

KING OF PORTUGAL 2026



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SPECIFIC RULES

8–10 OCTOBER 2026

Art. 1 – ORGANISATION:

APTE (Portuguese Extreme Trial Association) is organising a closed sports event, known as KING OF PORTUGAL 2026, which shall be governed by the FIA International Sports Code (CDI), the General Regulations for Motor Racing and Karting (PGAK), the NORTEX4 2026 Technical Regulations (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 2026 (also referred to as the “Event”), which takes place in Portugal under the auspices of the Portuguese Motor Sport and Karting Federation (FPAK).

- 1.1 Participants** – All teams that enter vehicles in accordance with the NORTEX4 2026 Technical Regulations are eligible to participate in the KING OF PORTUGAL 2026.

1.2 Organiser:

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

1.3 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 Hours	Until 6 October	From 2 pm to 7 pm on weekdays	

1.4 Exam Secretariat:

Venue	Vimioso Multipurpose Hall / Vimioso Municipal Stadium							
Day of the week	7 Oct.2026		8 Oct.2026		9 Oct. 2026		10 Oct. 2026	
Time	9.00h	19.30h	09:00h	17:30h	09:00h	17:30h	09:00h	17:30h
Telephone numbers/Email	937166737/911021297 info@clubenortex4.com							

1.5 Official Race Schedule:

Date	Time	Venue
7, 8, 9 and 10 October	9.00h to 21.00h	FPAK website and Clube NorteX4/Race Secretariat (see point 1.4)

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

1.7 Any regulations that do not comply with these rules must be the subject of a separate application for authorisation to the FPAK. Following approval, they will be incorporated as an addendum to the Specific Race Regulations.

Art. 2 – RACE OFFICIALS

Position	Name	Licence No.
College of Sports Commissioners	Manuel Paulo Ferreira	CDA PT26/0049
	Sandra Santos	CDA PT26/5602
	Ana Maria Santos	CDB PT26/5610
Secretary of the CCD	Sandra Santos	CDA PT26/5602
Race Director	José Rui Santos	DP PT26/5600
Chief of Security	Nelson Rogério	DP PT26/0235
FPAK Observer	Manuel Paulo Ferreira	CDA PT26/0049
FPAK Technical Delegate	Daniel Silva	DT CTC PT26/0068
FPAK Medical Officer	Jaime Antunes	CM DM PT26/0023
Assistant of Race Management	Ana Maria Santos	CDB PT26/5610
Secretary of The Race	Iva Gonçalves	CDA PT26/5609
Chief Technical Officer	Pedro Vidal	CTC PT26/5603
Trainee Technical Commissioner	Rui Silva	CTE PT26/6614
Competitor Relations	 (Mobile: +351939571103)	CDA PT26/5609
Timing Manager	Cronobandeira	To be added
Results Manager	Cronobandeira	To be added
Race Doctor	Dr Ana Maria Rito Ferreira	OM CP 76655
Chief Station Commissioner	André Ribeiro	CCP PT26/5604
Chief Station Commissioner	Alberto Correia	CCP PT26/5606
Chief Station Commissioner	Dinis Carreira Rodrigues	To be added
Various Activities	João Pedro Silva	To be added
	Joel Alexandre Santos	To be added
	Mauro Alves	To be added
	Mafalda Ferreira	To be added
Station Commissioner	Carla Correia	CP PT26/5607
	Rafael Alves Correia	CP PT26/5605
	Alberto Alves Correia	CP PT26/5608
	Amândio Silva	CP PT26/6617
	André Pinheiro	CP PT26/6618
	João Barbosa	CP PT26/6616
	Flavia Ferreira	CP PT26/6615
	Manuel Fernando Figueira	CP PT26/7049
	Flávio Miguel Rodrigues	To be added

2.1 – Identification of race officials' vests: Race Director: Red and black or plain green polo shirt

Stewards: Yellow

Post Chiefs: Blue

Technical Stewards: Black

Medical Team: Red

Journalists: Green

Competitors Relations: White vest or white T-shirt

Security: Orange

Volunteers: Purple

Art. 3 – TERMINOLOGY

4X4 TRIAL COURSE: A closed course comprising a series of trials integrated into the same circuit, which starts and finishes at the same location, built specifically for the event, and vehicles eligible for the various classes.

TRIAL: An obstacle of greater difficulty.

CLASS: Grouping of vehicles, determined by tyre diameter, structural modifications and other criteria set out in the NORTEX4 2026 Technical Regulations

BRIEFING: This must be organised between the end of the administrative and technical scrutineering and the start of the event.

TECHNICAL PASSPORT: A document issued by the FPAK identifying the vehicle entered. It must be presented whenever requested by the Technical Stewards.

