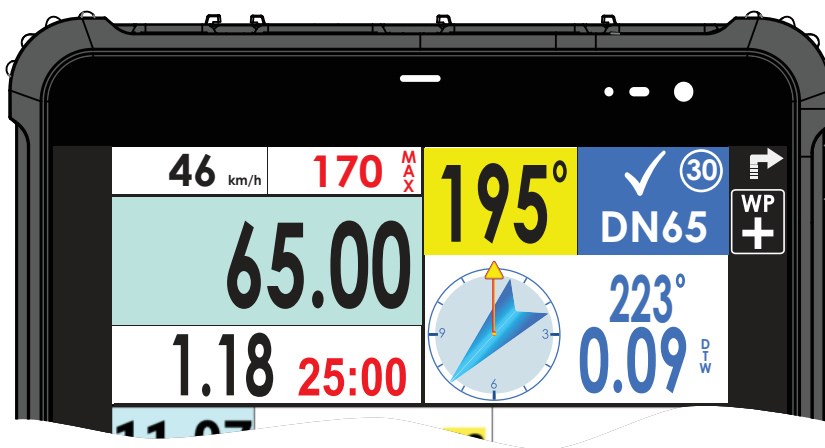


Diagram 6

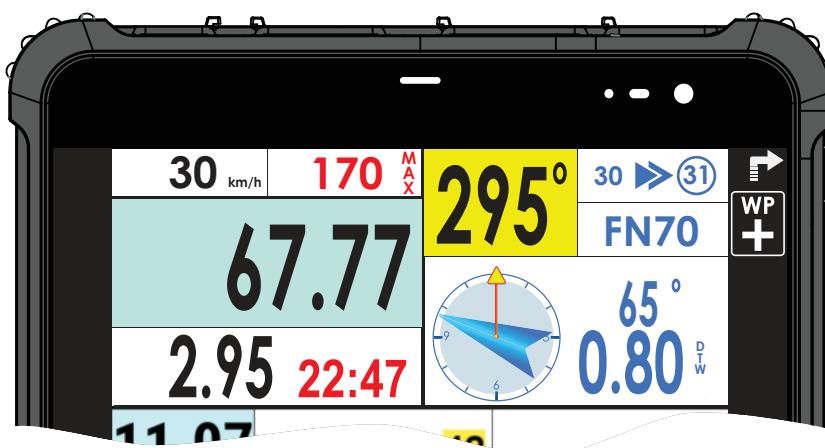
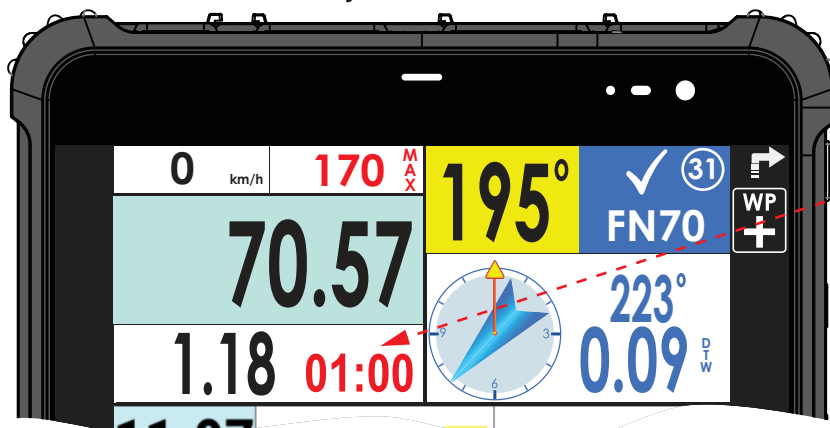


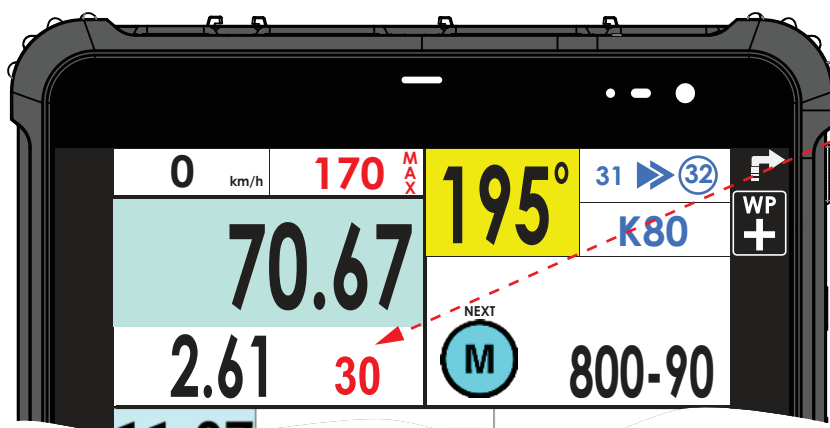
Diagram 7

3. Finish of Neutralisation

Having arrived at the end of the Neutralisation (FN), the Competing Vehicle must stop and wait in front of the Sign with the Start symbol on yellow background, from where the vehicle may enter the Validation Radius of the FN Waypoint 60 seconds before its individual start time and be driven to the start line. (START Symbol).

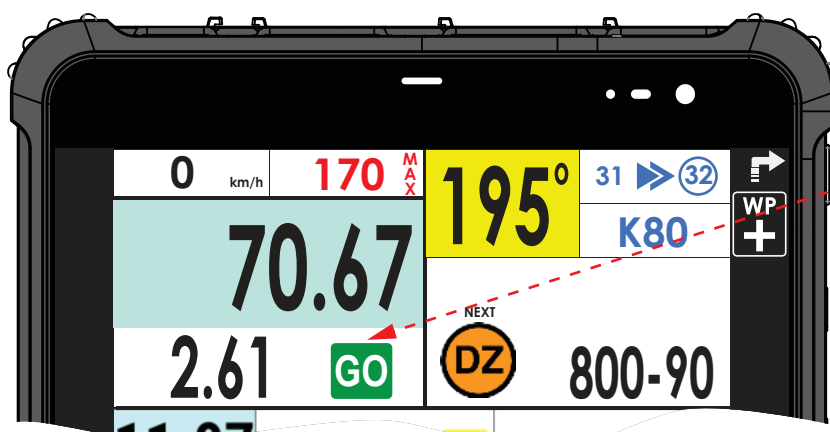


Vehicle must move to the restart line (Sign with Start Symbol in red background)



A sound will play at remaining time for restart:

- 30 sec
- 5 sec
- 4 sec
- 3 sec
- 2 sec
- 1 sec



The countdown is over and the vehicle must start



GO longer beep sound

Behaviour in Neutralisation and Transfer with Speed Limit and

• The device manages Neutralisation / Transfer and Speed Limit combining the functionalities described in the two previous paragraphs.

