

KING OF PORTUGAL

2025



› POWERED BY ‹



SPECIAL RULES

25 to 27 September 2025

VISA FPAK No. 2427/TRI 4x4 Ex/2025 Issued on: 03/09/2025



Art.1 – ORGANISATION

The APTE (Portuguese Extreme Trial Association) is organising a private sports event called KING OF PORTUGAL 2025, which will be governed by the FIA International Sports Code (CDI), the General Motor Racing and Karting Regulations (PGAK), the Technical Regulations of KING of PORTUGAL 2025 (published on the Clube NorteX4 website) and these Regulations.

The purpose of these Regulations is to establish the regulatory framework applicable to KING OF PORTUGAL 2025 (also referred to as the "Event") which takes place in Portugal under the auspices of the Portuguese Motor Racing and Karting Federation (FPAK).

1.1 Organiser:

Club	APTE – PORTUGUESE EXTREME TRIAL ASSOCIATION	Licence no.	109
Address	Rua do Amial, no. 928 – Amial 4200-056 Porto		
Telephone	914153703		
Email	apte@outlook.pt		
Co-organising club	Clube Norte X4 – On the Way to Adventure Association		
Address	Rua Dr Ferreira Alves nº 463 – 4405- 936 – VN Gaia		
Telephone	937166737/911021297		
Email	info@clubenortex4.com		

1.2 Permanent secretariat:

Club	Clube Norte X4 – On the Way to Adventure Association		
Address	Rua Dr Ferreira Alves nº 463 – 4405-936 VN Gaia		
Telephone/Email	937166737/911021297	info@clubenortex4.com	
Opening	Until 23 September	From 2 p.m. to 7 p.m. on working days	

1.3 Examination Secretariat

Location	Vimioso Municipal Stadium							
Day of the week	24/09/2025		25/09/2025		26/09/2025		27/09/2025	
Time	09:00	7:30 p.m.	09:00	4:30 p.m.	09:00	4:30 p.m.	09:00	4:30
Telephone/Email	937166737/911021297 info@clubenortex4.com							

1.4 Official Race Schedule


Date	Time	Location
24, 25, 26 and 27 September	9 a.m. to 8 p.m.	FPAK website and Clube NorteX4/Race Secretariat (Vimioso Municipal Stadium)

1.5 The Race Management appointed by the organising body is responsible for all activities and enforcement of the Regulations throughout the duration of the race.

1.6 Any regulations that are not in accordance with these regulations must be the subject of a separate request for authorisation from the FPAK. Once approved, they will be added to the Specific Race Regulations.

Art.02 – EVENT OFFICIALS

Position	Name	Licence No.
College of Sports Commissioners	Sandra Santos (Chair)	CDA PT25/4415
	Addendum	In Addition
	Ana Maria Santos	CDE PT25/4412
Secretary of the CCD	Sandra Santos	CDA PT25/4415
Examination Director	José Rui Santos	DP PT25/4419
Security Manager	Nelson Rogério	DP PT25/5844

FPAK Observer	Manuel Paulo Ferreira	CDA PT25/0054
FPAK Technical Delegate	Daniel Silva	DT CTC PT25/0076
Assistant to the Competition Management	Miguel Silva	DPE PT25/4414
Trial Secretary	Iva Gonçalves	CDB PT25/4432
Chief Technical Commissioner	Miguel Santos Silva	CTC PT25/4410
Chief Technical Commissioner	Pedro Vidal	CTC PT25/4426
Technical Commissioner	Alberto Alves Correia	CTE PT25/4542
Relations with Competitors	Iva Gonçalves  (TLM: +351939571103)	CDB PT25/4432
Timing Manager	Timekeeper – Ricardo Lobo	CROC PT25/1043
Results Manager	Timekeeper – Ricardo Lobo	CROC PT25/1043
Race Doctor	Dr Ana Raquel Machado Teixeira	OM 74118
Station Commissioners	José Carlos Patrício	In Addition
	André Ribeiro	CCP PT25/4416
	Alberto Correia	CCP PT25/4544
	Carla Correia	CP PT25/4543
	Rafael Alves Correia	CP PT25/6315
	André Pinheiro	CP PT25/4445

