



SPORTS REGULATIONS NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP 2025



Art. 1 - ORGANISATION OF THE NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP

The APTE (Associação Portuguesa de Trial Extremo) is organising a reserved sporting event called the NORTEX4 ULTRA4 SUL CHAMPIONSHIP, which will be governed by the FIA International Sporting Code (CDI), the General Motorsport and Karting Regulations (PGAK), these Sporting Regulations and the Championship Technical Regulations.

The purpose of these Regulations is to establish the regulatory framework applicable to NORTEX4 ULTRA4 SUL CHAMPIONSHIP races/events held in Portugal and under the auspices of the Portuguese Automobile and Karting Federation (FPAK).

1.1 The Championship Organising Committee is made up as follows:

- Organising Member: APTE
- Co-Organising Members: Clubs organising each event

1.2 The management of each event appointed by the organiser is responsible for all activities and the application of the Regulations throughout the duration of the event.

1.3 Any special regulations that do not comply with the Sporting Regulations or the Technical Regulations must be the subject of a separate request for authorisation from the FPAK. Once approved, it will be the subject of an addendum to the particular regulations of the race/event.

Art. 2 - STANDING RACES FOR THE NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP

2.1 According to the sports calendar and table below:

DATE	EVENT	ORGANISER
24 and 25 May 2025	CISSET4X4 Mangualde	APTE
28th and 29th June 2025	NORTEX4 RACING FEST	APTE
25 to 27 September 2025	KING OF PORTUGAL	APTE
According to the ULTRA4 EUROPA calendar	ULTRA4 EUROPE INTERNATIONAL RACE	ULTRA4

Art. 3 - TERMINOLOGY

NORTEX4 ULTRA4 SUL CHAMPIONSHIP: made up of national races/events organised by the APTE, under the auspices of the Portuguese Automobile and Karting Federation (FPAK) and international races/events.

4X4 TRIAL ROUTE: Closed course comprising a set of Trials on the same circuit, starting and finishing at the same place, specially built for races/events for vehicles entered in the Championship in the different classes.

TRIAL: Obstacle point of greatest difficulty.

CLASS: Grouping of vehicles, determined by tyre diameter, structural alterations and other criteria laid down in the Championship's Technical Regulations.

BRIEFING: Must be organised between the end of the administrative and technical checks and the start of the race/event.

TECHNICAL PASSPORT: Document issued by the FPAK that identifies the vehicle presented. It must be presented whenever requested by the Technical Stewards.



NEUTRALISATION: Time during which the teams are stopped, as determined by the race directors.

REGROUPING: A stop planned by the Organisers to allow, on the one hand, a return to the theoretical timetable and, on the other, the regrouping of the teams that are still in the race/event.

CLOSED PARK: An area in which no repair or intervention is possible.

ADDENDUM: Official information that will form an integral part of the particular regulations of the race/event, intended to modify, clarify or complete them. Amendments must be dated, signed and numbered.

CLASSIFICATION RACES: Endurance races on a closed circuit.

INFORMATION PANELS: Information transmitted through panels is not considered to be external assistance or help.

COLLEGE OF SPORTS COMMISSIONERS: The College of Sports Commissioners (CCD) - for all NORTEX4 CHAMPIONSHIP races/events - will be made up of 3 members. The organising club will be represented on the CCD by the Race Director.

Art. 4 - REGULATION, APPLICATION AND INTERPRETATION OF THE REGULATION

4.1 A NORTEX4 ULTRA4 SOUTH Championship race/event will be contested according to:

- CDI/PGAK;
- Sporting Regulations for the Nortex4 Ultra4 South Championship ;
- Technical Regulations for the Nortex4 Ultra4 South Championship;
- Sporting, technical and special regulations for the race/event.

4.2 The Race Director is responsible for applying the regulations during the event.

4.3 Any complaints about this application, as well as any unforeseen cases, will be analysed by the race's College of Stewards.

4.4 Any modifications or supplementary provisions will be made known by means of dated, numbered and signed additions. These additions will be official information that will form an integral part of the particular regulations of the race/event, aimed at modifying, clarifying or completing them, and will be displayed on the Official Board of the race/event.