Troubleshooting

Problem	Solution
Screen doesn't turn ON	Charge the device.
The Blue button OPEN ROAD BOOK is missing because GPS signal acquired	Bring the device outside and ensure unobstructed view to the sky. Once GPS signal is acquired the Blue button will appear
On the blue button instead of OPEN ROAD BOOK a reverse timer is displayed	The road book will open after a preset time, defined by the organizer. Once the reverse timer has finished, OPEN ROAD BOOK will be displayed.
The touch screen is not working	Unlock the screen with LONG PRESS over area of Driving Speed, on top left corner of the Screen
Increasing Brightness	The Brightness can be increased from Settings menu. See Page 10

Tips before Start

1. Ensure that the charging cable is directly connected to the car battery.
2. The cable must stay always connected and supplying the Device with constant 12V even when the vehicle is switched OFF.
3. LED light should illuminate on the top right corner if everything is properly connected.
4. If the device battery is LOW the LED light will illuminate RED and it will blink.



iRIS by GEOTRAQ

IRIS-MINI NAV-GPS

OPERATING INSTRUCTIONS



Version Release
July 2024

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- Mounting Hardware for Enduro / ATV Page 4
- Mounting Hardware for Cars and SSV Page 4

2. Getting Started

- Turn ON and Open Road Book Page 5

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- NAV-GPS Overview Page 7

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- Settings Menu Page 10
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5. Functionality

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- Warning for Global Speed Limit Page 15
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6. Troubleshooting table

- Troubleshooting table Page 18

Front side

- Dimensions: 175mm x 82mm x 23mm

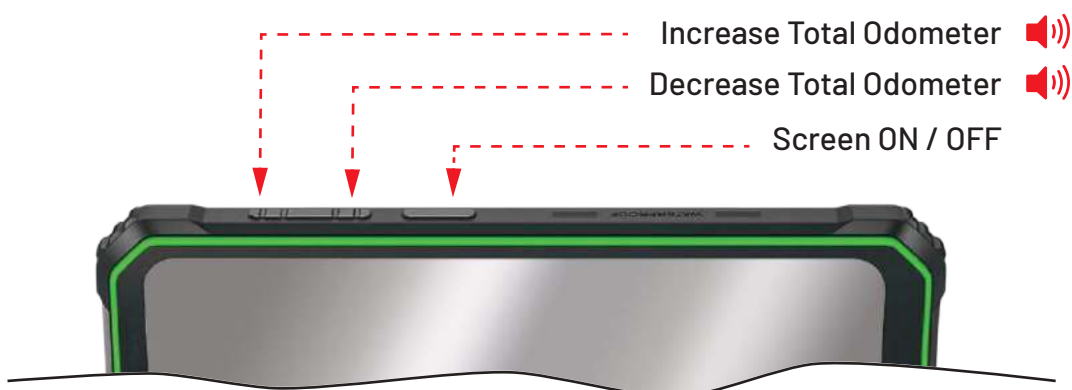


Back side

- IRIS device with Quick Lock Mounting System



Physical buttons



 - Audio sound when pressed

Mounting accessories for **MOTORCYCLE / ATV**



- Base bracket



- Double socket arm



- Handlebar U-Bolt Base

Mounting accessories available for **SSV / CAR / TRUCK**



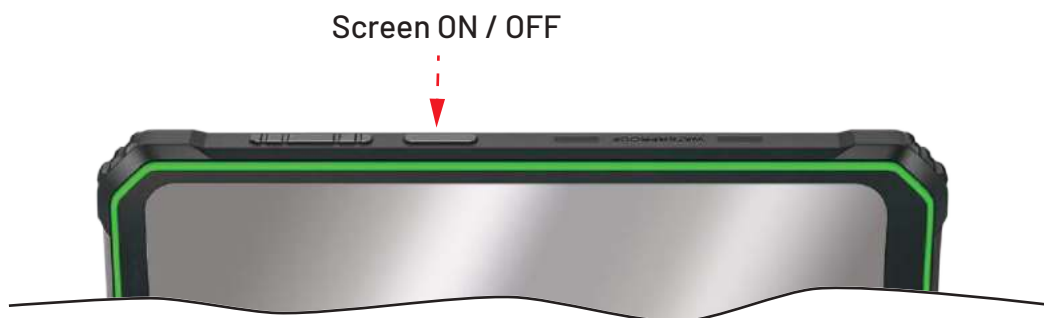
- Mounting clamp for Roll Cage



- Mounting base with L- shape bracket and hose clamp

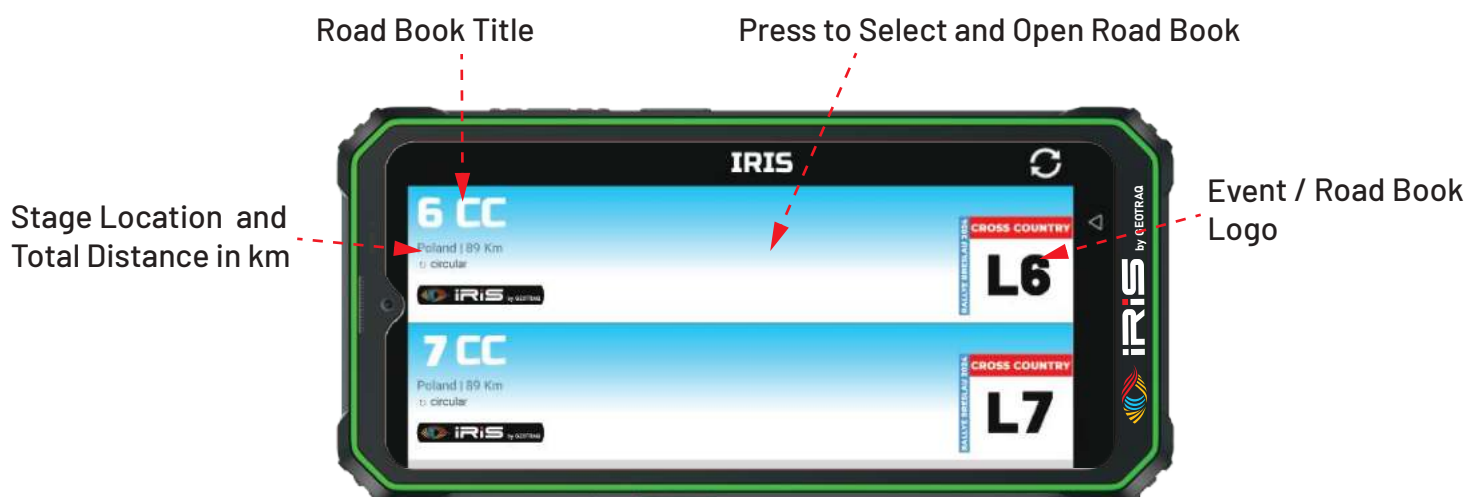
Step 1

- The Screen ON / OFF button is located on top side. Press it to wake up the screen.



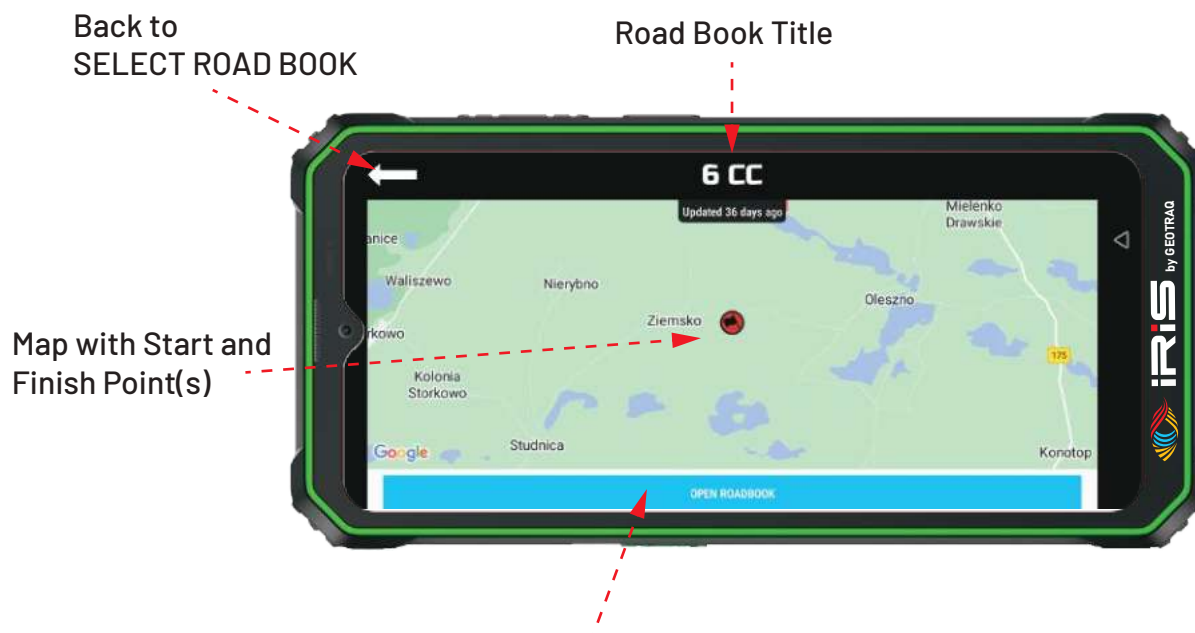
Step 2

- A list with Road Books will be displayed. Only two Road Books, can be seen at the same time. By sliding you can see the whole list of Road Books.



