



NORTEX4 TROPHY 2024

SPORTS REGULATIONS



Art. 1 - ORGANISATION OF THE NORTEX4 TROPHY

The APTE (Associação Portuguesa de Trial Extremo) is organising a reserved sporting event called the NORTEX4 TROPHY, which will be governed by the FIA International Sporting Code (CDI), the General Motorsport and Karting Regulations (PGAK), these Sports Regulations and the trophy's Technical Regulations. The purpose of these Regulations is to establish the regulatory framework applicable to NORTEX4 TROPHY races/events held in Portugal and under the auspices of the Portuguese Automobile and Karting Federation (FPAK).

1.1 The Trophy 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 organising entity is responsible for all activities and the application of the Regulations throughout the duration of the event.

1.3 Any particular regulation that does not comply with the Sports 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.

1.4 The following events are part of the NORTEX4 Trophy:

NORTEX4 CHALLENGE / GLADIUS / KING OF PORTUGAL

Art. 2 - POINTABLE RACES

2.1 According to the sports calendar and table below:

16th and 17th of march 2024	NORTEX4 CHALLENGE
18th and 19th of may 2024	GLADIUS
13th to 15th of June 2024	KING OF FRANCE (extra race)
9th to 12th of october 2024	KING OF PORTUGAL

Art. 3 - TERMINOLOGY

TROFÉU NORTEX4: Trophy made up of national races/events organised by the APTE, under the rules of the Portuguese Automobile and Karting Federation (FPAK).

TRIAL 4X4 TRACK: Closed course comprising a set of Trials integrated into the same circuit, starting and finishing at the same place, specially built for races/events for vehicles entered in the trophy, 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 trophy's Technical Regulations.

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

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

NEUTRALISATION: Time during which the teams are stopped, as determined by the Race Direction.



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

CLOSED PARK: Area in which no repairs or interventions are 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 via panels is not considered to be outside assistance or help.

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

Art. 4 - RULES, APPLICATION AND INTERPRETATION OF THE REGULATIONS

4.1 The NORTEX4 Trophy race/event will be contested in accordance with:

- CDI/PGAK;
- NORTEX4 Trophy Sports Regulations;
- NORTEX4 Trophy Technical Regulations;
- Particular Regulations of the race/event.

4.2 The Race Director is responsible for the application of the regulations during the course of the event.

4.3 Any complaints about this application, as well as any cases not foreseen, will be analysed by the College of Sports Commissioners of the event.

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 official noticeboard of the race/event. They must also be communicated to all Competitors as soon as possible.

4.7 The specific regulations for each race/event must comply with the regulations: Sports Regulations of the NORTEX4 Trophy and the Technical Regulations of the event, 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 competitor will be passed on to the College of Sports Commissioners (CCD) for analysis and decision.

4.10 All cases not provided for in the specific regulations will be analysed by the CCD, which has sole power of decision.

Art. 5 - TEAMS

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

- “Competitor” used for the physical or moral person who registers the vehicle.



- “Team” used for the group comprising Driver 1/Driver and Driver 2/Navigator.
- “Team sport director” means the physical person 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.
- “Driver 1/Driver” is any individual 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.
- “Pilot 2/Navigator” is any individual who accompanies a driver during a race/event, who must hold a driver's/navigator's licence, respectively, issued by FPAK and who may drive the vehicle in a classification race; if they drive, they must hold a NATIONAL DRIVER C sports licence or higher; if they do not drive, they must hold a NAVIGATOR C licence or higher.
- “Assistance” is any physical 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 moral person or is not on board the vehicle, all their obligations and responsibilities fall entirely, 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 have notified the Race Director and authorised the CCD.

5.5 Any disloyal, incorrect or fraudulent behaviour by a Competitor or a team member, including the team's Sports Director, will be judged by the College of Sports Commissioners (CCD), 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 wear their own equipment, in accordance with the Trophy's Technical Regulations.

5.7 Assistance

5.7.1 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 - due to breakdown, accident or withdrawal - during the race/event, they may only do so after asking the Pit Marshal 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 a penalty or even disqualification.

Art. 6 - RESPONSIBLE FOR RELATIONS WITH COMPETITORS

6.1 MAIN TASKS

6.1.1 In accordance with Article 4.7 of the PGAK

To provide information to Competitors and liaise with them. This mission must 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 the meetings of the College of Sports Commissioners (CCD) in order to be informed of the decisions taken.

