

NORTEX4 2026 TECHNICAL REGULATIONS



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1. INTRODUCTION/SUMMARY/DOCUMENT CONVENTIONS

- 1.1. These Regulations contain the rules, regulations, specifications and guidelines governing conduct and participation in **NORTEX4 2026 events**.
- 1.2. Any modification not expressly provided for in these Regulations is prohibited. Any vehicle may be rejected and, consequently, will not be permitted to participate.
- 1.3. Any matter not provided for in these Technical Regulations shall be referred to the Panel of Stewards (CCD), in accordance with the International Sports Code (CDI).
- 1.4. To participate in **NORTEX4 2026** events, all vehicles must comply with these Technical Regulations.
- 1.5. The equipment specifications and standards established in these Regulations, particularly the safety standards, shall be regarded as minimum requirements. No general or specific rule, specification or standard established in this document shall prevent teams or participants from employing additional safety measures or complying with safety standards more stringent than the minimum requirements, provided that this does not conflict with any other provision published in these Regulations.
- 1.6. Although these Regulations are intended by their nature to serve as a directive, no instruction, however comprehensive, can cover every conceivable circumstance. Accordingly, nothing in these Regulations is intended to replace the requirement for all participants, at all times, to exercise sound judgement and demonstrate a high standard of sportsmanship, nor the requirement for participants to remain responsible for their own safety and conduct.

The following words and expressions are interpreted as set out below in order to define their meaning clearly within the context of these Regulations:

- 1.6.1. The expression "**must**" indicates that compliance with, or application of, a rule or procedure is mandatory.
- 1.6.2. The word "**should**" indicates that compliance with, or application of, a rule or procedure is preferred or recommended, but is not mandatory.

2. PRECEDENCE

- 2.1. Where any discrepancy arises in relation to these Regulations, the Organiser of the **NORTEX4 2026** events should be contacted for clarification before the start of the event.
- 2.2. In the event of a material discrepancy, or where clarification is required after the event has started, the Organiser of the NORTEX4 2026 events shall refer the matter to the event's Panel of Stewards (CCD) to determine the appropriate response. Such response must include, but is not limited to, a decision, the issue of a clarification, disciplinary action, or any other action deemed necessary by the CCD.
- 2.3. In the event of any conflict between the documents referred to herein and these Regulations, these Regulations shall prevail.
- 2.4. If any inconsistency arises between these Regulations (including any documents referred to herein) and any applicable law and/or regulation of the Portuguese Republic, the latter shall prevail.
- 2.5. In the event of any conflict between these Regulations and the standards or specifications of any external body sanctioning the event as a co-promoter, the more stringent standard or specification shall prevail.

3. TECHNICAL RULES AND REGULATIONS

- 3.1. All vehicles must be in a good state of repair and proper working order.
- 3.2. All requirements must be complied with, and all safety equipment must remain serviceable throughout the event. If damaged during the event, it must be repaired or replaced before the vehicle may continue.
- 3.3. The CCD may require additional technical checks at any time during the event, covering either the vehicles or team members.
- 3.4. The installation of on-board cameras must comply with the following technical list:
https://fpak.pt/sites/default/files/ficheiros/2019-06/28704-camaras_de_filmar.pdf

4. SCRUTINEERING AND PARC FERMÉ

- 4.1. It is the responsibility of the Driver/Competitor to ensure that their vehicle complies with all **NORTEX4 2026** event regulations, technical standards and specifications.
- 4.2. The Driver/Competitor is responsible for providing the Chief Technical Commissioner with the documentation and records demonstrating compliance with all rules specified herein.
- 4.3. The Organiser reserves the right to limit the number of persons permitted in any area or location where inspections are carried out or where vehicles are held in parc fermé.
- 4.4. The Organiser reserves the right to restrict access to, and/or place in parc fermé, any participating vehicle.
- 4.5. The Organiser accepts no responsibility for vehicles held in parc fermé. It will, however, make reasonable efforts to ensure their security.
- 4.6. Directors, the Race Director and/or the Chief Technical Commissioner may place any vehicle, or any part of it, in parc fermé, provided that this is authorised by the CCD following submission of a report setting out the request.
- 4.7. Any vehicle may be placed in parc fermé after the event and subjected to a second, more comprehensive technical inspection, provided that this is authorised by the CCD following submission of a report on the matter concerned.
- 4.8. Any vehicle may be subject to parc fermé conditions.
- 4.9. No vehicle may be removed from an inspection area or parc fermé without the permission of the Race Director, or the Chief Technical Commissioner and CCD. Removal of any vehicle without the appropriate permission may result in the participant's disqualification. Any vehicle that is not taken directly to inspection or parc fermé when instructed by the Race Director or Chief Technical Commissioner may, following a decision by the CCD, result in the participant's disqualification.
- 4.10. The Chief Technical Commissioner may retain any illegal part or device found on a vehicle and must submit a report to the CCD concerning its retention. No part or device retained by the Chief Technical Commissioner may be returned unless the CCD decides otherwise, and no compensation shall be payable by the Organiser of the **NORTEX4 2026** events.
 - 4.10.1. A participant's failure to report for registration and scrutineering during the hours announced or stated in the event information sheets may, at the discretion of the Organiser of the **NORTEX4 2026** events and the event management, and with the knowledge of the CCD, result in the following penalty: failure to attend the final registration call: DNS (DID NOT START).
- 4.11. The Organiser reserves the right to affix identification markers to any vehicle participating in the

event. These must remain intact and unaltered throughout the event. If a seal or sticker is damaged or must be removed to facilitate repairs or modifications to the vehicle, the Driver/Competitor must inform the Organiser so that the Chief Technical Commissioner can re-mark the vehicle.

- 4.12. Each vehicle must pass scrutineering before it is authorised to compete in **NORTEX4 2026** events. A designated inspection sticker or seal may be applied to the vehicle once it has successfully passed scrutineering. During Initial Scrutineering, no more than three members of the team being inspected may remain in the inspection area.
- 4.13. In case of doubt, a Driver/Competitor may contact the Organiser in advance to ensure that the vehicle is being prepared in accordance with these Regulations. The following contact address shall be used for this purpose: **kop.verificacoestecnicas@gmail.com**
- 4.14. Tampering with an inspection sticker or seal is strictly prohibited. Any evidence of tampering shall require the vehicle to be reinspected, at additional cost, before it is permitted to race.
- 4.15. Failure to comply with the preceding provision may result in the disqualification of the vehicle and Driver from future events organised by Clube Nortex4/Associação A Caminho da Aventura, following a report and with the knowledge of the CCD.
- 4.16. Each competitor's personal protective equipment shall be checked during pre-event scrutineering, including, but not limited to, helmets, neck protection, first-aid kits, fire extinguishers, safety harnesses and nets. This does not mean that these will be the only items checked. The Chief Technical Commissioner, or any of his assistants, may retain any item of personal protective equipment that does not comply with the rules or is considered unsafe and must submit a report to the CCD. Any retained item may or may not be returned, and the Organiser shall pay no compensation to any participant whose illegal or unsafe items are seized. An infringement report must be prepared and submitted to the CCD.
- 4.17. Whether parc fermé will be used before the event shall be at the Organiser's discretion. After scrutineering, vehicles may be directed to a parc fermé area, where they shall remain until the specified release time. Only officials appointed by the Organiser of the **NORTEX4 2026** events may remain in the area after vehicles have entered parc fermé. All other officials must obtain the Race Director's express permission before entering the area.
- 4.18. The Organiser of the **NORTEX4 2026** events reserves the right to subject any vehicle to post-event scrutineering at the discretion of the CCD, Race Director and/or Chief Technical Commissioner. During post-event scrutineering, the Driver shall be responsible for removing or preparing the items requested for inspection, as directed. Failure to comply shall result in disqualification and may result in suspension.
- 4.19. The CCD or Race Director may require a participating vehicle damaged in any event-related incident to undergo a post-incident inspection. If the competitor or driver refuses, the vehicle and driver may be disqualified and suspended from future events organised by APTE and its associates. A report must be submitted for technical confirmation, with the knowledge of the CCD.
- 4.20. Whether all vehicles that have finished the event are placed in parc fermé shall be at the discretion of the Organiser of the **NORTEX4 2026** events. If they are, the vehicles shall be released no later than two hours after the official close of the event. Vehicles involved in any protest or complaint shall remain in parc fermé until the CCD has issued its decision on that protest or complaint.
- 4.21. Any refusal by a participant to comply with a decision of the CCD shall result in the participant's disqualification and suspension from events organised by Associação A Caminho da Aventura/Clube Nortex4 and its associates for a period of not less than one year.
- 4.22. Any protest or complaint must be made in writing and addressed to the event's Panel of Stewards (CCD), accompanied by an additional fee of EUR 500 to open the proceedings, in accordance with Article 14 of the PGAK.