Step 3

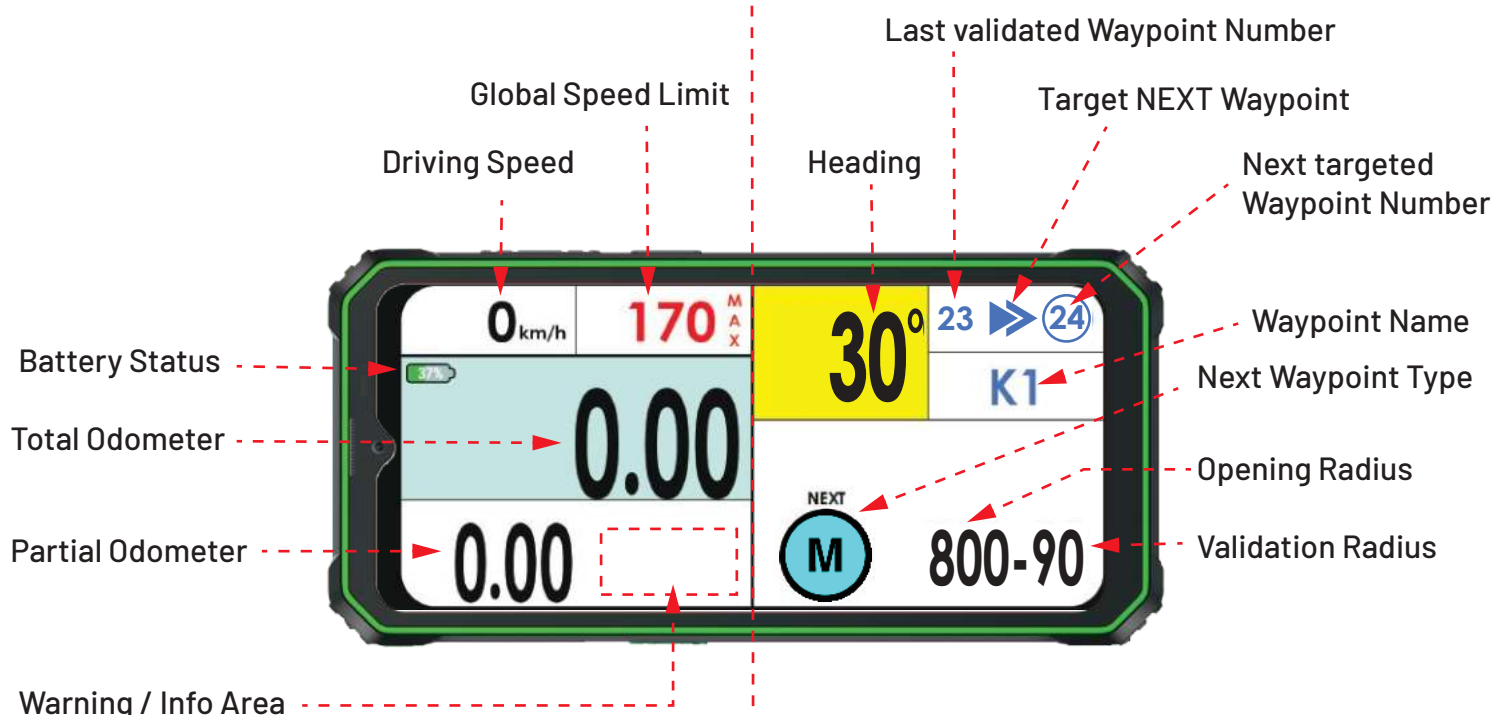
- Open selected roadbook by pressing the Blue Button on the bottom of the screen.



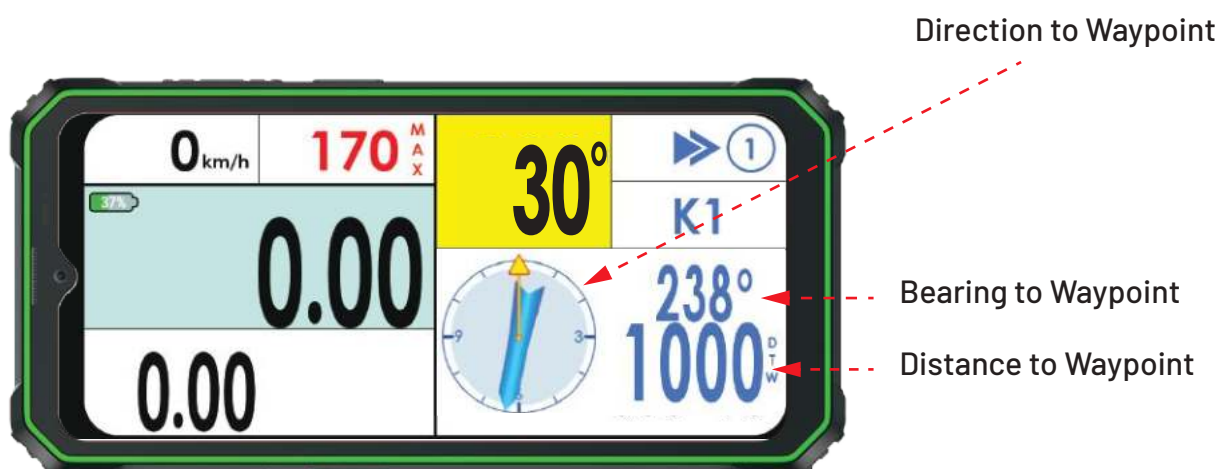
- * The road book will open after a preset time, defined by the organizer.
A reverse timer will count the time till opening.

Odometer Overview

Navigation Overview



NAV-GPS - When in opening radius



Virtual Buttons

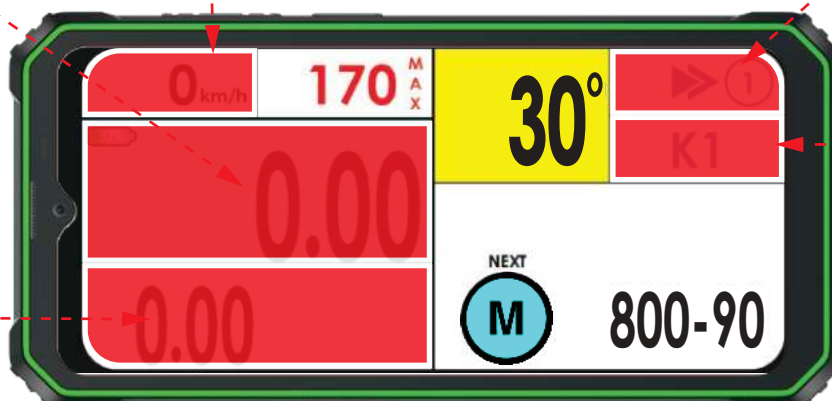
- Rectangles in red color show active area of the Virtual Buttons