2.1 – Identification of race officials wearing vests:

Race director: Red and black or dry green polo shirt

Station chiefs: blue

Technical commissioners: black

Security: Orange

Relationship with competitors: white vest or white T-shirt

Stewards: yellow

Journalists: green

Medical team: red

Art.03 – TERMINOLOGY

4X4 TRIAL TRACK: Closed course comprising a set of trials integrated into the same circuit, which begins and ends in the same place, built especially for the Event, and vehicles admitted in the different Classes.

TRIAL: The most difficult obstacle point.

CLASS: Grouping of vehicles, determined by tyre diameter, structural modifications and other criteria set out in the KING OF PORTUGAL 2025 Technical Regulations.

BRIEFING: Must be organised between the end of the administrative and technical checks and the start of the Race.

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

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

REGROUPINGS: Stop scheduled by the Organisation to allow, on the one hand, a return to the theoretical schedule and, on the other, the regrouping of teams that remain in the Race.

CLOSED PARK: Area in which no repairs or interventions are possible.

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

INFORMATION BOARDS: Information conveyed via information boards is not considered to be assistance or outside help.

SPORTS COMMISSIONERS' BOARD: The Sports Commissioners' Board (CCD) shall consist of three members, including the Race Director.

Art.04 – REGULATION, APPLICATION AND INTERPRETATION OF THE RULES

4.1 KING OF PORTUGAL 2025 will be contested in accordance with the regulations defined in 1.

4.2 The Race Director is responsible for applying the regulations during the course of the race.

4.3 Any complaints about this application, as well as unforeseen cases, will be analysed by the Race Stewards' Panel.

4.4 Any changes or additional provisions will be communicated through addenda, which will be dated, numbered, and signed. These addenda will constitute official information that will form an integral part of the Specific Regulations for the Event, intended to modify, clarify, or supplement them, and will be posted on the Official Event Notice Board.

4.5 Addenda shall be made by the Organising Committee until the day of the checks, submitted for prior approval by the FPAK or drawn up and approved by the CCD after the checks have begun.

4.6 Any amendments issued must be posted on the Official Race Board. They will also be communicated to all Competitors as soon as possible.

4.7 Any complaint submitted by a team/competitor will be forwarded to the College of Sports Commissioners (CCD) for analysis and decision.

4.8 All cases not covered by the KING OF PORTUGAL 2025 Special Regulations will be analysed by the CCD, which has exclusive decision-making power.

Art.05 – TEAMS

5.1 For the correct interpretation of this text, the following words shall be taken into consideration:

- **"Competitor"** used for the natural or legal person who registers the vehicle.
- **"Team"** refers to the combination of Driver 1/Driver and Driver 2/Navigator.
- **"Team sports director"** means the individual responsible for the team. This role may be performed by Pilot 1/Driver or Pilot 2/Navigator, or by a third party duly registered and licensed by the FPAK.
- **"Driver 1/Driver"** is any individual who drives a 4x4 vehicle, who must hold a driver's licence or competitor/driver's licence, issued by the FPAK, with a minimum grade of NATIONAL C.
- **"Driver 2/Navigator"** is any individual who accompanies a driver during the Race, who must hold a driver/navigator licence, respectively, issued by the FPAK and who may drive the vehicle. If driving, they must hold a NATIONAL C or higher sports licence; if not driving, they must hold a NAVIGATOR C or higher licence.
- **"Assistance"** is any individual who provides help to the team.

5.2 All teams registered by a Competitor will be admitted. Team members will be designated as Driver 1/Driver and Driver 2/Navigator.

5.3 During the Race, and whenever the Competitor is a legal entity or is not on board the vehicle, all of its obligations and responsibilities shall be borne in full, jointly and severally, by the Driver 1/Driver declared on the registration form.