5. VEHICLE REQUIREMENTS (ALL CLASSES), EQUIPMENT CONDITION AND FUNCTIONALITY

- 5.1.** All required or appropriate equipment, materials, devices, safety equipment and vehicle components described in the **NORTEX4 2026** event Regulations (including any special rules or supplementary regulations) must be in good working order at the time of scrutineering. Certain equipment and components must remain serviceable throughout the event and, if damaged, must be repaired or replaced before the vehicle may continue, as specified in the Regulations and technical specifications.
- 5.2. SAFETY EQUIPMENT** - Drivers and equipment manufacturers may request the acceptance of products that do not follow the cited guidelines. Such products must demonstrate that they meet or exceed the existing standards. All exceptions shall be documented in an appendix to the Regulations.
- 5.3. OCCUPANT RESTRAINT SYSTEMS** - All vehicles **must be fitted, for each occupant, with a five-point (or greater)** H-pattern restraint system complying with SFI 16.1, SFI 16.5, FIA 8853-98 or FIA 8853-2016. The system must use a T-type quick-release latch-and-link buckle (a P-type push-button release is not permitted).
- 5.3.1.** The restraint system must be new or in perfect condition, with no cuts, worn webbing, chemical staining or excessive dirt, and must retain full flexibility (that is, the material must not be rigid).
- 5.3.2.** All systems must be installed in accordance with **Article 283, Section 6 of Appendix J to the International Sports Code (CDI)**.
- 5.3.3.** All restraint systems must display the manufacturer's name and the month and year of manufacture. The complete restraint system must be replaced three years after the date of manufacture, or five years after that date if it is FIA-certified.
- 5.3.4.** Additional restraint systems are not permitted.
- 5.3.5.** In addition to compliance with the manufacturer's instructions, restraint-system installation must meet the following requirements:
- 5.3.5.1.** The restraint system must be mounted to structural members capable of withstanding the load imposed on them in an accident without failing.
- 5.3.5.2.** The restraint system must be used in conjunction with a well-constructed, properly installed seat securely mounted to the chassis/roll cage.
- 5.3.5.3.** The restraint system must be used with a seat having the correct number of harness slots in the correct positions. Seats may not be modified to create harness slots.
- 5.3.5.4.** Harness straps must be kept as short as possible in order to minimise belt stretch.
- 5.3.5.5.** The belts and straps must be aligned so that the tightening action runs in a straight line towards the anchorage points.
- 5.3.5.6.** Double-shear brackets are the preferred anchorage method.
- 5.3.5.7.** Restraint systems must be installed using high-quality hardware suitable for the application. Grade 8, 1/2 in (13 mm) fine-thread bolts and Grade 8 deformed-thread locknuts, or better, are recommended.
- 5.3.5.8.** Harness straps must not rub against any surface that could cause them to fail.
- 5.3.5.9.** Three-bar slides must be positioned close to the anchorage plate or, where a wrap-around mounting is used, close to the bar around which the harness strap is secured.
- 5.3.5.10.** Harness straps using an unsewn anchorage plate must be passed back through the slide a fourth

time.

5.3.5.11. Wrap-around mounting must be limited to the shoulder straps and must incorporate a means of preventing lateral movement of the straps.

5.3.5.12. Harness adjusters must not be positioned in, or close to, the seat slots.

5.3.5.13. Occupant restraint systems must be properly tightened and worn by every occupant whenever the vehicle is moving.

5.3.5.14. The Chief Technical Commissioner shall determine whether restraint systems without FIA or other homologation may be accepted, provided that they meet equivalent requirements and safety levels.

5.4. SAFETY NETS - Approved safety nets are mandatory on all vehicles and must cover the entire open cab area on both sides of the vehicle, so that no limb or other part of an occupant's body can protrude outside the vehicle at any time when the occupant is correctly seated and restrained in the normal driving position.

5.4.1. The nets must be taut and must not deflect when force is applied. They must not be elastic.

5.4.2. The quarter-window areas behind the A-pillar must be filled with safety-net material wherever there is any possibility that a limb or other part of an occupant's body could protrude outside the vehicle while the occupant is correctly seated and restrained in the normal driving position. Polycarbonate is not permitted for this purpose.

5.4.3. The nets must be installed inside the structure to prevent them from being damaged or becoming detached in a rollover or lateral slide.

5.4.4. Nets attached to the door frames are permitted.

5.4.5. The nets must be installed so that occupants can enter and leave the vehicle, without assistance, in any position.

5.4.6. Every net that is not attached to the vehicle's original door must have at least one fastening/locking system; two are recommended.

5.4.7. On vehicles using production or production-style doors, polycarbonate side windows may be replaced by nets, provided that secondary door-locking devices are fitted. Polycarbonate side windows must be mounted so that they can be removed quickly if the door cannot be opened.

5.4.8. The edging, border and attachments of the net must be made from material stronger than the net itself. Net attachments must be spaced no more than 6 in (150 mm) apart. Acceptable fittings include, but are not limited to, steel hose clamps, snap fasteners, Lift-the-Dot fasteners, metal hooks and steel rods. The nets must be sufficiently taut that, when subjected to an outward force of approximately 23 kg, they deflect by less than 4 in (100 mm).

5.5. SEATS - All seats must be manufactured by a recognised manufacturer specialising in seats for competition use and must be of a type appropriate to the event.

5.5.1 All seats must be securely mounted to the vehicle chassis, and their mountings must be adequately reinforced to prevent movement of the seat relative to the structure. Seats must comply with **FIA Standard 8855-1999, FIA 8862-2009 or FIA 8855-2021**.

5.5.2 Adjustable seat runners must be securely mounted to the vehicle structure so that no lateral or vertical movement is possible between the seat and the structure.

5.5.3 Head restraints are required and must comprise resilient padding at least 2 in (50 mm) thick, with an area of approximately 232 square centimetres. Seats must have suitable slots to allow the occupant restraint systems to be fitted correctly.

5.5.4 Folding seats are not permitted.



5.5.5 Adjustable seat supports are not permitted.

5.5.6 The Chief Technical Commissioner shall determine whether seats without FIA or other homologation may be accepted, provided that they meet equivalent requirements and safety levels.

5.6 FIRE EXTINGUISHERS - Each vehicle must carry two portable, EU-approved or otherwise approved, ABC dry-chemical fire extinguishers, **each with a capacity of at least 2 kg**. The extinguishers must have a pressure indicator, be fully charged and be readily accessible (one accessible to all occupants and one accessible from outside the vehicle). All extinguishers must be mounted so that they can be removed and used without tools.