LONG PRESS to
Edit Total Odometer

LONG PRESS to LOCK and UNLOCK
the touch screen

PRESS for
Stage Overview

PRESS to Reset
Partial Odometer

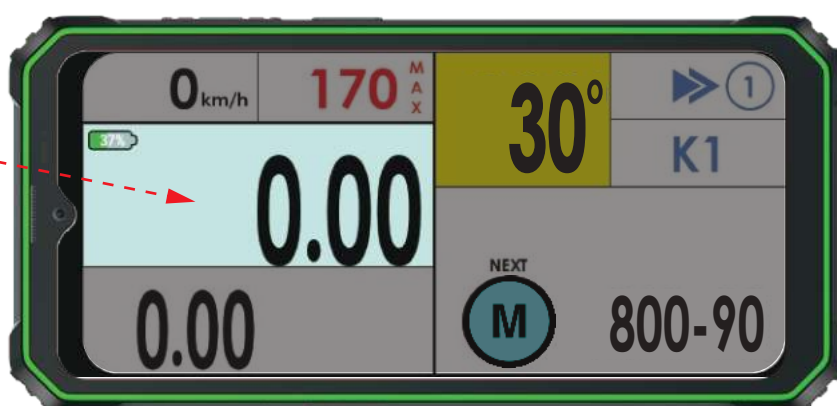


PRESS for
Settings

Edit Total Odometer

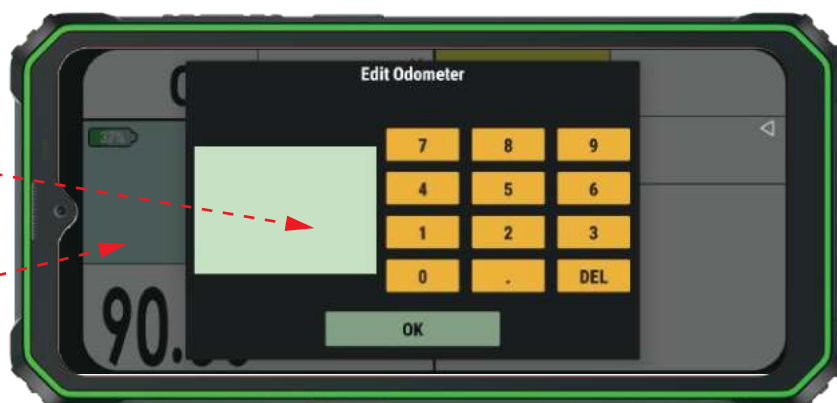
1.

- LONG PRESS the area of
Total Odometer



2.

- Enter new Total Odometer
value and confirm with **OK**



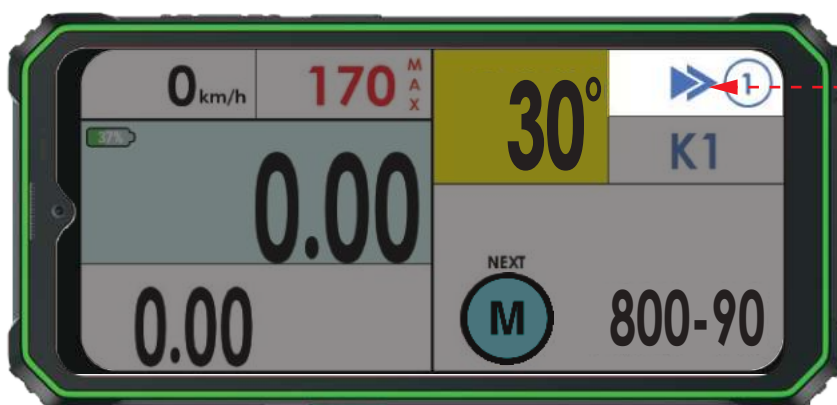
3.

- Press here to Exit function

Stage Overview

1.

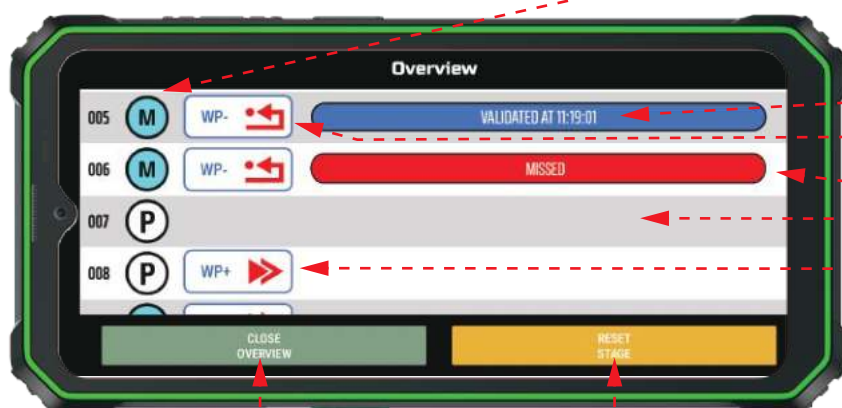
- PRESS to see Stage Overview with all Waypoints



PRESS for
Stage Overview

2.

- Waypoint Overview Screen will be displayed



List of Waypoints in Chronological
Order

Validation Time Stamp

Target Waypoint Behind (WP -)

Waypoint MISSED

Currently targeted Waypoint

Target Waypoint Ahead (WP +)

PRESS to exit Overview
and return to Road Book

WARNING

ONLY USE WHEN SURE!!!

PRESS to RESET Road Book

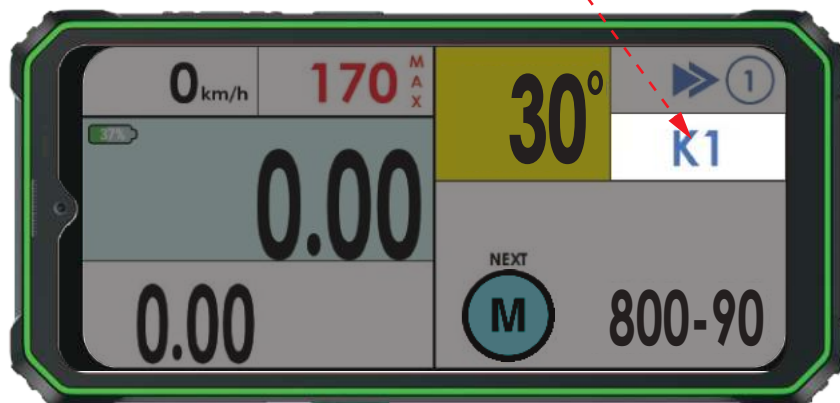
A dialog window will be displayed and will
require conformation

* All stage data and progress will be lost!!!

How to edit Settings

1.

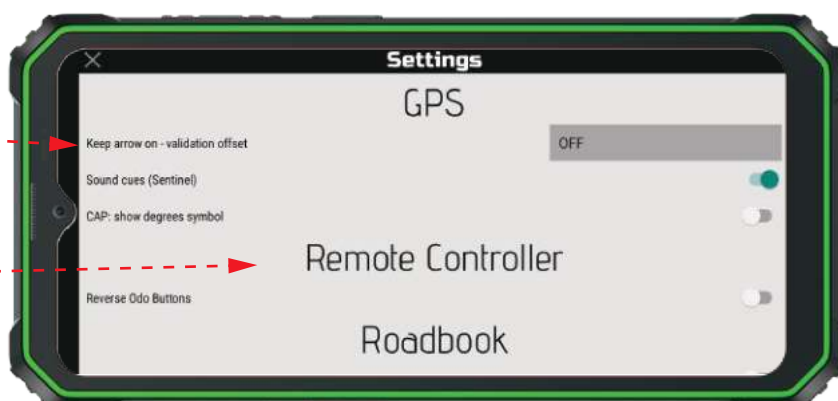
PRESS here to enter Settings



2.