4.5 Additions will be made by the Organising Committee up to the day of the checks, submitted for prior approval to FPAK or drawn up and approved by the CCD after the start of the checks.

4.6 Any additions issued must be posted on the race/event's Official Board. They will also be communicated to all Competitors as soon as possible.

4.7 The specific regulations for each race/event must comply with the Sporting Regulations and the Technical Regulations of the NORTEX4 ULTRA4 SUL Championship and be approved by the FPAK.

4.8 No clause of these Regulations may be revoked or altered by a particular race/event regulation or any additions thereto.

4.9 Any complaint lodged by a team/competitor will be passed on to the College of Sporting Commissioners (CCD) for analysis and decision.

4.10 All cases not covered by the special regulations will be analysed by the CCD, which has sole decision-making powers.



Art. 5 - TEAMS

5.1 For the correct interpretation of this text, the following words will be taken into account:

- **"Competitor"** is used for the natural or legal person who registers the vehicle.
- **"Team"** used for the team comprising Pilot 1/Driver and Pilot 2/Navigator.
- **"Team sports director"** means the individual responsible for the team. This function may be carried out by Driver 1/Driver and Driver 2/Navigator, or by a third person duly registered and licensed by the FPAK.
- **"Pilot 1/Driver"** is any natural person who drives a 4x4 vehicle in a race/event, who must hold a driver's or competitor's/driver's licence, issued by the FPAK, of at least NATIONAL C level.
- **"Driver 2/Navigator"** is any natural person accompanying a driver during a race/event, who must hold a driver/navigator licence, respectively, from the FPAK and who may drive the vehicle in a Classification race. If you drive, you must hold a NATIONAL DRIVER C sports licence or higher, if you don't drive, you must hold a NAVIGATOR C licence or higher.
- **"Assistance"** means any natural person who helps the team.

5.2 All teams entered by a Competitor will be admitted. Team members will be called Driver 1/Driver and Driver 2/Navigator.

5.3 During the period of an Event, and whenever the Competitor is a natural person or if he is not on board the vehicle, all his obligations and responsibilities fall fully, jointly and severally to Driver 1/Driver declared on the entry form.

5.4 The team must remain complete for the duration of the event. However, for reasons of force majeure, one of the members of the team may be replaced provided that they have registered initially and that they have notified the Race Director and been authorised by the CCD.

5.5 Any disloyal, incorrect or fraudulent behaviour by a Competitor or a team member, including the team's Sporting Director, will be judged by the College of Stewards, who will pronounce any possible penalty, which could go as far as disqualifying the team.

5.6 It is compulsory for Driver 1/Driver and Driver 2/Navigator to use their own equipment, in accordance with the Technical Regulations of the Championship.

5.7 Assistance

5.7.1 The assistance teams may only intervene within the specific zones, or those indicated/authorised for assistance, to provide mechanical support to the vehicles. If the competitor requests assistance for reasons of breakdown, accident or withdrawal - during the race/event, they may only do so after asking the station manager or Race Director for authorisation. Repairs to vehicles along the route can only be carried out by Driver 1/Driver and Driver 2/Navigator. Any outside help will result in disqualification.

Art. 6 - RESPONSIBLE FOR COMPETITOR RELATIONS AND RACE SECRETARY

6.1 RELATIONS WITH COMPETITORS -MAIN MISSIONS

6.1.1 According to Art.4.7 of the PGAK

Providing information to Competitors and liaising with them. This task should be entrusted to a person with a licence issued by the FPAK minimum CDE, as it implies knowledge of the regulations. The Competitor Relations Officer may attend meetings of the College of Stewards in order to be informed of decisions taken.

6.1.2 In order to be easily identifiable by Competitors, you must:



- 6.1.2.1 Having a clear identity;
- 6.1.2.2 Be presented to Competitors if a Drivers' Briefing is organised;
- 6.1.2.3 Your photo must be published in the race/event regulations or in an addendum.