5.4 The team must remain complete throughout the duration of the Event. However, for reasons of force majeure, one of the team members may be replaced, provided that they were initially registered and that the Event Director is notified and the CCD gives its authorisation.

5.5 Any unfair, incorrect or fraudulent behaviour by a Competitor or a team member, including the Team Sports Director, will be judged by the panel of sports commissioners, who will decide on any penalties, which may include the disqualification of the team.

5.6 Driver 1/Driver and Driver 2/Navigator are required to use their own equipment, in accordance with the respective Technical Regulations of KING OF PORTUGAL 2025.

5.7 Assistance: Assistance teams may only intervene within specific areas, or indicated/authorised for assistance, in mechanical support to vehicles. If a competitor requests their intervention due to breakdown, accident or withdrawal during the Race, they may only do so after requesting authorisation from the station chief or Race Director. Repairs to vehicles along the route may only be carried out by Driver 1/Driver and Driver 2/Navigator. Any external assistance will result in disqualification.

Art.06 – REGISTRATION

Opening	03/09/2025
Closing	20/09/2025 at 5 p.m. or until the registration limit is reached
Publication of list of registrants	22/09/2025 at 5 p.m. FPAK website and Clube NorteX4

LIMITED REGISTRATION: NUMBER OF VEHICLES LIMIT: 70

Unlimited Class	35 vehicles
Legend Class	11 vehicles
Modified Class	12 vehicles
Stock/UTV Class	12 vehicles

6.1- Registration location – Nortex4 Club website – Clubenortex4.com

6.1.1- Registration Form - will only be accepted by the organising committee if it is **fully** completed and accompanied by proof of payment (cash/bank transfer).

6.1.2 - Deadline for submitting the Registration Form - registration closing date and in accordance with Art. 9.3 of the PGAK.

6.2 - Information regarding the second driver/navigator may be communicated to the organising committee until the end of the Administrative Checks.

6.3 - Licences required

COMPETITOR / DRIVER	NATIONAL C or Higher
CO-DRIVER	NAVIGATOR C or Higher
FOREIGN COMPETITORS WITHOUT A LICENCE	Personal accident insurance, cf. Art. 8 of these regulations

6.4 – Registration Fee

With Mandatory/Optional Advertising		
Type of Event	+ Registration Fees Insurance	Insurance Amount
Trial	Max. 1000€	114 €

Art.07 – PARTICIPATION/CONDITIONS

7.1 Participation in the Race is open to teams consisting of one or more members, Driver 1/Driver and Driver 2/Navigator, formalising their registration through the contacts provided in Article 6 of these Regulations. National and international Competitors and Drivers will be admitted to this Race.

7.1.1 Registration fees will be fully refunded, as defined in the PGAK, Art. 9.8.

In any other situation not covered by these regulations, no refund of registration fees will be made.

7.1.2 The registration of a third member of the "Team", as designated in Art. 5.1 and Art. 5.4 of these Regulations, will incur an additional cost of €150.

7.1.3 Teams and competitors whose vehicles comply with the Technical Regulations of KING of PORTUGAL 2025 will be admitted to this event.

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 registration for the Race, and must inform the interested party, as well as the FPAK, within two days of the closing of registrations and no later than five

days before the Race. This refusal must be justified.

7.3 Registration must be formalised by the deadline set for this purpose and must include the name of the Competitor, the Driver and the Team Sports Director, their respective valid sports licences, the name of the team, as well as the vehicle documentation. All participants are subject to the provisions of these Regulations and all decisions of the Race Management.

7.4 No changes may be made to the Entry Form, except in the cases provided for in these regulations and in the Technical Regulations of KING OF PORTUGAL 2025. Competitors may freely replace the vehicle indicated with another until the start of the Administrative/Technical Checks.

7.5 The replacement of a Competitor is not permitted after the Official Publication of the List of Entrants.

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

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

Art.08 – RACE INSURANCE

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

8.2 - Refund of registration and insurance fees - in accordance with Art. 9.8 of the PGAK.