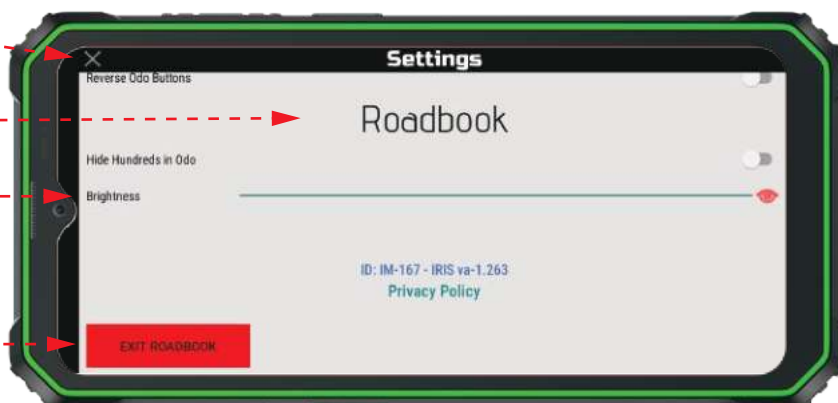
GPS related settings

Control Settings

PRESS to close Settings
and return to Road Book

Road Book Settings

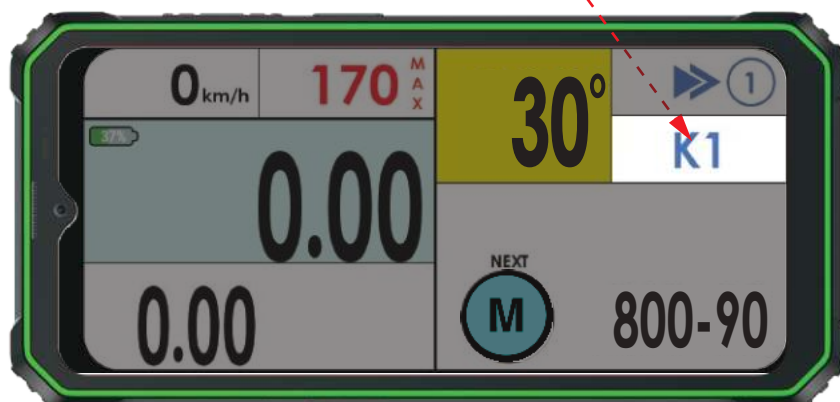
Brightness Adjustment

PRESS to exit Road Book
and return to Road Book List

How to EXIT and CHANGE Road Book

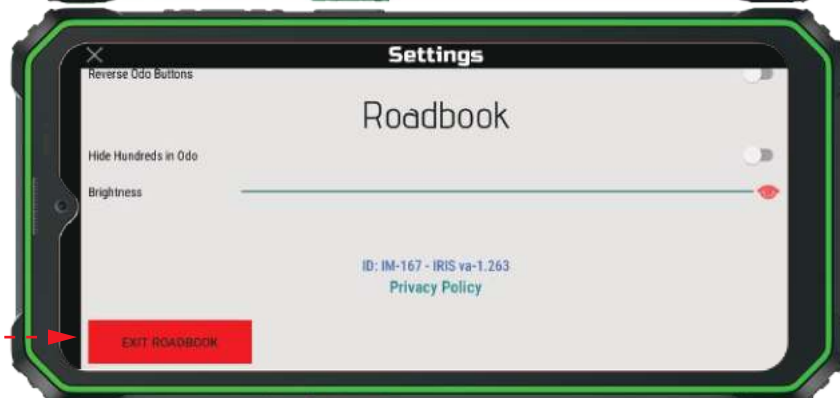
1.

PRESS here to enter Settings

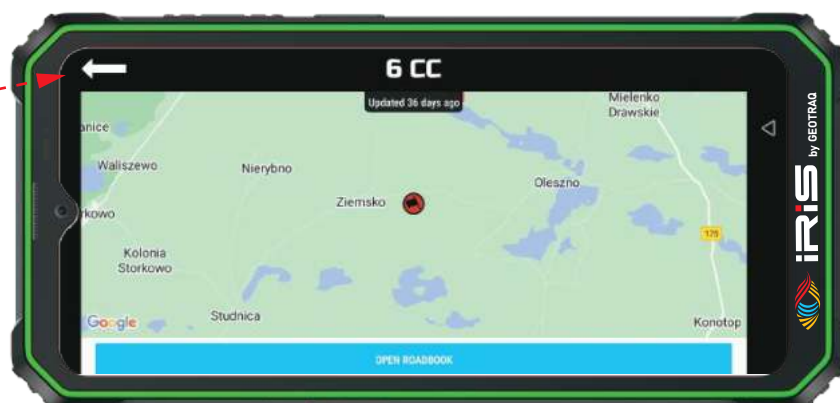


2.

Slide Down and PRESS to exit Road Book

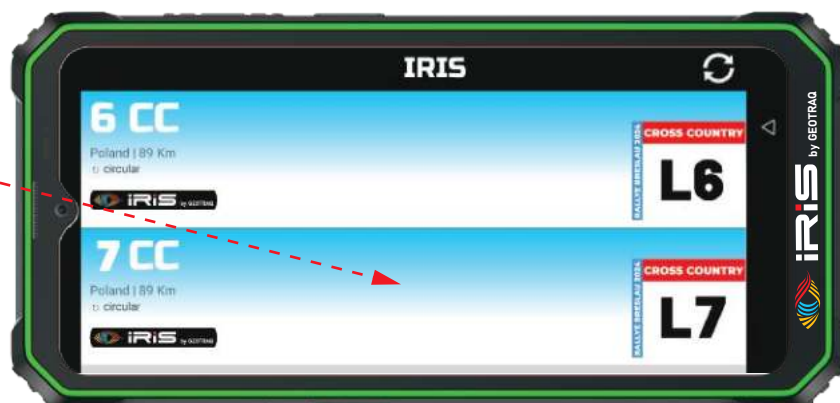


3.

Back to
SELECT ROAD BOOK

4.

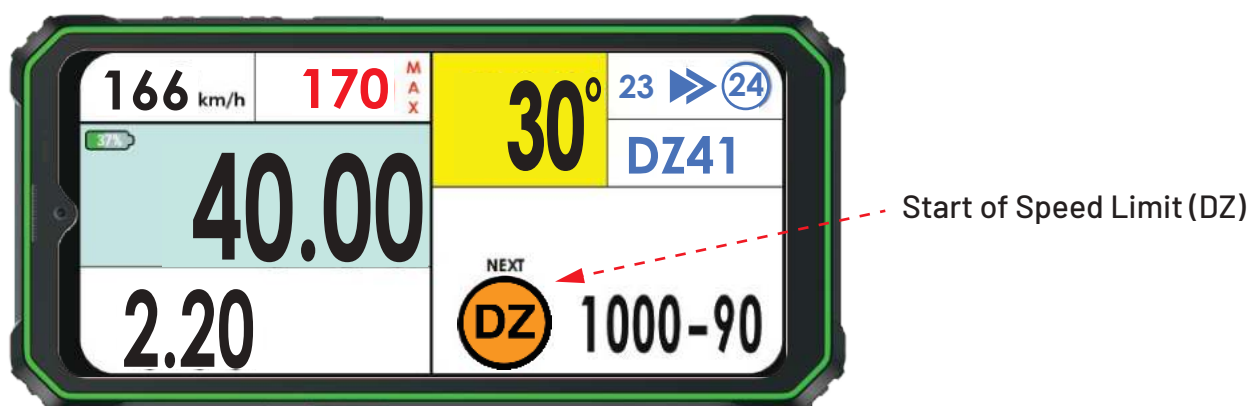
SELECT ROAD BOOK



Behaviour in Speed Limit

1. Heading to Speed Limit

- Start of Speed Limit (DZ) is displayed as NEXT Waypoint in the Navigational part of the screen.