6.2 RELATIONS WITH COMPETITORS - FUNCTIONS

- To provide all those who need it with precise answers to the questions raised;
- Providing all additional information and details regarding regulations and the running of the race/event.

6.3 RELATIONS WITH COMPETITORS -CONCERTATION

- Prevent requests from reaching the College of Sports Commissioners that can be resolved satisfactorily through precise explanations.
- Excluded from this action are cases of complaint (e.g. providing clarification on disputed times, with the support of information from controllers).
- The Competitor Relations Officer shall refrain from any words, comments or actions likely to provoke protests.

6.4 RACE SECRETARY - PRESENCE DURING THE RACE/EVENT

The Race Secretary is responsible for organising the Event material and is in charge of controlling all documents relating to the teams and competitors.

You must draw up an attendance plan, which will be displayed on the official noticeboard of the race/event and which must include your attendance:

- in the Technical Checks;
- at the race secretariat;
- at the start of the Race;
- in the paddock;
- when the results are published;

Art.7 - APPLICATION FOR REGISTRATION

7.1 Participation in the Nortex4 Ultra4 South Championship races/events is open to teams made up of two members, Driver 1/Driver and Driver 2/Navigator, formalising registration through the contacts provided in Article 10 of these Sports Regulations.

7.2 The organiser reserves the right to refuse entry to the event to any candidate, team, competitor, participant or any other person for any reason. In accordance with Art. 3.14 of the CDI, the organising committee may refuse entry to a race/event and must inform the interested party, as well as FPAK, within 2 days of the closing of entries and no later than five days before the race/event. The refusal must be justified.

7.3 Entries must be formalised by the closing date for entries. The entry forms must include the name of the Competitor, the Driver and the Team Manager, their valid sporting licences, the name of the team, as well as the vehicle's documentation.

7.4 No changes may be made to the Entry Form, except in the cases provided for in the Sporting and Technical Regulations. However, the Competitor may freely replace the car indicated with another until the start of the Administrative/Technical Checks.

7.5 By signing the Entry Form, the Competitor, as well as all the members of the team, submit to the provisions of the Sports Regulations of the Nortex4 Ultra4 South Championship, the Technical



Regulations of the Nortex4 Ultra4 Sul Championship, the Special Regulations of the race/event and all the decisions of the Event Management.

7.6 Applications for registration will not be accepted if they are not accompanied by the relevant registration fee or proof of payment.

7.7 No substitution of a Competitor is authorised after the official publication of the entry list.

7.7.1 Only team members (Driver 1/Driver and Driver 2/Navigator) may be replaced under the following conditions:

7.7.1.1 Before the start of the Administrative Checks, with the agreement of the Race Director.

Art. 8 - ADMITTED VEHICLES

The NORTEX4 ULTRA4 SOUTH Championship is reserved for drivers and navigators whose vehicles comply with the NORTEX4 ULTRA4 SOUTH Championship Technical Regulations.

Art. 9 - COMPETITORS, DRIVERS AND NAVIGATORS

Competitors and drivers, both national and international, will be admitted to this Championship.

Art. 10 - NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP RACE/EVENT REGISTRATION/REGISTRATION FEES/ RACE/EVENT INSURANCE

10.1 This must be done by filling in and submitting the relevant "Registration Form", together with the registration fee, plus the Civil Liability insurance premium.

10.1.1 The entry fee for races/events must be indicated in the Special Regulations for each race/event.

10.1.2. Entry fees will be fully refunded, as defined in the PGAK, Art. 9.8.

10.1.2.1 In any other situation not provided for in these regulations, registration fees will not be refunded.

10.1.3. A third member of the team may be entered upon payment of the fee shown on the entry form for each race/event.

10.2 Race/event insurance

Insurance will be provided by the Portuguese Automobile and Karting Federation (FPAK) and in accordance with Art. 17 of the PGAK.

10.3 Places to register for the Championship

Defined in the Special Regulations for each event.

Art. 11 IDENTIFICATION

11.1 Each car must be duly identified in accordance with the Championship's Technical Regulations.

11.2 All team members will be identified with a wristband.

11.2.1. If the wristband is damaged, competitors must ask the event secretariat to replace it, returning the original one.