6.1.2 In order to be easily identifiable to Competitors, he must:

6.1.2.1 Carry clear identification;

6.1.2.2 Be presented to Competitors if a drivers' briefing is organised;

6.1.2.3 Their photograph must be published in the regulations of the race/event or in an addendum.

6.2 PRESENCE DURING THE RACE/EVENT

The Clerk of the Event must draw up an attendance plan, which will be displayed on the Official Board of the race/event and which must include:



- Presence at the Technical Checks;
- At the Race Office;
- At the start of the race;
- In the paddock;
- On posting the Results

6.3 FUNCTIONS

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

6.4 CONCERTATION

- Prevent requests from reaching the College of Sports Commissioners that can be resolved satisfactorily through precise explanations.
- This action excludes cases of complaint (e.g. providing clarification on disputed times, with the support of information from the scrutineers).
- The Competitor Relations Officer will refrain from any words, comments or actions that could provoke protests.

Art.7 - APPLICATION FOR REGISTRATION

7.1 Participation in the NORTEX4 Trophy 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. This refusal must be justified.

7.3 Registration must be formalised before the deadline for closing entries. The entry form must include the names of the Competitor, the drivers and the team's Sports Director and team name, 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 Sports 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, Technical Regulations, Particular Regulations of the race/event and all the decisions of the Event Management.

7.6 The registration request will not be accepted if it is not accompanied by the respective 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 CARS

The Trophy is reserved for Drivers and Navigators whose cars comply with the Trophy's Technical Regulations.



Art. 9 - COMPETITORS, DRIVERS AND NAVIGATORS

National and international Competitors and Drivers will be admitted to this Trophy.

Art. 10 - REGISTRATION FOR THE NORTEX4 TROPHY RACE/EVENT/REGISTRATION FEE/ EVENT INSURANCE

10.1 This must be done by completing and submitting the relevant "Entry Form", accompanied by the entry fee (which includes civil liability insurance), for each Trophy event, in accordance with the following table.

NORTEX4 CHALLENGE	ILIMITADO/LEGEND/MODIFICADOS: 450€ STOCK/UTV: 400€
GLADIUS	ILIMITADO/LEGEND/MODIFICADOS 450€ STOCK/UTV: 400€
KING OF PORTUGAL	ILIMITADO/LEGEND/MODIFICADOS/STOCK/UTV 850€

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

10.1.2 Registration fees will be fully refunded:

10.1.2.1 To candidates whose registration has been refused.

10.1.2.2 If the Event does not take place.

10.1.2.3 As defined in the PGAK.

10.1.2.4 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 amount 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) in accordance with Art. 17 of the PGAK.

10.3 Trophy entry locations

Defined in the Particular Regulations for each event.

Art. 11 IDENTIFICATION

11.1 Each vehicle must be duly identified in accordance with the Trophy's technical regulations.

11.2 All team members will be identified with a wristband.

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

Art. 12 - START ORDER/NUMBERS

12.1 Competitors are allocated numbers at their request. However, if the number has already been requested by another team, the organisation may assign another number.

12.2 The competitor's number must be the same for all NORTEX4 Trophy races.

12.3 Starts will be made in accordance with the Particular 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 Qualifying 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 any team making 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 run in the direction stipulated in the Race Regulations, and teams are forbidden, under penalty of disqualification, to run in the opposite direction.

Art. 14 - ADVERTISING AND IDENTIFICATION

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

- It is authorised by the Sports, Technical and Particular Regulations of the Event and the Portuguese legislation in force.
- It is not contrary to good morals and customs.
- It does not conflict with the places reserved for the organisation.
- It does not impede 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 displayed on the Official Board.

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

15.1.3 The presence of at least one team member is compulsory. Failure to attend the Briefing will be subject to a penalty.

Art.16 - EVENT DEVELOPMENT

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

16.2 All competitors will receive a Race Manual with the respective Official Programme, which will contain all the information on the type of event to be held.

16.3 A briefing will be held to give a brief explanation of the event and to clarify any doubts the teams may have.

16.4 Amendments to the regulations, communicated by way of additions or passed on during the briefing,



complete the Particular 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 3 hours and a maximum of 6 hours, as established in the specific regulations for each event.