8.3- Description of insurance coverage - in accordance with Art. 17 of the PGAK.

All non-resident and foreign competitors who do not hold a valid sports licence, and in accordance with FPAK Communiqué 011/2018 - Insurance 2018, must request a Participation Authorisation from the organising club (€30 for all non-resident/non-national competitors, which does not include repatriation).

Article 9 – IDENTIFICATION

9.1 Each vehicle must be properly identified in accordance with the Technical Regulations of KING OF PORTUGAL 2025.

9.2 All team members will be identified by wristbands. In the event of damage to the wristband, competitors must request a replacement from the event secretariat, returning the original.

Art.10 – STARTING ORDER/NUMBERS

10.1 Numbers are assigned to competitors at their request. However, if the number has already been requested by another team, the organisation may assign another number.

10.2 All teams must check in at the Start Area 30 minutes before the scheduled start 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 in the last position on the grid.

10.3 The team with the best time in the Timed Prologue will start in 1st place on the starting grid, and so on.

10.4 The start will be given by the Race Director or by a person designated by him, and any team that makes a false start will be subject to a 15-minute penalty.

Art.11 – BRIEFING

11.1 A briefing, with an attendance sheet, must be organised between the end of the administrative/technical checks and the start of the Race. The presence of at least one member of the team is mandatory. Failure to attend the briefing will be subject to a penalty.

11.2 This must be carried out by the Race Director or Deputy Director.

Art.12 – EXAM PROGRAMME

PROGRAMME FOR 24, 25, 26 AND 27 SEPTEMBER:

Wednesday, 24 September	Programme (*)	Location
09:00–18:30	Administrative and technical checks	Vimioso Municipal Stadium
19:00	1st CCD meeting	Vimioso Municipal Stadium
7:30 p.m.	Publication of list of those admitted to the match	Official Race Board
8:00 p.m.	Briefing with the teams	Auditorium of the Casa da Cultura de

		Vimioso
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Thursday 25 September	Programme (*)	Location
9:00 a.m.–6:30 p.m.	Prologue	
7:00 p.m.	Announcement of Prologue Results	Official Race Schedule
Friday, 26 September	Programme (*)	Location
09:00	Vehicle line-up for stage 1	Vimioso Municipal Stadium
09:30	Vehicles depart for stage 1	Vimioso Municipal Stadium=> Pedreira
10:00	Start of 1st stage	Pedreira
7:00 p.m.	End of 1st stage	Quarry
8:00 p.m.	Announcement of provisional results for stage 1	Official Race Board
8:30	Announcement of Official Results for Stage 1	Official Race Results
Saturday 27 September	Programme (*)	Location
09:00	Vehicle line-up for stage 2	Vimioso Municipal Stadium
09:30	Vehicle departure 2nd stage	Vimioso Municipal Stadium=> Pedreira
10:00	Start of 2nd stage	Pedreira
6:30 p.m.	End of stage 2	Quarry
7:30 p.m.	Announcement of Provisional Results for Stage 2	Official Race Board
8:00	Announcement of Official Final Results	Official Race Results Board
9:30 p.m.	Ceremony / Dinner and awards presentation	Vimioso Multipurpose Pavilion

(*) NOTE: this programme is subject to change

ADDITIONAL AND/OR FINAL TECHNICAL CHECKS

Day of the week	Date	Time	Location
Friday	26/09/2025	After the end of the stage	Closed Park
Saturday	27/09/2025	after the end of the stage	Closed Park

ANTI-DOPING/ANTI-ALCOHOL CONTROL	Location
(See Articles 18 and 19 of the PGAK)	Vimioso Municipal Stadium

ENTRY OF VEHICLES INTO THE CLOSED DEPARTURE PARK

Day of the week	Date	Time	Location
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ACCREDITATION/DOCUMENTATION OF MEDIA ORGANISATIONS

Day of the week	Date	Location
Wednesday	24/09/2025	Vimioso Municipal Stadium
Press Room		Vimioso Multipurpose Pavilion

Art.13 – RACE DEVELOPMENT

Total distance of the race	330 km	Number of Stages	3
Total kilometres of the Qualifying/Prologue	10 km	Number of Selective Sectors	3
Total kilometres of selective sectors	320 kilometres		

13.1 The Race begins with administrative and technical checks in a closed park.

13.2 Any changes to the regulations, communicated by addenda or conveyed during the briefing, complete the Specific Regulations for the Event.