Art. 12 - MATCH ORDER/NUMBERS

12.1 Numbers are allocated to competitors at the request of the competitor. However, if the number has already been requested by another team, the organisation may assign another number.



12.2 The number of competitors must be the same for all the NorthX4 Ultra4 South Championship races.

12.3 Starts will be made in accordance with the Special Regulations for each race/event, thus forming the starting grid.

12.4 All teams must enter the Start Zone 30 minutes before the scheduled departure time. The pre-start grid must be formed 20 **minutes** before the scheduled start time, and teams that arrive after the start grid has been formed will start from the last position on the grid.

12.5 The team with the best time in the Timed Prologue will start in 1st place on the grid for the start of the race/event, and so on.

12.6 Starts will be made by the Race Director or a person designated by him, and a team that makes a false start will be subject to a 15-minute penalty.

Art. 13 - RACE MANUAL

13.1 All teams will receive the race manual containing a detailed description of the route to be followed.

13.2 The race/event will be contested in the direction stipulated in the Race Regulations, and teams are prohibited from travelling in the opposite direction under penalty of disqualification.

Art. 14 - ADVERTISING AND IDENTIFICATION

14.1 Teams are allowed to freely display advertising on their vehicles provided that:

- Is authorised by the Sporting, Technical and Private Regulations of the Event and the Portuguese legislation in force.
- Don't go against good morals and customs.
- Do not interfere with the places reserved for the organisation.
- Don't obstruct the team's view through the windows.

Art. 15 - BRIEFING

15.1 During a race/event, a Briefing, with an attendance sheet, must be organised between the end of the administrative/technical checks and the start of the race/event.

15.1.1 This initial briefing may be transcribed into a written document given to the Competitors and posted on the Official Board.

15.1.2 It must be carried out by the Race Director or Assistant Race Director.

15.1.3 The presence of at least one team member is compulsory. Failure to attend the briefing will result in a penalty.

Art.16 - EVENT DEVELOPMENT

16.1 The event starts with administrative and technical checks in a closed park.

16.2 All competitors received information about the race, with the official programme, which contains



all the information about the type of event to be held.

16.3 A briefing will be held to briefly explain the development of the event and to clarify any doubts the teams may have.

16.4 Changes to the regulations, communicated by addenda or passed on during the Briefing, complete the Special Regulations of the race/event. All competitors must sign a protocol stating that they have been informed of these changes.

16.5 Each stage of the race/event may last a minimum of 2 hours and a maximum of 6 hours, as established in the specific regulations for each event.

16.6 Each race/event may consist of one, two or more stages, as established in the specific regulations for each event.

16.7 During the event, it is permitted to alternate between Driver 1 and Driver 2.

16.8 Help from the public or any other element is not permitted during the event. The competitor will be held responsible for external help and will be disqualified.

16.9 Participating teams are allowed to help each other as long as they do not jeopardise their physical integrity. This type of help does not give rise to any type of bonus.

16.10 When encountering an accident on the course, a rollover, a breakdown or a damaged vehicle, all participants must make reasonable efforts to assess the condition of the drivers or navigators involved. Participants who are involved in one of the above situations must make every effort to signal their condition to passing participants (e.g. with a thumbs up). If it is impossible to assess the condition of the occupants in the vehicle, participants must report the situation to the nearest Commissioner, quoting the vehicle number. Any participant must pass on a message to a marshal if requested to do so by another team that is stuck in a location.

16.11 If the team finishes its race/event, it will be banned from the track.

16.12 During the event, the team may request help from the organisation, but will be subject to disqualification.

16.13 During the event it is not permitted to intentionally block the passage of vehicles or prevent overtaking, under penalty of up to 1 hour.

16.14 During the race/event, if the track becomes impassable or jeopardises the physical integrity of the participants or the public, it may be altered, and this decision rests solely with the Race Director.

16.15 It is not permitted to drive around the outside of the vehicle. It is compulsory to drive with the protective nets on the doors properly closed. Failure to comply will result in a 15-minute penalty.