16.6 Each race/event may consist of 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 Pilot 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 Teams may 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 faced with an accident on the route, 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 Commissioner if requested to do so by another team that is stuck in a location.

16.11 If the team finishes its race/event, it is forbidden to circulate on 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 a 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 Riding outside the vehicle is not permitted. 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 Pilot 2 is allowed to follow the progress of the vehicle outside, as long as this does not jeopardise his physical integrity.

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

16.18 The team may not continue in the race/event while jeopardising their physical integrity.

16.19 The Race Director reserves the right to remove any vehicle from the track when it is immobilised and impeding the passage of other competitors, i.e. the normal running of the circuit.

16.20 Teams are obliged to follow the instructions of the steward in charge of the selective sector, otherwise they will be subject to a penalty.

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

16.22 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 forbidden 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 TROPHY events, and may also be penalised by the FPAK.

16.23 Throughout the event, teams must scrupulously respect the rules on 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.

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

16.25 Team penalties will be announced by the College of Sports Commissionaires.

16.26 Prize-giving will take place in accordance with the event's Particular Regulations.

Art.17 SIGNS / FLAGS

17.1 Green flag: free movement on the track.

17.2 Blue Flag: Faster competitor approaching (allow to overtake faster car).

17.3 Yellow Flag: Warning that a problem has occurred on the track (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 the race/event.

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

In each selective sector, the Chief of Station must take note of or record the infractions found in his sector by the competitors. 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 Sport Commissioners.

18.1 The infractions are based on the following points:

- Non-use of mandatory safety equipment by Driver 1 and Pilot 2.
- Touching or passing over or under the winch cable when it is in tension.
- Drivers may not ride on the outside of the vehicle.
- Disrespect for flags.
- Knocking down stakes or cutting ribbons intentionally.
- Vehicle off the track, when it purposely crosses the line of the markings with one wheel.
- The removal of fixed accessories from the vehicle voluntarily or by accident (bumpers, bonnet, mudguards, etc.) and/or visible mechanical problems that could endanger competitors, will result in the vehicle being sent to the pit lane. The competitor may do this of their own will or on the instructions of the Commissioner or Race Director. Failure to comply with this point will result in penalties.
- Circuit infractions - 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 All competitors are free to recognise the circuit, as long as they are not using the competition vehicle.

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

19.3 The Prologue will consist of one timed lap.

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

19.5 The starting order for the Prologue in the race/event will be determined by a draw to be held at the briefing, or by ranking in the Trophy.

19.6 In the event of a tie in the best lap 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 – REGROUPMENTS

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

20.1.1 For safety or other 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 Sport Commissioners.

ART. 21 - CLOSED PARK

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

21.2 After the end of the race/event, all vehicles must be moved to the closed park by Driver 1/Pilot. Driver 1/Pilot 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 the 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 (initial teams)

22.2 Only teams that have **passed the administrative checks** may 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 Competitors are responsible at all times for the technical legality of their vehicle.
- Presenting a vehicle at the technical check is considered an implicit declaration of legality.

22.6 The Technical Checks comprise the verification of all the technical characteristics and safety equipment provided for, as described in the Trophy's Technical Regulations.

- Following the technical checks and in the event of a vehicle not conforming, a time limit may be granted by the Technical Delegate and/or Chief Technical Commissioner to bring it back into conformity with the corresponding regulations.

- If a vehicle does not comply with the technical characteristics of the class, it will be refused entry and will be unable to take part in the event.

Art.23 - CLASSIFICATION BY RACE/EVENT

23.1 Timing is the responsibility of the organisation contracted for the purpose, and will be officialised with the approval of the College of Sport Commissioners.

23.2 Classification will be established by class, according to time and number of laps. 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 for 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 30 minutes after the provisional classification has been posted.

23.7 Classifications must include the date, time and signature of the Race Director after being verified by the Sports Commissioners. The location of this official board, which will be used to display all the information about the race/event, must be generally known to the competitors and the media.