- 13.3** The race consists of one, two or more stages, with a minimum duration of 2 hours and a maximum of 6 hours.
- 13.4** During the race, it is permitted to alternate between Driver 1 and Driver 2.
- 13.5** Control Card – These will be used to control departures and specific posts.



- 13.6** During the competition, assistance from the public or any other element is not permitted. The competitor will be held responsible for any external assistance and will be disqualified.
- 13.7** Mutual assistance between participating teams is permitted, provided that it does not jeopardise physical integrity. This type of assistance does not give rise to any type of bonus.
- 13.8** When encountering an accident on the course, such as a rollover, breakdown, or damaged vehicle, all participants must make reasonable efforts to assess the condition of the drivers or navigators involved. Participants involved in one of the above situations must make every effort to signal their condition to other participants passing by (e.g., with a thumbs-up sign; OK/SOS sign). If it is impossible to assess the condition of the occupants in the vehicle, participants must report the situation to the nearest Commissioner, quoting the vehicle number. Any participant must pass on a message to a Marshal if requested to do so by another team that is stuck in a location.
- 13.9** In the event that the team finishes its race, it is prohibited from driving on the track.
- 13.10** During the race, if the track becomes impassable or poses a threat to the physical integrity of the participants or the public, it may be altered, with this decision being solely at the discretion of the Race Director.
- 13.11** It is not permitted to drive outside the vehicle. It is mandatory to drive with the protective nets on the doors properly closed. Failure to comply will result in a 15-minute penalty.
- 13.12** It is not permitted to exit the vehicle from the front. The side door/exit must always be used (if the position of the vehicle allows it), under penalty of a 15-minute penalty.
- 13.13** Driver 2 is allowed to monitor the progress of the vehicle from outside, provided that this does not jeopardise their physical integrity.
- 13.14** Drivers (Driver 1 and Driver 2) must wear all safety equipment in accordance with the rules for its operation/use.
- 13.15** The team may not continue in the race if it puts their physical integrity at risk.
- 13.16** The Race Director reserves the right to remove any vehicle from the track when it is immobilised and preventing other competitors from passing, i.e., the normal running of the circuit.
- 13.17** Teams are required to follow the instructions of the marshal responsible for the selective sector, under penalty of a penalty.
- 13.18** Throughout the event, any inappropriate or disrespectful behaviour towards the Race Director, marshals or assistants by a team or identified members thereof will result in penalties that may include disqualification and may also be subject to sanctions by the FPAK.
- 13.19** Smoking or drinking alcoholic beverages in the official technical inspection area, or closed park areas, pits, service points and pit stops, on the track layout or in the surrounding areas is strictly prohibited for anyone who is part of the registered team. The use of narcotics or other illegal or illicit drugs is prohibited. Any participant who appears to be under the influence of any of the above may be disqualified and may also be subject to sanctions by the FPAK.
- 13.20** Throughout the event, teams must scrupulously respect the rules for protecting the environment, specifically the prohibition on lighting fires in wooded areas, littering, damaging vegetation, and spilling lubricants or fuels. Failure to comply with the rules for respecting the environment will result in penalties.
- 13.21** At the end of the race, vehicles that finish may have to enter a closed park and remain there for 30 minutes. This park will be in a location to be designated by the Race Director.
- 13.22** Penalties imposed on teams will be communicated by the Panel of Stewards.