NEUTRALISATION: A period during which teams are stationary, as determined by the Race Director.

REGROUPING: A stop scheduled by the Organisers to allow, on the one hand, a return to the theoretical timetable and, on the other, the regrouping of teams still competing in the Race.

CLOSED PARK: An area within which no repairs or work of any kind are permitted.

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

INFORMATION BOARDS: Information conveyed via information boards is not considered to constitute external assistance or aid.

SPORTS COMMISSIONERS' PANEL: The Sports Commissioners' Panel (CCD) shall consist of three members.

Art. 4 – REGULATION, APPLICATION AND INTERPRETATION OF THE RULES

4.1 The KING OF PORTUGAL 2026 will be contested in accordance with the regulations set out in Art. 1.

4.2 The Race Director is responsible for enforcing the regulations throughout the event.

4.3 Any complaints regarding this application, as well as any unforeseen circumstances, will be examined by the Race's Sports Commissioners' Panel.

4.4 Any amendments or supplementary provisions shall be communicated by means of addenda, which shall be dated, numbered and signed. These addenda shall constitute official information forming an integral part of the Specific Rules of the Event, intended to amend, clarify or supplement them; they shall be posted on the Official Notice Board of the Event and communicated to all competitors.

4.5 Any complaint lodged by a team or competitor shall be referred to the panel of sports commissioners (CCD) for review and decision.

4.6 All cases not provided for in the KING OF PORTUGAL 2026 Specific Regulations shall be examined by the CCD, which holds exclusive decision-making authority.

Art. 5 – TEAMS

5.1 For the correct interpretation of this text, the following terms shall be taken into account:

- **"Competitor"** refers to the individual or legal entity registering the vehicle.
- **"Team"** refers to the pair comprising Driver 1 and Co-driver 2.
- **"Team sports director"** refers to the individual responsible for the team. This role may be performed by Driver 1 or Co-driver 2, or by a third party who is duly registered and licensed by the FPAK.
- **"Driver 1"** means any individual who drives a 4x4 vehicle and must hold a driver's licence or competitor/driver's licence, issued by the FPAK, of at least NATIONAL C grade.
- **"Driver 2/Co-driver"** means any individual who accompanies a driver during the event, who must hold a driver's/co-driver's licence, respectively, issued by the FPAK, and who may drive the vehicle. If driving, they must hold a sports licence NATIONAL C or higher. They may choose to hold a NAVIGATOR C licence or higher if they do not drive (that is, in the latter case, they are not permitted to drive).
- **'Support staff'** means any individual who provides assistance to the team.

5.2 All teams entered by a Competitor will be admitted. Team members will be designated as Driver 1 and Co-driver 2.

5.3 During the duration of the Race, and whenever the Competitor is a legal entity or is not on board the vehicle,

all their obligations and responsibilities shall rest entirely, jointly and severally, with the Driver 1/Driver declared on the entry form.

5.4 The team must remain complete for the entire duration of the Race. However, in cases of force majeure, one of the team members may be replaced, provided they were originally entered, subject to notification to the Race Director and authorisation from the CCD.

5.5 Any unfair, improper or fraudulent conduct on the part of a Competitor or a team member, including the Team's Sporting Director, shall be judged by the Panel of Sports Commissioners, which shall impose any applicable penalty, up to and including the disqualification of the team.

5.6 Driver 1 and Driver 2/Co-driver are required to use their own equipment, in accordance with the relevant Technical Regulations of NORTEX4 2026.

5.7 Support teams: Support teams may only provide mechanical assistance to vehicles within the specific areas designated or authorised for such support. Should a competitor request their assistance due to a breakdown, accident or withdrawal during the event, they may only do so after obtaining authorisation from the post commander or the Event Director. Repairs to vehicles along the route may only be carried out by Driver 1 and Co-driver 2. **Any external assistance will result in disqualification from the event.**

Art. 6 – ENTRIES

Opening	7 July 2026
Closing	23/09/2026 at 5.00 pm or until the entry limit is reached
Publication of the list of entrants	28 September 2026 at 5.00 pm on the FPAK and Clube Nortex4 websites

LIMITED ENTRIES: MAXIMUM NUMBER OF CARS: 60

Unlimited Class	30 cars
Legend Class	8 cars
Modified Class	11 cars
Stock/UTV Class	11 cars

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 – the closing date for registrations and in accordance with Article 9.3.1 of the PGAK.

6.2 - Details regarding the second driver/co-driver may be provided to the organising committee by the end of the Administrative Checks.