16.16 Exiting the vehicle from the front is not permitted. The side door/exit must always be used (if the position of the vehicle allows), under penalty of a 15-minute penalty.

16.17 Rider 2 is allowed to follow the progress of the car outside, as long as it does not jeopardise his physical integrity.



16.18 Riders must ride with all safety equipment, in accordance with its rules of operation/use.

16.19 The team may not continue in the race/event if their physical integrity is at risk.

16.20 The Race Director reserves the right to remove any car from the track when it is immobilised and preventing other competitors from passing, i.e. the normal running of the circuit.

16.21 Teams are obliged to follow the instructions of the steward in charge of the selective sector, on pain of penalty.

16.22 Throughout the event, any misbehaviour or disrespect towards the Race Director, stewards, assistants, by a team or identified members of it, will result in a penalty that could go as far as disqualification, and may also be subject to sanctions by the FPAK.

16.23 Smoking or drinking alcoholic beverages in the official technical inspection area, or closed park areas, pits, assistance points and pit-stops, on the track layout or in the surrounding areas is strictly prohibited for anyone who is part of the registered team. The use of narcotics or other illegal or illicit drugs is prohibited. Any participant who appears to be under the influence of any of the above may be disqualified and subject to suspension from all NORTEX4 events, and may also be subject to sanction by the FPAK.

16.24 Throughout the event, teams must scrupulously respect the rules of environmental protection, specifically the ban on setting fires in wooded areas, throwing rubbish on the ground, damaging vegetation and not spilling lubricants or fuels. Failure to comply with the rules on respect for the environment will incur penalties.

16.25 At the end of the race, the finishing vehicles will enter the Closed Park, where they must remain for 30 minutes. This park will be at a location to be designated by the Race Director.

16.26 Team penalties will be communicated by the College of Stewards.

16.27 Prizes will be awarded in accordance with the event's special regulations.

Art.17 SIGNS / BANDS

17.1 Green Flag: free movement on the road.

17.2 Blue Flag: Faster competitor approaches (let faster car overtake).

17.3 Yellow Flag: Warning that a problem has occurred on the road (danger/no overtaking), and you should reduce speed and drive with caution.

17.4 Red Flag: stoppage of the race/event (the cars must automatically be immobilised and/or sent to the pits by indication of the Race Director).

17.5 Black Flag: enter the pits on the next lap (accompanied by the car number).

17.6 Chequered flag: end of race/event.

Art. 18 - COUNTING OFFENCES IN EACH SELECTIVE SECTOR ON THE CIRCUIT



In each selective sector, the Chief Steward must take note of or record the infractions found in his sector by the competitors, and the first infraction found will result in a warning to the team, and the second infraction will result in the penalties provided for in the Regulations. These penalties will be applied by the College of Stewards.

18.1 The offences are based on the following points:

- The non-use of compulsory safety equipment by Pilot 1 and Pilot 2.
- Touching or passing over or under the winch cable when it is live.
- Drivers cannot circulate outside the vehicle.
- Disrespect for flags.
- Knocking down stakes or cutting ribbons intentionally.
- Vehicle off the road, when it deliberately crosses the line of the markings with one wheel.
- The removal of fixed accessories from the car voluntarily or by accident (bumpers, bonnet, mudguards, etc.) and/or visible mechanical problems that could endanger the competitors, will result in the car being moved to the pit lane. The competitor may do this of their own volition or at the direction of the Steward or Race Director. Failure to comply with this point will result in penalties.
- Circuit infringements - failure to comply with the class route entitles you to a one-lap penalty or disqualification from the event.

Art.19 - RECOGNITION / PROLOGUE

19.1 Reconnaissance of the circuit is free to all competitors, as long as it is not with the competition vehicle.

19.2 The duration of the Timed Prologue will be in accordance with the timetable in the event's Programme or the particular Regulations of the race/event.

19.3 The Prologue will consist of one or more timed laps.

19.4 The best time will be taken into account to establish the classification for the Prologue Timed Race.

19.5 The starting order for the prologue in the race/event will be determined by a draw to be held at the briefing, by order of registration or by the classification of the previous race.