2. Entering of Speed Limit - 50 km/h, deacceleration tolerance distance - **NO PENALTIES**

- The validation of the DZ Waypoint marks the beginning of the Speed Limit Zone. An Orange Frame around the screen will appear and the speed limit, in this case 50 km/h, will be displayed instead of the Global Speed Limit. The orange background with black figures shows that you are in the deacceleration tolerance distance where no penalties for speeding will be applied. See FIA Sporting Regulations. *Driving speed is below the speed limit - Diagram 1*

Driving Speed **BELOW** Speed Limit

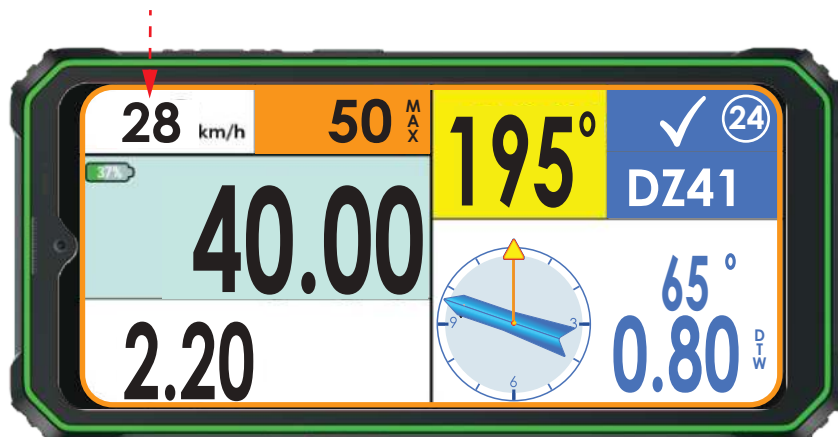


Diagram 1

- If the current speed is higher than the speed limit, the Current Speed Indicator is flashing with red background and white figures, combined with warning sound.

Driving speed is above the speed limit - Diagram 2

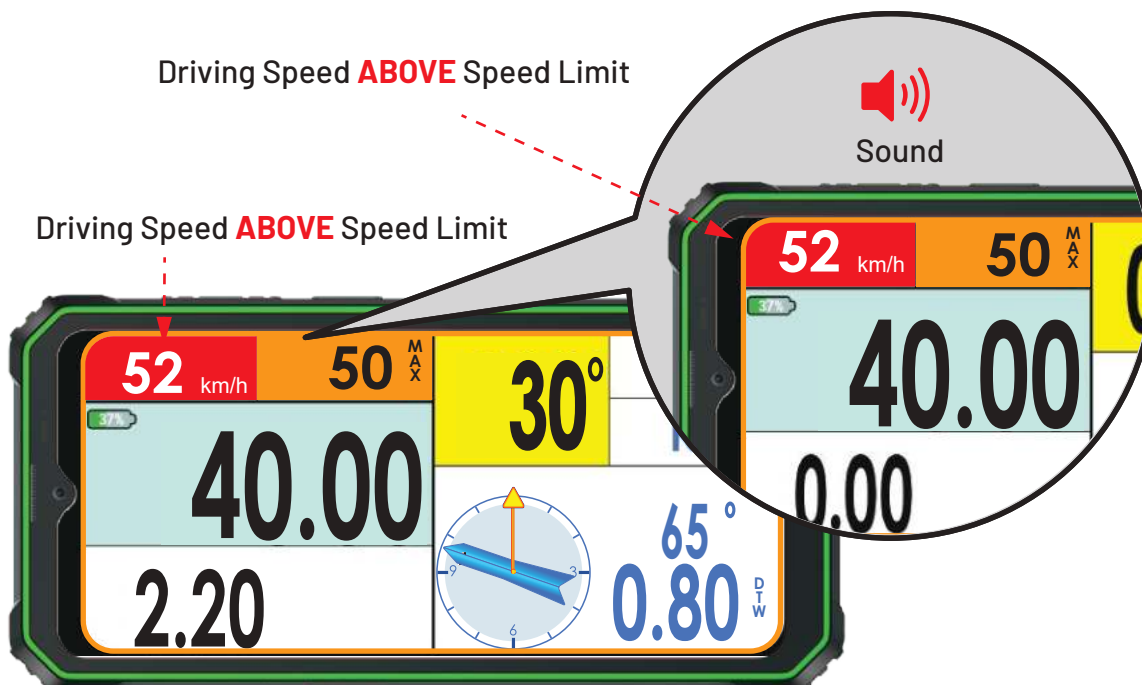


Diagram 2

3. Inside of Speed Limit - 50 km/h, past deacceleration tolerance distance - **PENALTIES APPLY**

- Past deacceleration tolerance distance penalties will be applied if the driving speed is higher than the speed limit. The speed limit indicator changes its background from orange to white and the color of the figures from black to red. The orange frame around the screen stays on. Warning sounds become more frequent when driving speed comes closer to speed limit.

Driving speed is below speed limit - Diagram 3

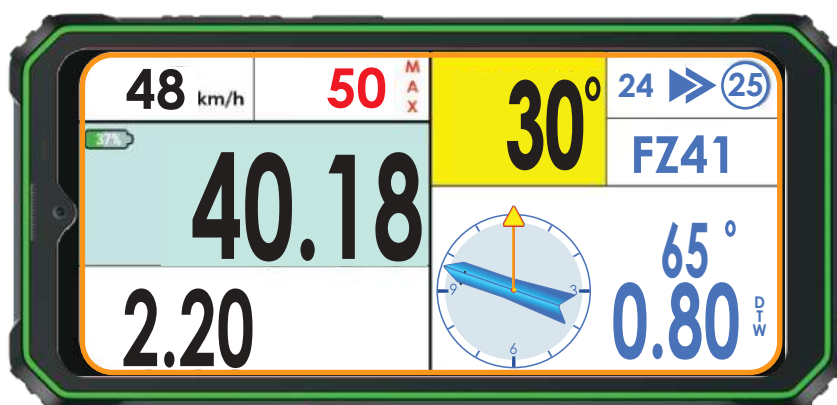


Diagram 3

- If the driving speed is higher than the speed limit, the Driving Speed Indicator is flashing with red background and white figures, combined with warning sound.