5.6.1 An integrated on-board fire-extinguishing/suppression system is strongly recommended in addition to the portable extinguishers. A vehicle equipped with an on-board extinguishing or fire-suppression system must nevertheless comply with the portable-extinguisher requirements.

5.6.2 All extinguishers and suppression systems must carry a current inspection seal and **label dated less than one year previously**.

5.7 HORNS - All vehicles must be fitted with a horn. It must be clearly audible from a distance of 30 metres in front of the vehicle. Sirens may be used in addition to the horn during the race. Compressed-air horns are not an acceptable means of satisfying this requirement.

5.8 REFLECTORS - All vehicles must have either two red reflective strips measuring 5 cm wide by 20 cm high, or two round red reflectors 5 cm in diameter (production-vehicle rear lamp lenses satisfy this requirement), fitted at the rearmost part of the vehicle, one at each corner. The reflective strips or reflectors should be clearly visible from the rear.

5.9 FIRST-AID KIT - A weatherproof first-aid kit must be carried in each vehicle at all times and must contain, as a minimum, basic first-aid supplies. It must be readily accessible within the occupant compartment without removing any bodywork, panel or vehicle equipment. Occupants with special medical needs must display that information in a readily visible position on their fire-resistant race suit or helmet.

5.10 VEHICLE IDENTIFICATION - Every competing vehicle must display **the correct competitor number**.

5.10.1 Competitor numbers shall consist only of a combination of the digits 0 to 9. Competitors are responsible for producing and applying their own numbers.

5.10.2 The team number is selected during the entry process.

5.10.3 Teams that have previously participated in events run by the same organisation and are scoring in a championship run by that organisation should retain the number previously used; this constitutes Priority 1.

5.10.4 Seniority, based on the date on which the driver first competed in events organised by Clube Nortex4/Associação A Caminho da Aventura and its associates, constitutes Priority 2.

5.10.5 Where neither of the preceding provisions applies, numbers shall be allocated to teams on a first-come, first-served basis.

5.10.6 All vehicles must display their number in five separate positions: front, rear, right side, left side and on a "shark-fin" plate located on the roof.

All number panels must comply with the colour code set out below:

5.10.6.1 UNLIMITED (4400): white background, black number;

5.10.6.2 LEGEND (4800): yellow background, black number;

5.10.6.3 MODIFIED (4500): fluorescent orange background, black number;



5.10.6.4 STOCK (4600): fluorescent blue background, black number;

5.10.6.5 UTV (4900s): fluorescent blue background, white number

5.10.6.6 UNLIMITED UTV (4900u): black background, white number

5.10.7 Associação A Caminho da Aventura/Clube Nortex4 reserves the right to require the colour of the number and/or its background to be changed.

5.10.8 Associação A Caminho da Aventura/Clube Nortex4 accepts no responsibility for problems arising from vehicles whose identification is illegible. It is the driver's responsibility to keep the identification legible.

5.11 GENERAL VEHICLE COMPONENTS - Vehicle occupants must be able to enter and leave the vehicle unaided, quickly and easily, in any position. A firewall or bulkhead must separate the driving compartment from all fuel, engine fluids and acids.

5.11.1 Oil coolers, transmission coolers and radiators located at the front of the vehicle must be separated by a firewall which, in the event of rupture or leakage, prevents fluid from reaching the occupants.

5.11.2 All vehicles fitted with operational doors must have a positive primary door-locking mechanism and a permanently attached positive secondary locking mechanism.

5.11.3 All vehicles must have a metal firewall separating the occupant compartment from the fire hazard presented by the engine and fuel supply.

5.11.4 At a minimum, the firewall must be capable of containing fluids and must extend across the full width of the body. Where the engine is rear-mounted, the firewall must contain fluids and extend from the driver's shoulder height to the vehicle floor and from side to side. Where the fuel cell is rear-mounted and above the occupants' shoulder height, the firewall between the driver and the fuel cell must extend at least 2 in (50 mm) above the top of the fuel cell. On front-engined vehicles, the bonnet is regarded as an extension of the firewall. Any openings made in the firewall for structural members, lines or similar items must be kept to a minimum. Openings must leave no more than 0.0625 in (1.6 mm) clearance around any item passing through them. Metal tape must be used to seal the gap between the firewall and the item passing through it. Rear-engined vehicles are not required to have a bonnet fitted.

5.11.5 A floor is mandatory in every vehicle. If it is not an integral part of the body or chassis, it must be secured by at least six 0.25 in (6.4 mm) bolts on each side. Quarter-turn fasteners and other quick-release fastening systems are not permitted. The floor must cover the entire area from the front of the pedal assembly to the area behind the seat or seats, and from one outer edge of the vehicle to the opposite outer edge. It must be constructed to provide the occupants with maximum protection.

5.11.6 All vehicles must start the event with a complete, operational electrical system, including a generator or alternator, fan and water pump on water-cooled vehicles. Air-cooled vehicles are permitted.

5.11.7 Front and rear safety bumpers are required on all vehicles. Protruding or projecting objects are not permitted. Ends must be trimmed and rounded to eliminate sharp edges. Bumpers must be designed so as reasonably to minimise the possibility of two vehicles becoming interlocked.

5.11.8 Both the front and rear bumpers must prevent the tyres of colliding vehicles from riding up and over one another.

5.11.9 A rear-view mirror is mandatory on all vehicles. It must provide at least 40 square centimetres of reflective surface and a reasonably unobstructed view of the area behind the vehicle.

5.11.10 Skid plates designed to provide a reasonable degree of protection for the front suspension, steering and braking components are recommended on all vehicles. They must be securely

attached.

5.11.11 All spare parts and additional equipment carried in the vehicle must be firmly secured or stowed so as to prevent movement during competition. They must be carried in a manner that minimises the risk of injury to the vehicle's occupants.

5.11.12 All vehicle parts should remain on the vehicle throughout the event, except where lost as a result of accidental damage.

5.11.13 All vehicles must be fitted with an operational winch rated at a minimum of 4,000 lb for the UTV class and 8,000 lb for all other classes. Synthetic rope is mandatory; steel cable is prohibited.

5.12 ROLL BAR/ROLL CAGE - Each competitor is responsible for presenting a safe vehicle for pre-event scrutineering. The competitor must maintain all safety equipment, including the structural integrity of the roll bar/roll cage. Associação A Caminho da Aventura/Clube Nortex4 reserves the right to reject any roll-bar/roll-cage design which, in the Chief Technical Commissioner's opinion, is unsuitable for competition; a report must be submitted to the CCD.

5.12.1 Participants are responsible for every safety characteristic of their vehicle, including the design, manufacture, quality, workmanship, maintenance and repair of the roll-bar/roll-cage structure. For the purposes of these Regulations, a roll bar/roll cage is a structure attached at six points which surrounds and protects the vehicle occupants.

5.12.2 All vehicles must be equipped with a safety structure complying with Article 283-8 of Appendix J to the International Sports Code (CDI).

5.12.3 All vehicles must be equipped with a roll bar/roll cage manufactured from seamless, cold-drawn mechanical tubing of SAE 1020 mild steel or better (higher-carbon steel or alloy steel).