19.6 In the event of a tie in the prologue times, a draw will be made between the tied teams.

19.7 Teams that opted not to take part in the Timed Prologue or were unable to obtain times will be placed last on the starting grid.

Art.20 - REGROUPINGS

20.1 Regroupings may be made at the proposal of the Race Director.

20.1.1. For safety or other justifiable reasons, an Event may be stopped before its end. The Event may or may not restart. All decisions that have to be taken in these circumstances will be discussed and analysed by the College of Stewards.

ART. 21 - CLOSED CAR PARK

21.1 The closed park takes place at a time and place specified in the official race/event programme.



21.2 After the end of the race/event, all vehicles must be moved to the closed car park by Driver 1/Driver. Driver 1/Driver and Driver 2/Navigator must leave the car park immediately and any other member of the team is prohibited from entering.

21.3 After the end of the race/event, the vehicles will remain in a Closed Park for 30 minutes and will not be allowed to carry out any repairs or refuelling.

Art.22 - ADMINISTRATIVE AND TECHNICAL CHECKS

22.1 The **administrative checks** include the verification of documents:

- Sports licences
- Various authorisations, etc.
- FPAK Technical Passport

22.2 Only teams that have **passed the administrative checks** can present their vehicle at the **technical checks**.

22.3 Any vehicle that does not conform to the characteristics of the entry, that does not pass the administrative and technical checks, or that does not comply with the safety rules of these regulations, will be refused the start.

22.4 At any time during the race/event, additional checks may be carried out on both team members and vehicles.

22.5 The Bidder is responsible at all times for the technical legality of his vehicle.

- Presenting a vehicle at roadworthiness tests is considered an implicit declaration of legality.

22.6 The Technical Checks include checking all the technical characteristics and safety equipment provided, as described in the Championship's Technical Regulations.

- Following the technical checks and in the event of a vehicle being found to be non-compliant, a time limit may be granted by the Technical Delegate and/or Chief Technical Steward in order for it to be brought back into compliance with the corresponding regulations.

- The presentation of a vehicle that does not comply with the technical characteristics of the class will result in it being refused entry and unable to take part in the event.

Art.23 - CLASSIFICATION BY RACE/EVENT

23.1 Timing is the responsibility of the entity contracted for the purpose, and it is made official with the approval of the College of Stewards.

23.2 The classification will be established by class, according to time and number of laps.

that there is a pre-established number of laps and maximum race time (e.g. the winner is the one who completes the number of laps in the shortest time).

23.3 Penalties will be expressed in hours, minutes and seconds or in laps.

23.4 A separate classification will be established for all Trophy classes.

23.5 The provisional official classifications of the event will be posted on the official board after the end of the race/event.



23.6 The provisional Official Classifications will become Final Official Classifications 30 minutes after the provisional classification is posted.

23.7 The classifications must include the date, time and signature of the race director after being verified by the stewards.

23.8 The location of this official board, which will be used to display all information about the race/event, must be generally known to competitors and the media.

Art. 24 - PENALISATIONS

24.1 Participation refused / unable to participate

24.1.1. Tyres outside class measurements;

24.1.2. Lack of the individual safety equipment provided for in the Technical Regulations;

24.1.3 The lack or poor placement of advertising, if mandatory;

24.1.4. Vehicle not conforming to the characteristics of the entry, in the administrative and technical checks;

24.1.5. Non-use of protective nets for side door windows.

24.2 Disqualification

24.2.1 The abandonment of a team member or the admission of a third party, if prior registration has not been made during the administrative checks;

24.2.2. Unfair, incorrect or fraudulent behaviour by a Competitor or team;

24.2.3. Circulate voluntarily in the opposite direction of the route;

24.2.4. Absence of compulsory publicity during the race/event;

24.2.5. Change of vehicle by the team;

24.2.6. External help to the team, including that of the organisation. Exceptions to this paragraph are when there is a danger to the occupants of the vehicle, members of the organisation and/or the public or when the vehicle is preventing the normal operation of the circuit;