Driving speed is above the speed limit - Diagram 4

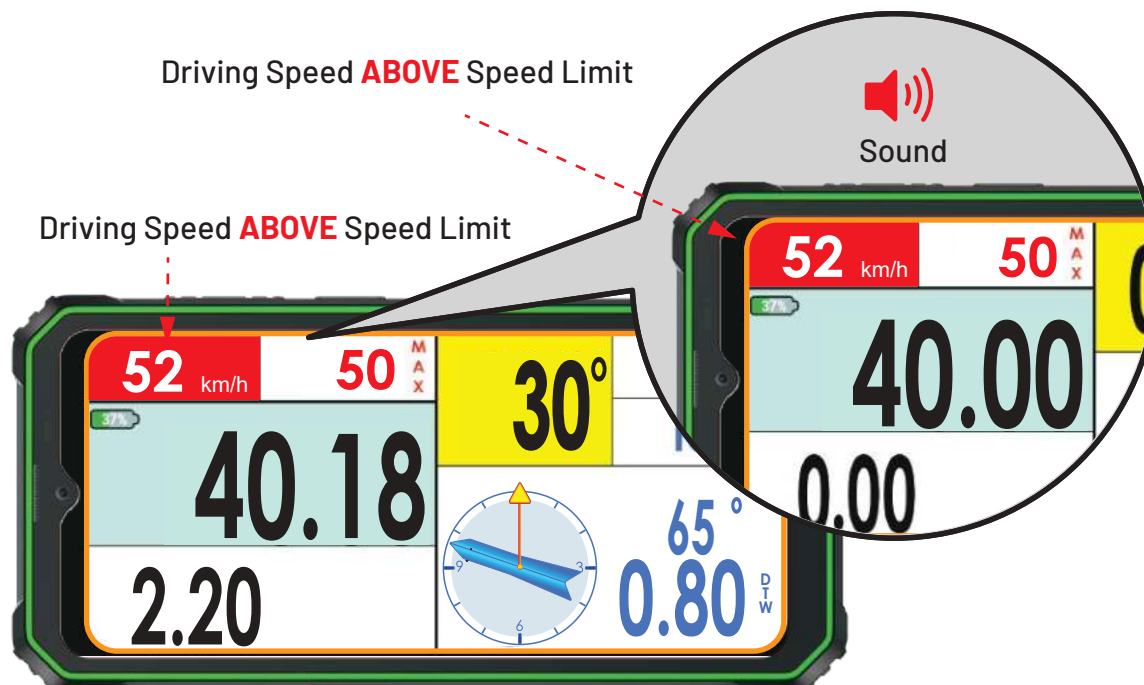


Diagram 4

4. Finish of Speed Limit

- The validation of the waypoint Finish of Speed Limit (FZ) marks the end of the speed limit zone. The orange frame around the screen is turned off. The Global Speed Limit replaces the speed limit indicator. Acceleration can begin.

See Diagram 5

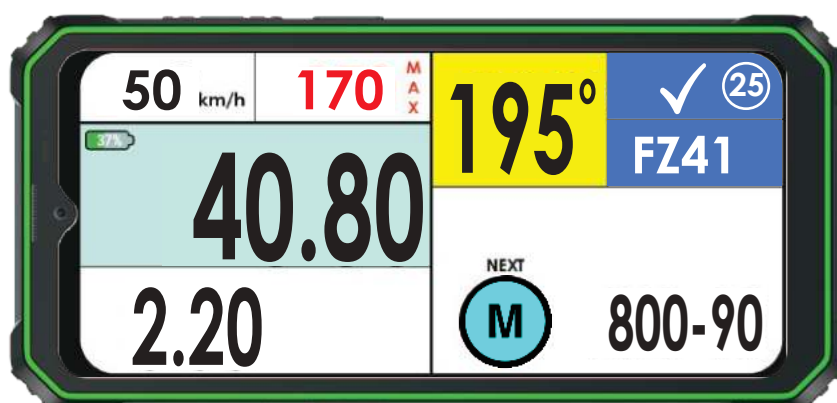
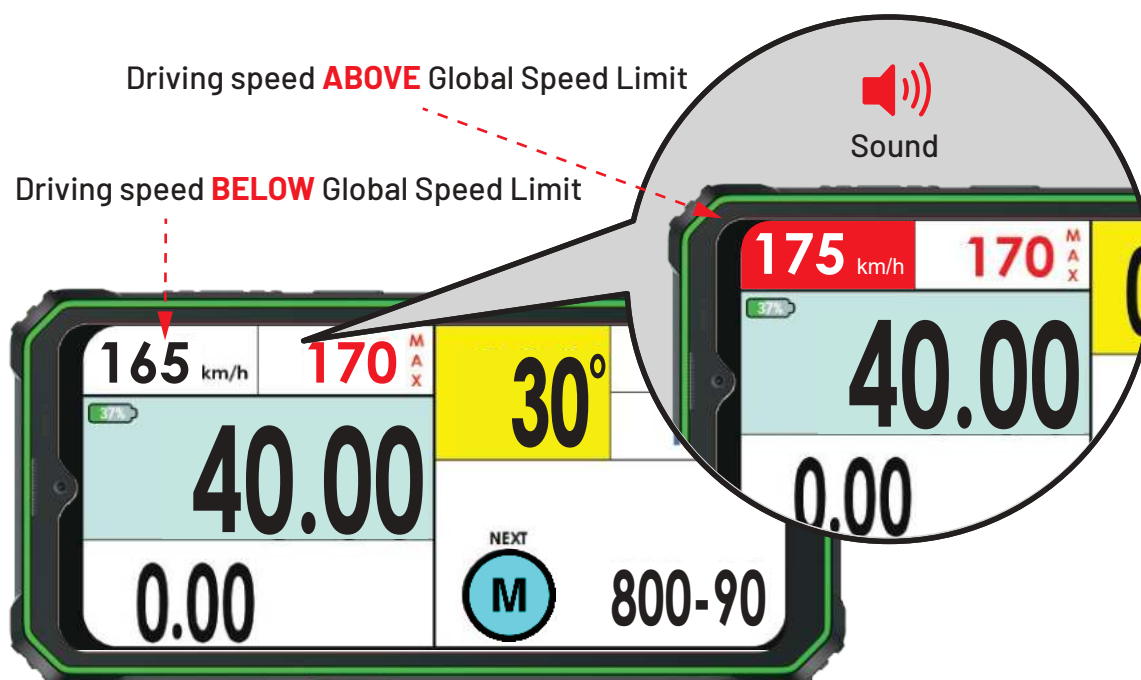


Diagram 5

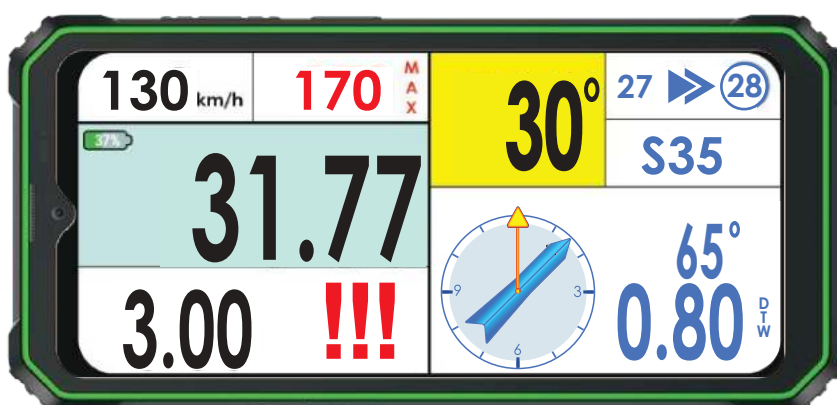
Warning for Global Speed Limit

- If the driving speed is higher than the Global Speed Limit, the Current Speed Indicator is flashing with red background and white figures, combined with warning sound.



Warning for Safety Waypoint - Danger Level 3

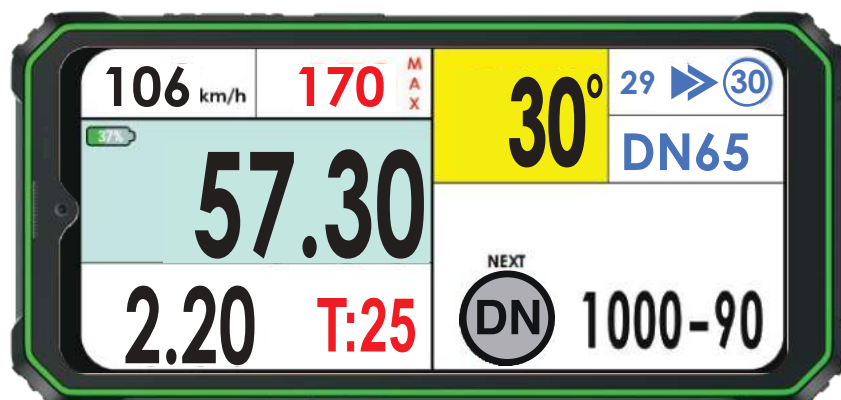
- 300 meters before the validation of the Safety Waypoint the symbol of Danger Level 3 will appear flashing in the Warning / Info Area of the screen together with a repeated warning sound. When the Safety Waypoint is validated the symbol Danger Level 3 disappears and the warning sound stops.