5.12.4 Every component of the roll bar/roll cage (hoops, bends, braces and similar items) must provide at least 3 in (76 mm) clearance from the helmet of every occupant when seated in the normal driving/racing position. All roll-bar/roll-cage components that could come into contact with an occupant's helmet must be padded. Air-conditioning pipe insulation and similar materials are not recommended. Material included in FIA Technical List No. 23 is mandatory:

https://www.fia.com/sites/default/files/l23_roll_cage_padding_8.pdf

5.12.5 The roll bar/roll cage must be securely mounted to the frame, chassis or body. Its terminal ends must be attached to structural members capable of withstanding the maximum impact without breaking or allowing the ends to move. Where the roll bar/roll cage is outside the cab, its mounting plates must sandwich the vehicle structure.

5.12.6 All vehicles, including those fitted with production doors, must have at least one side-impact bar protecting the occupants. These bars must be made from the same tubing and material as the remainder of the roll bar/roll cage, must be as nearly parallel to the ground as possible, and must be welded to the front and rear hoops of the roll bar/roll cage. Their position must not hinder entry to or exit from the vehicle.

5.12.7 Gussets must be fitted at every location where an isolated weld failure could affect occupant safety. They must be made from the same material as the rest of the roll bar/roll cage.

5.12.8 The roll bar/roll cage must be attached at six points around the occupants.

5.12.9 The area of the roll bar/roll cage immediately above the occupants must be covered with steel sheet at least 1 mm thick or aluminium sheet at least 3.2 mm thick, welded or bolted to the roll-bar/roll-cage frame.

5.13 ENGINEERING

5.13.1 Option 1: Comply with the rules set out in Section 5.12.

5.13.2 Option 2: The competitor may submit a certified engineering design drawing for review by the engineering consultant of Associação A Caminho da Aventura / Clube Nortex4 and onward submission to the FPAK Technical Department for final approval. The Chief Technical Commissioner must confirm and validate on site that the configuration corresponds to the approved design. All findings shall remain confidential between the competitor, Associação A Caminho da Aventura / Clube Nortex4 and the FPAK.

5.13.3 Option 3: Associação A Caminho da Aventura / Clube Nortex4 shall propose the chassis design, submit a copy to the FPAK and make all records publicly available. Chief Technical Commissioner shall carry out the final verification during initial scrutineering to confirm and approve that design.

5.14 ENGINE - The engine must be free from leaks.

5.14.1 Engine breathers should vent into a fluid catch tank, and dipsticks should be of the locking type.

5.14.2 Approved spark arrestors or suppressors are mandatory on all vehicles. The exhaust outlet must extend at least 30 cm beyond the rear of the occupants' compartment and be angled at least 45 degrees relative to the ground; it must not point vertically downwards. It must discharge rearwards and outside the bodywork/frame, away from the occupants, fuel cells and tyres, and must be positioned so as to minimise dust generation.

5.14.3 No participant may replace a complete engine during the event. Replacement of the engine block shall be deemed an engine change.

5.15 TRANSMISSION SYSTEM (GEARBOX) - The transmission system must be free from leaks.

5.15.1 All vehicles must have a functional reverse gear.

5.15.2 The transmission system must be fitted with an approved scatter shield or have an approved floor between the occupants and the transmission.

5.16 TRANSFER CASE - The transfer case must be free from leaks.

5.16.1 Transfer-case breathers should vent into a fluid catch tank.

5.16.2 All vehicles must be capable of transmitting power to all four wheels (rim/tyre) and must be equipped with low-range gearing. Low range is defined as a transmission ratio lower than 1:1, that is, numerically higher than 1:1.

5.17. DRIVE SHAFT

5.17.1 Universal joints must be shielded with at least 1 mm aluminium, 0.8 mm steel, 0.8 mm expanded metal or 3 mm polycarbonate, so that components are deflected away from the occupants in the event of universal-joint failure. The material need only be installed between the occupants and the drive-shaft universal joints.

5.17.2 A cylindrical drive-shaft safety loop is recommended.

5.18. STEERING

5.18.1 Power-steering systems must be free from leaks.

5.18.2 Power-steering vent lines should be connected to a fluid catch system that prevents fluid from leaking onto the ground.

5.18.3 All hydraulic steering lines must be in good working order and free from cracks, defects or leaks. Hydraulic lines must be routed so as to protect them from possible damage.

5.19. SUSPENSION

5.19.1 There must be at least one shock absorber per wheel.

5.19.2 Suspension pivot points and connection points should be free from cracks and in sound physical

condition, as determined by the Chief Technical Commissioner or a deputy.

5.19.3 Shock absorbers must be free from leaks.

5.20 BRAKES

5.20.1 The brakes must be capable of applying sufficient force to stop all four wheels (rim/tyre). They must remain in safe working order and free from leaks throughout the event. Any braking-system fault arising during the event must be repaired before the vehicle continues in competition.

5.20.2 The foot-operated brake pedal must operate all brakes with one foot.

5.20.3 Each vehicle should have a means of maintaining continuous braking pressure while the vehicle is parked with the occupant(s) outside it.

5.21 CONTROLS

5.21.1 Every hand- or foot-operated throttle must have at least one return spring of sufficient strength to close the throttle immediately when it is released. Carburettor-equipped vehicles must have at least two throttle-return springs, at least one of which must be attached to the carburettor. All vehicles should have at least one throttle-return spring at the accelerator pedal and one at the throttle control, whether hand- or foot-operated. Computer-controlled throttles (electronic throttle-control systems) are exempt from having a return spring on the throttle body, but must have a return spring at the throttle control (hand or foot) or retain the standard system. A positive throttle stop must be fitted to prevent the throttle linkage from remaining in the open position.

5.21.2 Adaptive controls may be used where required. Hand throttles must meet the same requirements as a foot throttle and are subject to approval by the Organiser.

5.22 FUEL SYSTEMS

5.22.1 FUEL: TYPES

5.22.1.1 Any of the following commercially available fuels may be used:

5.22.1.1.1 Petrol and diesel sold at fuel pumps and service stations;

5.22.1.1.2 Racing petrol, as originally produced;

5.22.1.1.3 Alternative fuels, including biodiesel, subject to approval by the Organiser;

5.22.1.2 Alcohol and nitromethane are not permitted, nor is LPG (gas), in accordance with Article 6.3.1 of the PGAK.

5.22.1.3 Commercially produced and nationally advertised fuel additives may be used.

5.22.1.4 FUEL: STORAGE

It is recommended that vehicles in all classes be fitted with a fuel tank complying with Article 283-14 of Appendix J to the International Sporting Code (ISC). The original fuel tank may nevertheless be retained, provided that it is fully protected against damage caused by stones or other vehicles.

Custom-made steel and polyurethane tanks are acceptable. All aluminium tanks must, without exception, be of the bladder type.

Auxiliary fuel tanks may be used, subject to approval during initial scrutineering. They must also be safety fuel cells.

5.22.1.5 There must be a substantial fireproof barrier between the fuel tank and the occupants.

5.22.1.6 Fuel tanks must be mounted so as to protect them from damage caused by rear impact, other impacts, debris or rocks beneath the vehicle, rollover, or chassis flex.

5.22.1.7 Safety fuel cells must comprise a bladder enclosed within a deformable container. The container

must be made from 0.8 mm steel, 1.5 mm aluminium or 3 mm Marlex. It must be securely attached to the vehicle by bolts or steel straps. All fittings must be incorporated into the container surface and joined to it as an integral part of the tank, or mechanically sealed by a ring-and-counter-ring system using a flat gasket or O-ring. Internal baffling is mandatory in all fuel cells; foam is an acceptable form of internal baffling. The bladder should be made from impregnated nylon or Dacron fabric coated with a fuel-resistant elastomer. Rotationally moulded polymer cells are acceptable when enclosed in a container made from 0.8 mm steel or 1.5 mm aluminium.