24.2.7. Failure to use individual safety equipment during the test;

24.2.8. Refuelling outside the specific locations for this purpose (ZA - refuelling zone);

24.2.9. Infringement of the Closed Park regime.

24.3 Penalties

24.3.1 False start	15 mins
24.3.2 Failure of the team to attend the Briefing	1 hour
24.3.3 Intentionally blocking the passage of vehicles or preventing overtaking	15 min to 1 hour
24.3.4 Driving without seat belts fastened	15 mins
24.3.5. Failure to comply with the steward's instructions	30 mins
24.3.6 Incorrect/disrespectful behaviour towards the steward	1 hour
24.3.7 Non-compliance with environmental defence rules	1 hour



24.3.8. Non-use of protective nets for side door windows	15 minutes after the first call for attention From 3rd call: 1h to disqualification
24.3.9. Failure to comply with the route defined for the Class	1 lap to disqualification
24.3.10. Abuse or excessive tailgating of a slower vehicle	30 mins
24.3.11. Knocking down stakes or flags	15 min to 1 lap
24.3.12. Failure to comply with the individual timetable set by the Organisation for the checks administrative/technical	15 min for non-participation
24.3.13. Failure to comply with the line-up schedule	15 min and departure in last place

Art.25 - CHAMPIONSHIP CLASSIFICATION

It will be compulsory to take part in the NORTEX4 RACING FEST and the KING OF PORTUGAL.
In each race/event of the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP, Competitors will obtain the following points, depending on their place in the final overall classification of their respective class.

25.1 Scorecard:

Classification	Score	Classification	Score
1º	25	9º	5
2º	20	10º	4
3º	17	11º	1
4º	15	12º	1
5º	12	13º	1
6º	10	14º	1
7º	8	15º	1
8º	6		

25.1.1 An extra point will be awarded to all teams taking part in the prologue.

25.2 The KING OF PORTUGAL event scores double points for the championship (each stage/day scores individually for the final classification).

25.3 From the sixteenth place onwards, everyone receives 0 points.

25.4 The final classification for each event is determined by the highest number of laps set for the race in the shortest possible time, after adding up any possible penalties.

25.5 The finish will be signalled by the display of a chequered flag. The race will end when the car crosses the finish line.

25.6 Timing will end for all teams when the time stipulated for each stage of each race ends, as defined in the Special Regulations.

25.7 For the Final Classification of the **NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP**, the following will be taken into account:

25.7.1 The sum of the 3 best results obtained by each competitor in the events in which they



took part;

25.7.2 After each event, the general classification will be updated as a result of the cumulative sum of the events.

25.7.3 In the event of a tie in the final standings of the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP, the best-placed rider will be the one with the highest number of points in the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP races. If there is still a tie, the best-placed rider will be the one with the most overall wins, and then in the prologue, in the event of another tie.

Art. 26 - SECURITY

In all races/events included in the **NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP**, compliance with the safety rules imposed by the Technical Regulations is mandatory.

Art. 27 - PRIZES PER RACE/EVENT - DISTRIBUTION OF PRIZES

27.1 They must be distributed on the podium as follows.

27.1.1. Class rankings, by race/event of the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP

- Top 3 overall - Personalised trophies.
- The rest - participation trophy.
- Other special prizes may be awarded.

27.2 The prize giving will always take place at the end of each event. Driver 1/Driver and Driver 2/Navigator must be present.

27.3 All teams that do not attend the awards ceremony will forfeit their right to the prizes.

27.4 Prizes per race/event - according to the particular race/event regulations.

Art.28 - NORTEX4 CHAMPIONSHIP FINAL PRIZES

28.1 There will be no prize money for the different classes in the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP.

Art.29 - COMPLAINTS/APPEALS

29.1 Competitors, and only Competitors, have the right of complaint granted to them by article 14 of the PGAK. Any complaints or appeals must be submitted in the terms defined by article 14 of the PGAK.