Art.14 – SIGNALLING/FLAGS

- **Green** flag: free movement on the track.
- **Blue** flag: Fastest competitor approaching (allow the fastest vehicle to pass).
- **Yellow** Flag: Warning that there is a problem on the track (danger/no overtaking), and drivers must reduce speed and drive with caution.
- **Red** Flag: Race stopped (cars must automatically be stopped and/or directed to the pits, as instructed by the Race Director).
- **Black** Flag: enter the pits on the next lap (accompanied by the vehicle number).
- **Chequered** flag: end of the race.

Art.15 – COUNTING OF INFRACTIONS IN EACH SELECTIVE SECTOR ON THE CIRCUIT

In each selective sector, the Post Chief shall take note of or record any infringements committed by competitors in their sector, with the first infringement resulting in a warning to the team and the second infringement resulting in the penalties provided for in the Regulations. These penalties shall be applied by the College of Sports Commissioners.

15.1 The infringements observed are based on the following points:

- Failure to use the mandatory safety equipment by Driver 1 and Driver 2.
- Touching or passing over or under the winch cable when it is under tension.
- Drivers are not permitted to walk outside their vehicles.
- Disregard for flags.
- Intentional knocking down of stakes or cutting of tape.
- Vehicle off track, when it deliberately crosses the line of markings with a wheel.
- The removal of fixed accessories from the vehicle, either voluntarily or accidentally (bumpers, bonnet, mudguards, etc.) and/or visible mechanical problems that may endanger competitors, will result in the vehicle being moved to the pits. The competitor may do so of their own accord or at the instruction of the Steward or Race Director. Failure to comply with this paragraph will result in penalties.
- Circuit infringements - failure to comply with the class route entitles the competitor to a one-lap penalty or disqualification from the race.

Art.16 - RECONNAISSANCE / PROLOGUE

16.1 Reconnaissance of the circuit (track for stage 1 and stage 2) is open to all competitors, provided that it is not done with the competition vehicle. **Reconnaissance of the prologue may only be done by bicycle or on foot.**

16.2 The duration of the Timed Prologue will be as per the schedule in the Programme, consisting of one or more timed laps.

16.3 The best time will be taken into account to establish the classification of the Timed Prologue.

16.4 The starting order for the Prologue will be determined by the classification obtained in the previous race (i.e. the King of Portugal 2024). For teams that did not participate, the starting order will be determined by a draw, to be held at the briefing.

16.5 In the event of a tie in the Prologue times, a draw will be held between the tied teams.

16.6 Teams that have chosen not to participate in the Timed Prologue or that have failed to obtain times will occupy the last place on the starting grid.

Art.17 – REGROUPINGS

17.1 Regroupings may be carried out at the proposal of the Race Director.

17.2 For safety reasons, or other reasons that arise and justify it, the Race may be stopped before its end and may or may not be restarted. All decisions that have to be made in these circumstances will be discussed and analysed by the College of Sports Commissioners.

Art.18 – CLOSED PARK

18.1 The closed park will take place at a location and time specified in the official Race programme.

18.2 After the end of the Stage, the vehicles may have to be moved to the closed park by Driver 1/Driver, and remain there for 30 minutes. During this time, any repairs or refuelling will be prohibited, and Driver 1/Driver and Driver 2/Navigator must immediately leave the park, with no members of the team being allowed to enter.

Art.19 – ADMINISTRATIVE AND TECHNICAL CHECKS

19.1 Administrative checks, in accordance with Art. 10 of the PGAK, include the verification of the following documents:

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

19.2 Only teams that have **passed the administrative checks** may present their vehicle for **technical checks**.

19.3 Any vehicle that does not comply with the registration requirements, fails to pass the administrative and technical checks, or does not comply with the safety standards of these regulations and the KING of PORTUGAL 2025 Technical Regulations will be refused entry.

19.4 At any time during the Race, additional checks may be carried out on both team members and vehicles.

19.5 The Competitor is responsible at all times for the technical legality of their vehicle. The fact of presenting a vehicle for technical inspection is considered an implicit declaration of legality.