5.22.1.8A fuel surge tank (small intermediate reservoir) is permitted within the following parameters: it must be made from 3.25 mm aluminium or steel, mounted to the chassis using rubber isolation and have a capacity not exceeding 1 litre.

5.22.1.9 Jerrycans or other portable fuel containers are not permitted in the vehicle during the event. Their use shall render the participant liable to a penalty or disqualification.

5.22.2 FUEL: INSTALLATION, FILLING AND VENTING

5.22.2.1 The design and installation of the fuel tank and associated components, including pipework, must prevent fuel from escaping when the vehicle is partially or fully inverted. Fuel shut-off valves are required on the fuel supply, return and vent lines. They must be positioned so that, with the vehicle in any orientation, they can be closed quickly to stop fuel continuing to flow onto the ground in the event of a fuel-line rupture.

5.22.2.2 Surge tanks must have feed inlet, supply outlet, return and vent/outlet connections fitted with shut-off valves.

5.22.2.3 The fuel tank should be filled from outside the vehicle and vented outside the occupants' compartment.

5.22.2.4 Fuel filler lines and positively retained, non-vented filler caps must be located and protected so that they cannot be knocked off or opened while the vehicle is moving, rolling over or sustaining an accidental impact. Monza-type or flip-type caps are strictly prohibited. Filler lines must connect to the tank by the shortest practicable route and must not provide additional fuel capacity.

5.22.2.5 All fuel fillers attached to the frame or a body panel must be connected to the tank by flexible couplings. Every fuel filler must be surrounded by a splash guard; a sealed body panel is acceptable for this purpose. The splash guard must direct spilt fuel outside the vehicle and away from the occupants' compartment, engine and exhaust. A rollover check valve must be fitted at the filler of every fuel cell. It is strongly recommended that removable filler caps be secured to the vehicle by a flexible tether or chain.

5.22.2.6 Fuel vent lines must incorporate a rollover check valve in the fuel cell, must vent outside the occupants' compartment and must be routed away from the engine and exhaust systems.

5.22.2.7 The fuel vent line must follow one of the following arrangements: it must extend to the highest point of the roll bar/roll cage nearest the fuel cell, across the width of the vehicle and down to the underside of the vehicle, or to a point 76 mm below the fuel cell, whichever is lower.

5.22.2.8 Alternatively, the fuel vent line must rise above the fuel cell to a point 101 mm above its top. From there, it must form one complete loop around the outside of the fuel cell near its top and then be routed down to a point 76 mm below the lowest point of the fuel cell.

5.22.2.9 Fuel mats are mandatory for all refuelling operations. No vehicle may be refuelled outside the designated areas. Safety must be the highest priority when fuel is stored in the pits. Associação A Caminho da Aventura / Clube Nortex4 strongly recommends the use of safety tape and "No Smoking / No Naked Flames" signs around fuel-storage and fuel-transfer areas.

5.23 FASTENERS

5.23.1 It is recommended that all steering, suspension, chassis and running-gear components be secured with SAE Grade 8 fasteners or higher, or their metric equivalent. Male-threaded fasteners should be secured by locknuts, lock washers, split pins or safety wire and must have at least one complete thread protruding beyond the nut.

5.24 ELECTRICAL SYSTEM

5.24.1 MASTER CUT-OFF SWITCH

5.24.1.1 All vehicles must be equipped with a master cut-off switch complying with Article 283-13 of Appendix J to the International Sports Code (CDI). A cut-off switch must be accessible to every occupant and from outside the vehicle.

5.24.1.2 A highly visible, readily distinguishable and brightly coloured main electrical cut-off switch must be located in the vehicle's instrument-panel area and clearly labelled. It must be capable of isolating the vehicle's entire electrical system and must stop the engine when switched off. The power supply to the winch and to low-current auxiliary electrical equipment requiring an uninterrupted supply may bypass this switch. Heavy-duty marine-type batteries capable of carrying the vehicle's full electrical load, including the winch, are strongly recommended, and they should be wired so that the entire electrical system can be isolated by the switch. ⚠

5.24.2 **IGNITION** - Each vehicle must have an ignition ON/OFF device. The switch should be labelled "Ignition ON / OFF", located within easy reach of the driver and accessible from outside the vehicle. Any electric fuel pumps with independent switches must be labelled "Fuel ON / OFF" and be readily accessible to the driver and from outside the vehicle. It is strongly recommended that electric fuel pumps not be wired independently.

5.24.3 **BATTERIES** - Batteries must be securely mounted using metal supports or straps, or otherwise secured so that they cannot move in a rollover. Every lead-acid battery must be housed in a box or enclosure capable of containing all of the acid in the battery. Batteries may not be located in the occupants' compartment; a battery shall be regarded as being in that compartment where no barrier separates it from the occupants. All batteries must be of the sealed type. Gel batteries are strongly recommended.

5.24.4 **LIGHTS** - Working headlamps are required whenever any part of the event takes place between sunset and sunrise.

5.24.4.1 All vehicles must have at least two rear lamps, two brake lamps and one rear-facing amber warning lamp. Original rear lamps, where fitted, are permitted provided that they remain illuminated whenever the vehicle's ignition is on.

5.24.4.2 All rear-facing lamps must be protected against damage caused by a rollover. Rear lamps must be at least 76 mm in diameter, unless otherwise approved by the Organiser, and must be mounted so as to be clearly visible from behind the vehicle.

The rear-facing amber lamp must have an intensity at least equivalent to a 40-watt, 12-volt automotive bulb but no greater than the equivalent of a 55-watt, 12-volt automotive bulb. LED lamps of appropriate intensity are permitted.

The amber lens must be a deep amber colour; no other colour is permitted.

The amber lamp must be mounted at least 1,219 mm above the ground and be clearly visible without obstruction, meaning it must not be mounted behind any translucent object, from every position within an imaginary arc extending from the vehicle's five-o'clock position to its seven-o'clock position.

The amber lamp must be positioned so that it does not impair the vision of a driver approaching from behind. All rear-facing lamps must be connected to the ignition switch or directly to a main battery switch so that they remain illuminated whenever the ignition is on.

5.24.4.3 If any required lamp fails during the event, it must be repaired or replaced at the next service point before the vehicle may continue in the event.

5.24.5 STARTER - All vehicles must be capable of being started by an on-board electric starter motor.

5.25 WHEELS AND TYRES

5.25.1 All vehicles must have exactly four wheels, each fitted with exactly one tyre; dual-wheel arrangements are not permitted. Wheel covers of any kind are prohibited.

5.25.2 All factory-produced tyres made by any manufacturer are permitted.

5.25.3 Tyres must be visually inspected to verify their condition, and the Chief Chief Technical Commissioner shall determine their compliance in a written report.

5.25.4 Tyres fitted with studs, screws or any other added item are not permitted. Grooving or other modifications involving the removal of tyre material are permitted.

5.25.5 Inflation systems that retain the tyre's profile following a puncture are not permitted. Tyre-liner-type products with a functional outside diameter not exceeding 27 inches are permitted. Vehicles may and will be tested at any time. A first infringement shall result in disqualification from the race. A second infringement shall result in suspension for the entire season, following submission of a report and a decision by the Panel of Stewards (CCD).

5.25.6 Vehicles may and will be tested at any time.

5.25.7 The spare tyre, spare equipment and vehicle tools must be present at scrutineering and properly secured. The spare tyre must have the same dimensions and characteristics as the vehicle's other four tyres and must remain in the vehicle from scrutineering and at the start, throughout and at the end of the race.