29.2 The complaint fee is € 500.

29.3 Claims costs - the guarantee deposit to cover the costs of any dismantling, assembly, whenever the content of the claim so requires, will be:

- a) 1,000€ - Affecting only a specific part of the vehicle;
- b) 3,000€ - Affecting different parts of the car;

29.4 Appeals - competitors have the right to appeal under Article 15 of the CDI and Article 14 of the PGAK.

29.4.1 - National appeal fee - €2,500, regardless of costs or modality.

29.4.2 - Penalties without the right to appeal - penalties provided for in specific regulations and/or in the regulations of championships, cups, trophies, series, challenges or criteria that expressly establish



this. As well as penalties observed by the de facto judges, previously appointed.

Art. 30 - CONDITIONS/RENUNCIATION/RELIABILITY

30.1 In accordance with Art. 3.14 of the CDI, the organising committee may refuse entry to a race/event and must inform the interested party and FPAK within two days of the closing date for entries and no later than five days before the race/event. The refusal must be justified.

30.2 The reader of these Regulations and participant in the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP agrees to waive, release, protect, exempt and defend the promoter and organiser of the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP, and each of their heirs, successors, directors, officers, employees, agents, contractors, volunteers

and all their respective insurance companies, successors in interest, commercial and corporate sponsors, agents, employees, representatives, assigns, officers, directors and shareholders from any and all claims, liabilities, losses, costs or damages or expenses of any other loss or damage caused or alleged to have arisen, from any use of any information contained in these Rules or by reason of any incorrect information, omission of information, or any negligent act or in connection with these Rules.

30.3 The reader of these Regulations, all participants in the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP, and any user of any safety device, assume all the risks involved in using any information contained in the Regulations governing the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP, to participate in this race and in operating a vehicle.

30.4 Nothing written in the various Regulations purports to be professional, competent or qualified advice on how to design, build, manufacture, install or use any vehicle, component, part, device, system or equipment, including safety systems.

30.5 No warranty or representation is made as to the ability of any of the information contained in this set of rules to protect any reader of these Regulations, any participant in the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP, or any user of any vehicle, part, system or safety device (whether mentioned herein or not) from injury, property damage or death.

30.6 By participating in any way in the NORTEX4 ULTRA4 SUL CHAMPIONSHIP event, it means that all participants understand and agree that participation in an off-road event, the installation or use of any safety device and operation of an off-road vehicle for any purpose, MAY BE DANGEROUS and presents a risk of property damage, injury or death.

30.7 All participants assume any and all risks associated with the use of any information published in these Regulations, whether or not such risks are known or unknown, whether or not inherent to participation in the NORTEX4 ULTRA4 SUL CHAMPIONSHIP.

30.8 APTE is not responsible for decisions made by individuals or others using these Regulations.

30.9 APTE assumes no responsibility for delays, postponements or cancellations of all or part of the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP for any reason, including bad weather or unsafe course conditions.

30.10 NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP competitors and volunteers are not employees of APTE. Competitors in the NORTEX4 ULTRA4 SOUTH CHAMPIONSHIP event assume full responsibility for all charges, premiums and taxes due on monies, prizes, or others that they may receive as a result of their participation in the event. The organisation and the Organising Committee of the NORTEX4 ULTRA4 SUL CHAMPIONSHIP may not be held liable for any accidents or their consequences, whether



caused by competitors and/or volunteers, whether or not they were victims or whether or not they came from the competitor's and/or volunteer's vehicle. Likewise, no responsibility can be attributed to the event for the consequences of infringements of laws, regulations and codes in force, which must be borne by the offenders.

Art.31 - APPLICATION AND INTERPRETATION OF THESE REGULATIONS

31.1 In the event of a dispute regarding the interpretation of these regulations, only the FPAK is qualified to make a decision.

31.2 Any changes to these regulations may be made at any time by the FPAK in accordance with Article 2.5 of the PGAK.

Art. 32 - OMISSIONS

All cases not provided for in these Regulations, as well as any doubts arising from their interpretation, will be analysed and decided by the FPAK.

Art.33 - MODIFICATIONS

Any modification to these regulations will be made in accordance with article 2.5.1 of the PGAK.

Art.34 - VALIDITY

These regulations come into force as soon as they are published on the Clube Nortex4 website.