19.6 Technical checks include verification of all technical characteristics and safety equipment, as described in the respective Technical Regulations.

- Following technical checks, and in the event of a vehicle's non-compliance, a deadline may be granted by the Technical Delegate and/or Chief Technical Commissioner for the vehicle to be brought into compliance with the relevant regulations.

- The presentation of a vehicle that does not comply with the technical characteristics of the class will result in refusal of participation and the impossibility of participating in the Race.

Art.20 – CLASSIFICATION IN THE RACE/EVENT

20.1 Timekeeping is the responsibility of the entity contracted for this purpose and is made official with the approval of the College of Sports Commissioners.

20.2 The classification will be established by class, according to the time and number of laps, with 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). The classification is determined by the highest number of laps planned for the Race, in the shortest possible time, after adding any possible penalties.

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

20.4 A separate classification will be established for all classes in the race.

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

20.6 The provisional official classifications will become final 30 minutes after the provisional classification is posted.

20.7 The classifications must include the date, time and signature of the Race Director after being verified by the Stewards.

20.8 The location of this official board, which will be used to post all information about the Race, must be made known to all competitors and the media.

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

20.10 Timing will end for all teams when the time stipulated for each stage of the Race ends.

Art.21 – PENALISATIONS

21.1 Refusal to participate / inability to participate

21.1.1 Tyres outside the class specifications;

21.1.2 Lack of individual safety equipment as stipulated in the KING OF PORTUGAL 2025 Technical Regulations;

21.1.3 Lack of or incorrect placement of advertising, if mandatory;

21.1.4 Vehicle not complying with the characteristics of the registration, in administrative and technical checks;

21.1.5 Failure to use protective nets on side door windows.

21.2 Disqualification

21.2.1 Abandonment of a team member or admission of a third party, if prior registration was not made during administrative checks;

21.2.2 Unfair, incorrect, or fraudulent behaviour by a competitor or team;

21.2.3 Voluntarily travelling in the opposite direction to the route;

21.2.4 Absence of mandatory advertising during the Race;

21.2.5 Vehicle change by the team;

21.2.6 External assistance to the team, including that of the organisation. Exceptions to this point are when there is danger to the occupants of the vehicle, members of the organisation and/or the public, or when the vehicle is impeding the normal functioning of the circuit;

21.2.7 Failure to use individual safety equipment during the Race;

21.2.8 Refuelling outside the specific areas designated for this purpose (ZA - Refuelling Zone);

21.2.9 Violation of the Closed Park rules.

21.3 Penalties

21.3.1. False start	15 min
21.3.2. Failure of the team to attend the briefing	1 hour
21.3.3. Intentional blocking of vehicles or preventing overtaking	15 min to 1 hour
21.3.4. Driving without seat belts fastened	15 min
21.3.5. Failure to comply with the marshal's instructions	30 min to disqualification
21.3.6. Incorrect/disrespectful behaviour towards commissioner	1 hour
21.3.7. Failure to comply with defence rules Half Environment	1 hour
21.3.8. Failure to use protective nets on side door windows	15 min, on the first warning A starting 3rd call, 1 to disqualification
21.3.9. Failure to complete the course defined for Class	1 lap, disqualification
21.3.10. Abuse or excessive rear bumping of a slower vehicle	30 min
21.3.11. Knocking down stakes or flags	15 min, 1 lap
21.3.12. Failure to comply with the individual schedule set by the Organisation for administrative/technical checks	15 min, non-participation
21.3.13. Failure to comply with the line-up	15 min and starting in last place

Art.22 – SAFETY

22.1 Compliance with the **safety standards** imposed by the Technical Regulations of KING of PORTUGAL 2025 is mandatory.