5.26 VEHICLE WEIGHT

The official vehicle weight is its empty dry weight. Empty dry weight is measured without fuel, spare tyres, tools, spare parts or occupants in the vehicle. The official weight shall be the weight shown on the Organiser's official scales. The vehicle must be capable of driving onto and off the scales under its own power, with all mechanical systems complete and prepared for competition.

5.27 OK/SOS BOARD

An OK/SOS board is mandatory for use during the event if the vehicle stops on the course during the race.

5.28 WARNING TRIANGLE

All vehicles must carry a warning triangle for use whenever the vehicle is stationary on the course during the event.

6 SAFETY EQUIPMENT

6.1 RACE SUITS

6.1.1 All drivers and co-drivers must wear **an approved race suit** that remains valid under **FIA Standard 8856-2000 or FIA Standard 8856-2018** (FIA Technical Lists Nos 27 and 74).

https://www.fia.com/sites/default/files/l27_approved_clothing_materials_84.pdf

https://www.fia.com/sites/default/files/l74_approved_clothing_materials_8856-2018_74.pdf

6.1.2 **One-piece fire-resistant race suits are mandatory.** Two-piece suits are not permitted. Suits must cover the body from the neck to the ankles and wrists. They must not have holes or tears and must not be worn through. They must also be free from any sign of petroleum-based contamination. Every suit must be made from fire-resistant material and bear the manufacturer's fire-resistance classification label. A suit with at least two fire-resistant layers, together with fire-resistant gloves and footwear, is strongly recommended.

6.1.3 All underwear should comply with the same standards.

6.1.4 The use of fire-resistant gloves and footwear by vehicle occupants is recommended. Associação A Caminho da Aventura / Clube NorteX4 recommends that each suit be labelled on the upper right-hand side of the chest with the user's full name, blood group, allergies and any other important medical information.

6.1.5 All occupants should wear gloves when operating the winch and/or carrying out vehicle repairs.

6.2 HELMETS

6.2.1 Helmets must be approved to one of the following standards: Snell SA2015, EA2016, SA2020 or SA2025; FIA 8860-2010, FIA 8859-2015, FIA 8860-2018 or FIA 8859-2024, without prejudice to the limitations established by the FPAK and Appendix L to the ISC.

Snell SA2015 helmets will cease to be accepted after 31 December 2026.

FIA Technical List No. 25 https://www.fia.com/sites/default/files/l25_standards_for_helmets_6.pdf

6.2.2 In addition to the **approval label**, every helmet has an **expiry date**, which must not have passed.

6.2.3 Occupants of open vehicles must wear **full-face helmets**.

6.2.4 Quick-release fastenings and hook-and-loop fasteners are not permitted as primary fastening systems. They may be used only to secure the loose ends of helmet straps.

6.2.5 The interior and exterior of the helmet must be free from defects; in particular, the padding must be in good condition and the outer shell must be free from damage.

6.3 EYE PROTECTION

Shatter-resistant eye protection is mandatory for all competitors in the event, except where the vehicle is fitted with a windscreen.

6.4 NECK RESTRAINTS

6.4.1 Neck restraints are mandatory for all competitors. They should provide adequate support and have a fire-resistant covering in good condition.

6.4.2 The use of a head-restraint device included in FIA Technical List No. 36 is recommended.
https://www.fia.com/sites/default/files/regulation/file/L36_Frontal_Head_Restraint_4.pdf

6.4.3 Where a **HANS** device is used, it may only be used with a **compatible helmet** included in FIA Technical List No. 29.

https://www.fia.com/sites/default/files/l29_approved_fhr_systems_32.pdf

6.4.4 A foam neck and cervical support is permitted.

7 COMPETITION CLASSES

7.1 STOCK AND UTV CLASS

7.1.1 The purpose of the Stock Class is to enable vehicle manufacturers and component suppliers to showcase their products while teams compete in a class for genuine drivers using vehicles that closely resemble road-legal production models. The driver must demonstrate the legality of any part of the vehicle, including, but not limited to, the engine/transmission, frame length and suspension configuration.

7.1.2 ELIGIBLE VEHICLES - Any four-wheel-drive motor vehicle based on a production vehicle is eligible for competition provided that it complies with all the rules and regulations specified herein, subject to the following limitations and exceptions:

At least one thousand (1,000) units of the relevant year/model must have been produced by the original manufacturer for the relevant market/region.

Vehicles manufactured for foreign markets may be imported for competition, but features and/or components found on vehicles produced for different regions or markets may not be combined in a single vehicle where doing so would breach any rule or regulation specified herein.

Side-by-side vehicles, hereinafter referred to as UTVs, are also eligible. A UTV is defined as a standard-production, side-by-side vehicle with two or more seats and a powersports-based drivetrain.

At the Organiser's discretion, the UTV Class may be divided into two subclasses where there are at least five entries in each subclass, differentiated by tyre size as follows:

- STOCK-UTV, for tyres of 33 inches or less, inclusive;
- UNLIMITED-UTV, for tyres over 33 inches.

Where there are fewer than five vehicles, a single UTV Class may be used.

7.1.3 FRAME AND BODY - The reference frame, defined as the main frame rails and all permanent factory members, must be retained complete and unmodified. No material may be removed for any reason and no section of the frame may be shaped or reformed, subject to the following limitations and exceptions:

7.1.3.1 The rear portion of the frame and the rear crossmember may be removed or trimmed solely for the purpose of fitting an aftermarket rear shock absorber.

7.1.3.2 Frames may be reinforced by adding material. A stock body is required; for this purpose, the body is the complete cab, including all internal and external sheet metal, doors, bonnet, wings, grille and similar components.

7.1.3.3 Holes may be made in any part of the body solely to allow roll-cage tubes and the transmission/transfer case to pass through the body. Such holes must remain within 12 mm of the diameter of any tube or joint passing through the body, subject to the additional restrictions applying to holes in firewalls.

7.1.4 Stock doors may be modified to create half-doors and/or replaced with tubular doors. Doors must open and close; bolted-on panels are not permitted.

7.1.5 Stock glass windows are not required but are permitted provided that they comply with road-traffic regulations. Alternatives to conventional safety glass may be permitted subject to approval by the Organiser.

7.1.6 The inner wheel wells must remain complete and unmodified, subject to the following limitations and exceptions: they may be trimmed solely to permit tyre movement. Modifications must preserve the appearance of the stock wheel wells as originally manufactured and must not be excessive; there must be no more than 50 mm clearance between any part of the outer sheet metal and the tyre at full compression.