Behaviour in Neutralisation and Transfer and

1. Heading to Neutralisation

- 300 meters before the start of Neutralisation the Time for Neutralisation will be displayed in the Warning / Info Area of the screen (in this case T:25).



2. Start of Neutralisation

- When the Waypoint for Start of Neutralisation (DN) is validated, a reverse time counter appears in the Warning / Info Area of the screen and starts counting back the time for Neutralisation.

See *Diagram 6 and 7*

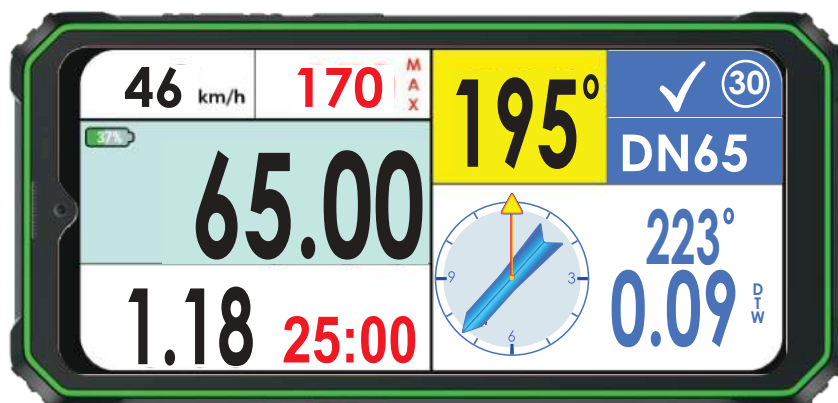


Diagram 6

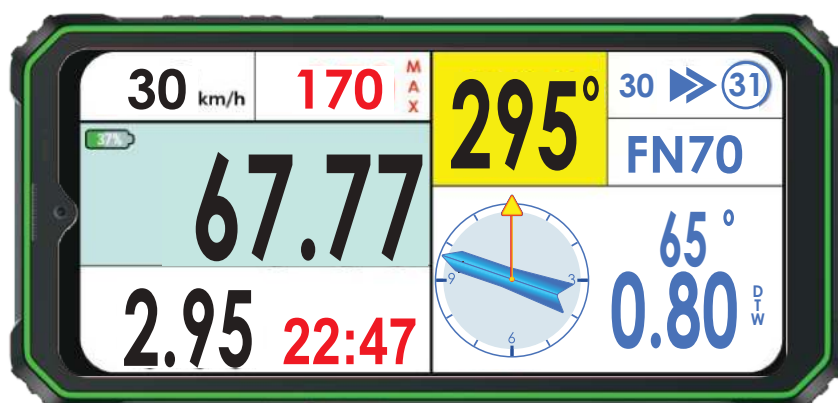
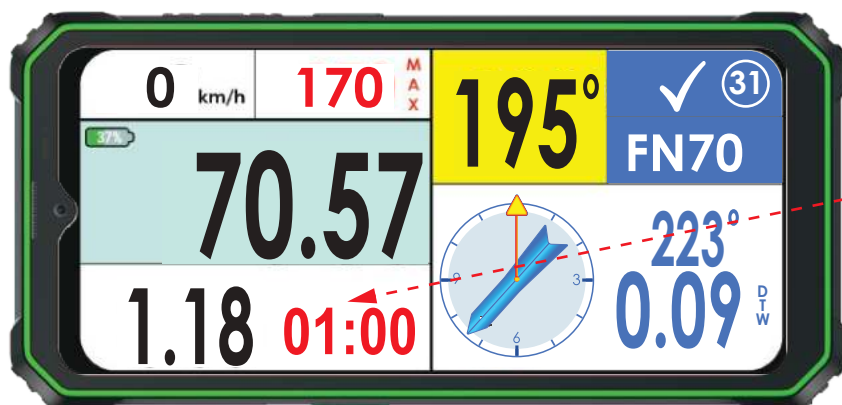


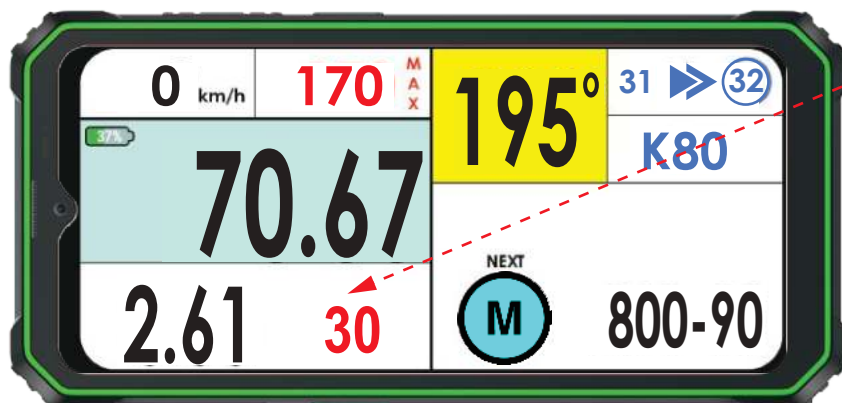
Diagram 7

3. Finish of Neutralisation

Having arrived at the end of the Neutralisation (FN), the Competing Vehicle must stop and wait in front of the Sign with the Start symbol on yellow background, from where the vehicle may enter the Validation Radius of the FN Waypoint 60 seconds before its individual start time and be driven to the start line. (START Symbol).

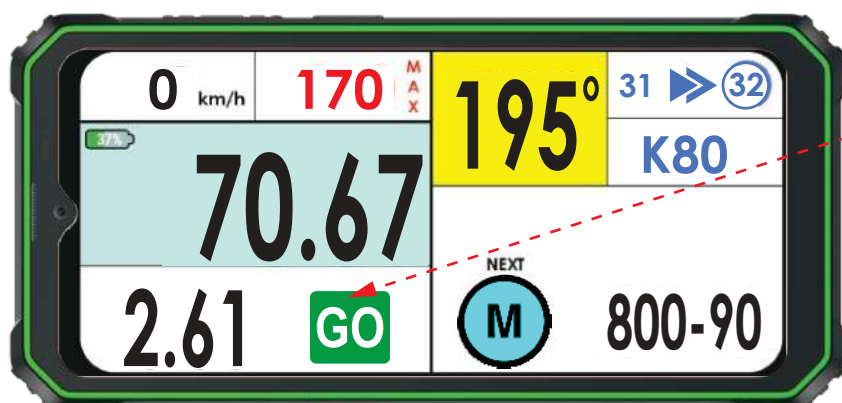


Vehicle must move to the restart line (Sign with Start Symbol in red background)



A sound will play at remaining time for restart:

- 30 sec
- 5 sec
- 4 sec
- 3 sec
- 2 sec
- 1 sec



The countdown is over and the vehicle must start



GO longer beep sound

Behaviour in Neutralisation and Transfer with Speed Limit and

• The device manages Neutralisation / Transfer and Speed Limit combining the functionalities described in the two previous paragraphs.

Troubleshooting

Problem	Solution
Screen doesn't turn ON	Charge the device.
The Blue button OPEN ROAD BOOK is missing because GPS signal acquired	Bring the device outside and ensure unobstructed view to the sky. Once GPS signal is acquired the Blue button will appear
On the blue button instead of OPEN ROAD BOOK a reverse timer is displayed	The road book will open after a preset time, defined by the organizer. Once the reverse timer has finished, OPEN ROAD BOOK will be displayed.
The touch screen is not working	Unlock the screen with LONG PRESS over area of Driving Speed, on top left corner of the Screen
Increasing Brightness	The Brightness can be increased from Settings menu. See Page 10

Tips before Start

1. Ensure the rubber cap of the USB Type C (on the Bottom of the Device) is firmly closed before starting the vehicle.
2. Ensure the device has sufficient battery level before you start the day (minimum 60% for the day).
3. **Never charge the device while driving!**