22.2 Driver equipment - the safety equipment of competing teams will be checked in accordance with the KING OF PORTUGAL 2025 Technical Regulations. Open helmets are permitted in the race, provided they comply with FIA 8860-2015, FIA 8859-2015 or FIA 8860-2018 standards and FIA Technical List No. 25, in accordance with the Technical Regulations of the KING OF PORTUGAL 2025.

22.3 Vehicle equipment - in accordance with the KING OF PORTUGAL 2025 Technical Regulations.

22.4 Refuelling - Area defined and identified for this purpose in the pits.

Art.23 – PRIZES - DISTRIBUTION OF PRIZES

23.1 Prizes must be distributed on the podium, as follows. Classifications by Class:

- The top 3 finishers in the Overall classification - Personalised trophies.
- Other special prizes may be awarded.

23.2 The prize-giving ceremony will take place at the end of the race. The presence of Driver 1/Driver and Driver 2/Navigator is mandatory.

23.3 All teams that do not attend the prize-giving ceremony will lose their right to the prizes.

Art.24 – COMPLAINTS/APPEALS

24.1 Competitors, and only competitors, have the right to complain as provided for in Article 14 of the PGAK. Any complaints or appeals must be submitted in accordance with the terms defined in Article 14 of the PGAK.

24.2 The fixed complaint fee is € 500.

24.3 Complaint expenses – the security deposit to cover expenses for any dismantling or assembly required by the complaint shall be:

- a) 1,000€ - Applicable only to a specific part of the vehicle;
- b) 3,000€ - Covering different parts of the vehicle;

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

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

24.4.2 Penalties without the right to appeal - penalties provided for in specific regulations and/or in the rules of championships, cups, trophies, series, challenges or criteria that expressly establish them. As well as penalties observed by the judges of fact, previously appointed.

Art.25 – CONDITIONS/WAIVER/LIABILITY

25.1 The reader of these Regulations and participant in KING OF PORTUGAL 2025 agrees to waive, release, protect, exempt and defend the promoter and organiser of the Event, 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, assignees, 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 due to any incorrect information, omission of information, or any negligent act or act related to these Rules.

25.2 Readers of these Regulations, all participants in this Event and any user of any safety device assume all risks involved in using any information contained in the respective Regulations to participate in this Event and in the operation of a vehicle.

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

25.4 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 or any user of any vehicle, part, system or safety device (whether mentioned herein or not) from injury, property damage or death.

25.5 By participating in any way in KING OF PORTUGAL 2025, all participants understand and agree that participation in an off-road event, the installation or use of any safety device, and the operation of an off-road vehicle for any purpose MAY BE DANGEROUS and presents a risk of property damage, injury, or death.

25.6 All participants assume any and all risks associated with the use of any information published in these Regulations, whether such risks are known or unknown, inherent or not inherent in their participation in the Event.

25.7 APTE / CLUBE NORTEX4 is not responsible for decisions made by individuals or others using these Regulations.

25.8 APTE/CLUBE NORTEX4 assumes no responsibility for delays, postponements or cancellations of the Race for any reason, including bad weather or unsafe course conditions.

25.9 The competitors of KING OF PORTUGAL 2025 and volunteers are not employees of APTE/CLUBE NORTEX4. The competitors of the KING OF PORTUGAL 2025 event assume full responsibility for all charges, prizes, and taxes due on the funds, prizes, or other items they may receive as a result of their participation in the event. The organisation and the Organising Committee cannot be held liable for any accidents and their consequences, whether caused by competitors and/or volunteers, whether they were victims, whether or not they originated from the competitor's and/or volunteer's vehicle. Similarly, they shall not be held liable for the consequences of any violation of the laws, regulations and codes in force, which shall be borne by the offenders.

Art.26 – OMISSIONS

All cases not covered by these Regulations, as well as any doubts arising from their interpretation, shall be analysed and decided by the FPAK.

Art.27 – MODIFICATIONS

Any amendments to these regulations shall be made in accordance with Article 2.5.1 of the PGAK.

Article 28 – VALIDITY

These regulations shall enter into force upon their publication on the FPAK website.