- 7.1.7** The outer wheel arches or flares may be replaced by any road-legal alternative; fibreglass components are permitted.
- 7.1.8** Extensive damage to any part of the frame or body before the start of the race may be deemed an illegal modification, and repairs may be required as determined solely at the discretion of the Chief Technical Commissioner
- 7.1.9** Stock body mounts may be modified or removed, subject to the following limitations and exceptions: the body must remain within 25 mm of the stock chassis configuration as originally manufactured. Body mounts may not be modified or removed for any purpose other than allowing part of the roll bar/roll cage to pass through the body and be securely attached to the chassis.
- 7.1.10** Factory headlamps are required and must be operational.
- 7.1.11** Factory bumpers are not required and may be modified or removed.
- 7.1.12 ENGINE** - The stock engine must be retained, but it may be replaced by any engine available for the relevant make/model/year. Any modification is permitted, subject to the following limitations and exceptions: the stock engine block must be retained as originally manufactured. Forced induction of any kind is not permitted unless fitted as standard.
- 7.1.12.1** Where the vehicle has a water-cooled engine, the radiator must remain within 152 mm of its original factory location.
- 7.1.13 TRANSMISSION** - The stock transmission must be retained, but it may be replaced by any transmission available for the relevant make/model/year. Any modification is permitted, subject to the following limitations and exceptions: the stock transmission casing must be retained as originally manufactured. Auxiliary transmissions, including secondary transmissions and underdrives/overdrives, are not permitted.
- 7.1.14 TRANSFER CASE** - Any transfer case is permitted provided that it complies with all additional rules and regulations specified herein.
- 7.1.15 DRIVE SHAFT** - Any drive shaft is permitted provided that it complies with all additional rules and regulations specified herein.
- 7.1.16 AXLES** - Any axle assemblies are permitted provided that they comply with all additional rules and regulations specified herein.
- 7.1.17 STEERING** - Steering components may be modified or removed, and steering/linkage components may be installed in any location and orientation, subject to the following limitations and exceptions: every vehicle must retain a form of mechanical steering linkage; for example, full hydraulic steering is not permitted unless factory-fitted. That linkage must be capable of controlling the direction of the steering wheel/wheels (rim/tyre) without the benefit of any additional hydraulic steering assistance. The steering box, or rack where fitted, must remain within 101 mm of its original location. No part of the steering linkage may be oriented partially or substantially parallel to the frame rails or any suspension-link component, except for the drag link and track bar where fitted, unless otherwise configured as originally manufactured. Rear-wheel steering is not permitted.
- 7.1.18 SUSPENSION**
- 7.1.18.1** The wheelbase must remain within 75 mm of the stock dimension as originally manufactured.
- 7.1.18.2** The suspension configuration must remain stock as originally manufactured; for example, coil springs must remain coil springs and torsion bars must remain torsion bars.
- 7.1.18.3** Leaf springs may be replaced by any leaf springs and may be installed in any location and orientation, subject to the following limitations and exceptions: the leaf springs must be connected directly to the axle assembly unless otherwise factory-fitted. Links may be installed, but the leaf

springs must be capable of locating the axle assembly relative to the chassis in every direction without reliance on those links. Accordingly, elliptical springs, transverse leaf springs and double shackles at both the front and rear chassis spring mounts are not permitted unless factory-fitted.

7.1.18.4 Coil springs and their associated suspension may be modified or removed and replaced by any coil springs and linkages, which may be installed in any location and orientation, subject to the following limitations and exceptions: coil springs must be connected directly to the axle assembly and chassis and may not be mounted so as to produce any mechanical advantage unless factory-fitted. Coil springs may not be replaced by any type of coilover unless coilovers were factory-fitted; where factory-fitted, they may be replaced by aftermarket coilovers.

7.1.18.5 Secondary suspension is not permitted unless factory-fitted. Secondary suspension means any means or method of supporting any part of the vehicle's weight and/or affecting the primary spring rate at any time. Accordingly, auxiliary springs of any kind, air suspension and air- or nitrogen-charged hydraulic bump stops are not permitted. Compressible bump stops made from rubber, foam or similar materials are permitted, subject to the following limitations and exceptions: bump stops may not affect any aspect of vehicle performance after 100 mm of upward wheel travel under compression. Shock-absorber systems of any make, model or type are permitted and may be installed in any location and orientation, subject to the following limitations and exceptions: only one shock absorber is permitted per wheel (rim/tyre), excluding spare wheels. Shock absorbers must not exceed 67 mm in body outside diameter and must not have more than 355 mm of travel. Position-sensitive systems, including all types of bypass shock absorber, are not permitted. Shock absorbers must be connected directly to the axle assembly and chassis and may not be mounted so as to produce any mechanical advantage unless factory-fitted; systems that limit downward extension are not considered to provide a mechanical advantage.

7.1.18.6 Manually controlled suspension systems, such as forced-hydraulic systems, are not permitted.

7.1.19 WHEELS AND TYRES - All types of commercially manufactured tyre are permitted. Tyres must be DOT/CE approved, with a maximum outside diameter of 35 inches or equivalent, and shall be checked at each event using a gauge unless otherwise specified in Supplementary Regulations for a special event. Tyre compounds shall be verified using the manufacturer's markings or identification on the tyre; where these are no longer visible, the driver/competitor is responsible for providing the relevant evidence.

The UTV Class may be divided into two subclasses in accordance with Section 7.1.2.

7.1.20 UTV SAFETY - UTVs must comply with all safety rules in these Regulations, except as follows:

7.1.20.1 The roll bar/roll cage may be the standard five-point structure with an aftermarket addition creating a sixth attachment point.

7.1.20.2 They must use five-point restraint systems.

7.1.20.3 They must be fitted with doors, although the doors need not open.

7.1.20.4 Factory fuel cells may be used provided that they remain mounted in their original location.

7.2 MODIFIED CLASS

7.2.1 FRAME AND BODY - The frame is the main structure used to mount the axles, engine, transmission and body (chassis). It must extend from the engine mounting location, which must remain the factory location, to the rear of the occupants' seats. The remainder of the chassis must remain intact; however, modifications for suspension mounting are permitted.

7.2.1.1 The original frame must be retained. Aftermarket and custom frames are nevertheless permitted. Such frames must use a box-section design with minimum dimensions of 38 mm x 75 mm x 3 mm.

7.2.1.2 At static ride height, the underside of the frame rails may not be higher than the top of the tyre.

7.2.1.3 The frame rails must at all times be at least 406 mm apart when measured horizontally.

7.2.1.4 The frame rails must remain within 100 mm of vertical alignment with one another throughout the full length of the frame.

7.2.1.5 The body comprises the exterior of the cab, doors, bonnet, front and rear wings, grille and similar components.

7.2.1.6 Every vehicle must resemble a stock production vehicle and have a complete body, subject to the following limitations and exceptions: body modifications for performance and/or clearance are permitted, but they must preserve the appearance of the stock body as originally manufactured.

7.2.1.7 For the purposes of the Modified Class, a Production Vehicle is any vehicle for which at least 250 chassis/body combinations have been sold to the public.

7.2.2 ENGINE - Any engine is permitted provided that it complies with all additional rules and regulations specified herein, subject to the following limitations and exceptions: the rear of the engine block must be located forward of the rearmost point of the driver's seat unless the vehicle was originally manufactured with a different configuration.

7.2.2.1 Radiator mounting is unrestricted.

7.2.3 TRANSMISSION - Any transmission is permitted provided that it complies with all additional rules and regulations specified herein.

7.2.4 TRANSFER CASE - Any transfer case is permitted provided that it complies with all additional rules and regulations specified herein.

7.2.5 DRIVE SHAFT - Any drive shaft is permitted provided that it complies with all additional rules and regulations specified herein.

7.2.6 AXLES - Any axle assemblies are permitted provided that they comply with all additional rules and regulations specified herein.

7.2.7 STEERING - Every vehicle must retain a form of mechanical steering linkage; for example, full **hydraulic steering is not permitted** unless factory-fitted. That linkage must be capable of controlling the direction of the steering wheel/wheels (rim/tyre) without the benefit of any additional hydraulic steering assistance. Rear-wheel steering is not permitted.

7.2.8 SUSPENSION - Any suspension components and configurations are permitted provided that they comply with all additional rules and regulations specified herein.

7.2.8.1 Shock absorbers of any make, model or type are permitted and may be installed in any location and orientation, subject to the following limitations and exceptions:

7.2.8.1.1 Only **two shock absorbers are permitted per wheel/rim/tyre**, excluding spare tyres.

7.2.8.1.2 Shock absorbers must not exceed 76.2 mm (3 inches) in body outside diameter and must not have more than 355.6 mm of travel.