Art. 24 - PENALTIES

24.1 Participation refused / unable to participate

24.1.1 Tyres not measuring up to the class;

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

24.1.3 Lack of or incorrect placement of compulsory advertising;

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

24.1.5 Failure to use protective nets for the 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 Disloyal, incorrect or fraudulent behaviour by a Competitor or team;

24.2.3 Voluntarily travelling in the opposite direction of the course;

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

24.2.5 Change of vehicle by the team;



24.2.6. External assistance to the team, including from the organisation. Exceptions to this point 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 Non-use of individual safety equipment during the race;

24.2.8. Refuelling outside the specific places for this purpose (ZA - Refuelling Zone);

24.2.9 Violation of the Closed Park regime.

24.3.1 Penalties

24.3.1. False starts	15 minutes
24.3.2. Lack of team presence at the Briefing	1 hour
24.3.3. Intentionally blocking the passage of vehicles or preventing overtaking	1 hour
24.3.4. Driving without seatbelts fastened	15 minutes
24.3.5. Disrespect for the commissioner's instructions	30 minutes
24.3.6. Incorrect/disrespectful behaviour towards commissioner	1 hour
24.3.7. Non-compliance with defence rules Environment	1 hour
24.3.8. Non-use of protective nets for side door windows	10 min to 1st call. From the 3rd call: 1 hour to disqualification
24.3.9. Non-compliance with the route defined for the Class	1 lap to disqualification
24.3.10. Abuse or excessive tailgating of a slower vehicle	30 minutes
24.3.11. Knocking down stakes or flags	15 minutes to 1 lap

Art.25 - TROPHY CLASSIFICATION

It is compulsory to take part in the Trophy's 3 national events (**NORTEX4 CHALLENGE / GLADIUS / KING OF PORTUGAL**), with the event held in France (extra event) being optional. In each NORTEX4 TROPHY event, Competitors in the events referred to in Art.2 will be awarded the following points, depending on their place in the final overall classification of their respective class.

25.1.1 Scoring table

Classification	Score	Classification	Score
1°	25	11°	10
2°	23	12°	9
3°	21	13°	8
4°	19	14°	7
5°	17	15°	6
6°	15	16°	5
7°	14	17°	4
8°	13	18°	3
9°	12	19°	2
10°	11	20°	1



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 twenty-first classified, everyone receives 0 points.

25.4 The final classification for each event is determined by the greatest number of laps provided 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 Particular Regulations.

25.7 For the **NORTEX4 TROPHY FINAL CLASSIFICATIONS**, 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 NORTEX4 TROPHY Final Classification, the competitor with the highest number of points in the NORTEX X4 TROPHY events will be declared the best classified. 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 – SAFETY

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

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

27.1 Prizes must be distributed on the podium as follows

27.1.1 Classifications per NORTEX4 Trophy event/race

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

27.2 The prize-giving ceremony will always take place at the end of each event. Driver 1/Pilot and Piloto2/Navigator must be present.

27.3 All teams not present at the prize-giving ceremony will forfeit their right to the prizes.

27.4 Prize per race/event - in accordance with the particular race/event regulations.

Art.28 - NORTEX4 TROPHY FINAL PRIZES

28.1 There will be no monetary prizes to be distributed among the different classes of the NORTEX4 TROPHY

Art.29 - CLAIMS/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 claim fee is set at €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 € - For a specific part of the vehicle only;
- b) 3.000 € - for different parts of the vehicle;

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 - the penalties provided for in the 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 2 days of the closing date for entries and no later than five days before the race/event. This refusal must be justified.

30.2 The reader of these Regulations and participant in the NORTEX4 TROPHY agrees to waive, release, protect, hold harmless and defend the promoter and organiser of the NORTEX4 TROPHY, 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, collaborators, representatives, assigns, employees, 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 TROPHY, and any user of any safety device, assume all risks involved in using any information contained in the Regulations governing the NORTEX4 TROPHY, to participate in this event and in operating a vehicle.

30.4 Nothing written in the various Regulations is intended as 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 TROPHY, 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 TROPHY event, it means that all participants understand and agree that participating in an off-road event, installing or using any safety device and operating 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, even if these risks are known or unknown, whether or not inherent to participation in the NORTEX4 TROPHY.

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 TROPHY for any reason, including bad weather or unsafe course conditions.



30.10 NORTEX4 TROPHY participants and volunteers are not employees of APTE. Participants in the NORTEX4 TROPHY assume full responsibility for all charges, premiums and taxes due on monies, prizes, or otherwise that they may receive as a result of their participation in the event.

Art.31 - APPLICATION AND INTERPRETATION OF THIS REGULATION

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 Art. 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 changes to these regulations will be made in accordance with art. 2.5.1 of the PGAK.

Art.34 - VALIDITY

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