7.2.8.1.3 Shock absorbers must be connected directly to the axle assembly and chassis and may not be mounted so as to produce any mechanical advantage unless factory-fitted. Mounting a shock absorber away from the vertical is permitted and shall not be regarded as providing a mechanical advantage. On a vehicle fitted with any form of independent suspension, shock absorbers may be mounted so as to produce a mechanical advantage only at the independently suspended wheels/rims/tyres.

7.2.8.1.4 Manually controlled suspension systems, such as forced-hydraulic systems, are not permitted.

7.2.9 WHEELS AND TYRES - All types of commercially manufactured tyre are permitted. Tyres must be

DOT/CE approved, with a maximum outside **diameter of 37 inches** or equivalent, and shall be checked at each event using a gauge unless otherwise specified in Supplementary Regulations for a special event. Tyre compounds shall be verified using the manufacturer's markings or identification on the tyre; where these are no longer visible, the driver is responsible for providing the relevant evidence.

7.3 LEGEND CLASS

7.3.1 The **engine must be front-mounted**.

7.3.2 The vehicle must have two side-by-side seats.

7.3.3 Only **one shock absorber is permitted per wheel**. Coilovers and bump stops are treated as shock absorbers for this purpose.

7.3.4 The vehicle must have solid axles.

7.3.5 All types of commercially manufactured tyre are permitted. Tyres must be DOT/CE approved, with a **maximum outside diameter of 38.5 inches** or equivalent, and shall be checked at each event using a gauge unless otherwise specified in Supplementary Regulations for a special event. Tyre compounds shall be verified using the manufacturer's markings or identification on the tyre; where these are no longer visible, the driver is responsible for providing the relevant evidence.

7.3.6 All technical and safety rules apply.

7.4 UNLIMITED CLASS

7.4.1 ENGINE - Any engine is permitted provided that it complies with all additional rules and regulations specified herein.

7.4.2 TRANSMISSION - Any transmission is permitted provided that it complies with all additional rules and regulations specified herein.

7.4.3 TRANSFER CASE - Any transfer case is permitted provided that it complies with all additional rules and regulations specified herein.

7.4.4 DRIVE SHAFT - Any drive shaft is permitted provided that it complies with all additional rules and regulations specified herein.

7.4.5 AXLES - Any axle assemblies are permitted provided that they comply with all additional rules and regulations specified herein.

7.4.6 STEERING - Any steering system is permitted provided that it complies with all additional rules and regulations specified herein. Rear-wheel steering is permitted.

7.4.7 SUSPENSION - Any suspension components and configurations are permitted provided that they comply with all additional rules and regulations specified herein.

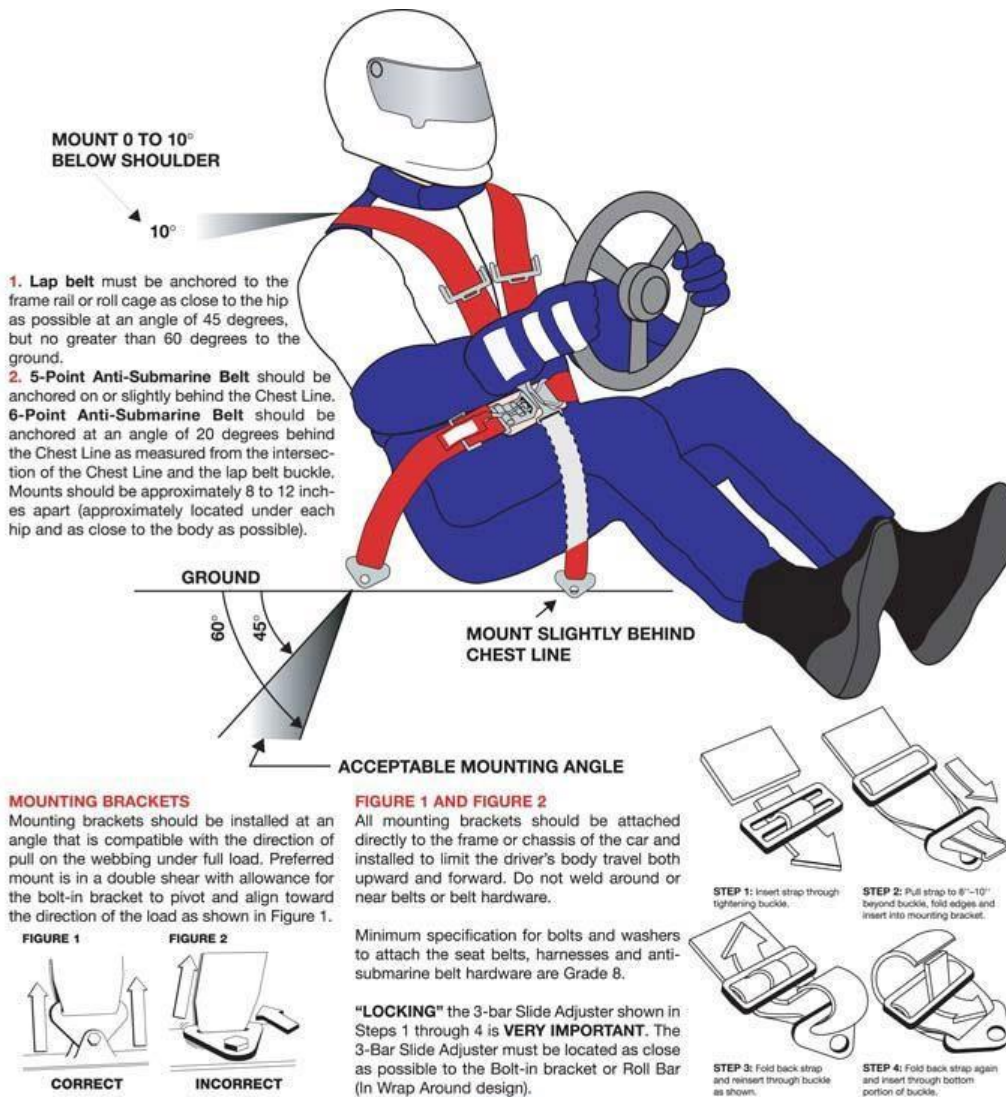
7.4.7.1 Shock absorbers of any make, model or type are permitted and may be installed in any location and orientation.

7.4.7.1.1 Manually controlled suspension systems, such as forced-hydraulic systems, are permitted.

7.4.8 WHEELS AND TYRES - Any tyres are permitted provided that they comply with all additional rules and regulations specified herein and have a minimum outside diameter of 37 inches.

8 ANNEXES

8.1 ANNEX A - Clarification of the occupant restraint system and its installation



WARNING
THIS ARTICLE IS SOLD WITHOUT WARRANTY EXPRESSED OR IMPLIED. NO WARRANTY OR REPRESENTATION IS MADE AS TO THIS PRODUCT'S ABILITY TO PROTECT THE USER FROM ANY INJURY OR DEATH. THE USER ASSUMES THAT RISK. THE EFFECTIVENESS, WARRANTY AND LONGEVITY OF THIS EQUIPMENT ARE DIRECTLY RELATED TO THE MANNER IN WHICH IT IS INSTALLED, USED AND/OR MAINTAINED. THE USER ASSUMES THE RISK. NO WARRANTY OR REPRESENTATION IS MADE AS TO ITS ABILITY TO PROTECT AGAINST SERIOUS INJURY OR DEATH WHICH MIGHT RESULT FROM CIRCUMSTANCES BEYOND THE CONTROL OF

8.2 ANNEX B - Appendix J to the ISC (International Sporting Code)

Article 283 - SAFETY EQUIPMENT FOR CROSS-COUNTRY VEHICLES

https://www.fia.com/sites/default/files/283_2022_wmsc_2021.12.15.pdf