6.3 - Required licences

COMPETITOR / DRIVER	NATIONAL C or Higher
CO-DRIVER	CO-DRIVER C or higher, in accordance with Article 5.1 of these regulations
COMPETITORS WITHOUT A VALID LICENCE	Drivers and/or co-drivers who do not hold a valid licence must apply to the organising club for a Participation Authorisation (PA) at a cost of €45.00 (which does not include repatriation and is valid only for this event)

Competitors and/or co-drivers applying for a PA must attend the administrative checks for the race/event and provide the following details: full name; identity card or passport number; tax reference number; date of birth; and a declaration of liability: https://www.fpak.pt/centro-documentos/seccao?term_node_tid_depth=7

6.4 – Entry Fee

With Compulsory/Optional Advertising		
Type of Race	Entry Fee + Insurance	Insurance Cost
Trial	Max. €1,050	€129

Art. 7 – PARTICIPATION/CONDITIONS

7.1 Participation in the Event is open to teams comprising one or more members, consisting of Driver 1 and Driver 2/Co-driver, who must formalise their entry via the contact details provided in Article 6 of these Regulations. Both national and international Competitors and Drivers will be admitted to this Event.

7.1.1 Entry fees will be refunded in full, as set out in the PGAK, Article 9.8.

In any other situation not provided for in these regulations, no refund of registration fees will be made.

7.1.2 The registration of additional members in the “Team”, as set out in Articles 5.1 and 5.4 of these Regulations, will incur an additional cost of €150.

7.1.3 Teams and competitors whose vehicles comply with the NORTEX4 2026 Technical Regulations will be admitted to this event.

7.2 The organiser reserves the right to refuse entry to the event to any applicant, team, competitor, participant or any other person, for any reason. In accordance with Article 3.14 of the CDI, the organising committee may refuse entry to the event and must inform the person concerned, as well as the FPAK, within two days of the closing date for entries and no later than five days before the event. Such a refusal must be justified.

7.3 Registration must be completed by the deadline set for this purpose and must include the name of the Competitor, Driver 1, Driver 2/co-driver and the team’s Sports Director, their respective valid sporting licences, the team name, as well as the vehicle’s documentation. All participants are bound by the provisions of these Regulations and by all decisions of the Race Director.

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 for NORTEX4 2026. The Competitor may freely substitute the vehicle indicated with another, up until the start of the Administrative/Technical Scrutineering.

7.5 The replacement of a competitor is not permitted after the official publication of the Entry List.

7.5.1 Only team members (Driver 1/Driver and Driver 2/Co-driver) may be replaced, subject to the following conditions:

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

Art. 8 – RACE INSURANCE

8.1 – Insurance shall be arranged through the Portuguese Automobile and Karting Federation (FPAK) and in accordance with Article 17 of the PGAK.

8.2 – Refund of the entry fee and insurance – in accordance with Article 9.8 of the PGAK.

8.3 – Description of insurance cover – in accordance with Article 17 of the PGAK.

Art. 9 – IDENTIFICATION

9.1 Each vehicle must be duly identified in accordance with the NORTEX4 2026 Technical Regulations

9.2 All team members shall be identified by means of a wristband. Should the wristband become damaged, competitors must request a replacement from the event secretariat, returning the original one.

Article 10 – STARTING ORDER/NUMBERS

10.1 Competition numbers are allocated in accordance with the preference expressed by the competitor at the time of registration. However, if the requested number has already been allocated or is requested by more than one team, the Organisers will allocate it in accordance with the following priority criteria:

- Teams registered for a Championship, Cup, Trophy or Series towards which this event contributes points;
- Teams with the highest number of participations in previous editions of this event;
- In all other cases, the Organisers reserve the right to allocate a different competition number, and their decision shall be final.

10.2 All teams must report to the Start Area 30 minutes before the scheduled start time. The provisional starting

grid must be finalised 20 minutes before the scheduled start time; any teams arriving after the starting grid has been finalised will start from the last position on the grid.

10.3 The team that achieves the fastest time in the Timed Prologue will start in first place on the starting grid, and so on.

10.4 Starts will be given by the Race Director or a person designated by him; 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 register, must be held between the end of the administrative/technical checks and the start of the race. The presence of at least one team member is mandatory. Failure to attend the briefing will result in a penalty (see Art. 21.3.2).

11.2 It must be conducted by the Race Director or Deputy Race Director.

Art. 12 – RACE PROGRAMME

SCHEDULE FOR 7, 8, 9 AND 10 OCTOBER:

Wednesday 7 October	Programme (*)	Venue
09:00h–18:30h	Administrative and technical checks	Vimioso Multipurpose Hall / Vimioso Municipal Stadium
19.00h	1st CCD meeting	Vimioso Multi-purpose Hall / Vimioso Municipal Stadium
19.30h	Publication of the list of participants	Official Competition Table
20.00h	Team briefing	Vimioso Multi-purpose Hall
Thursday 8 October	Programme (*)	Venue
09.30h–18.30h	Prologue	
19.00 h	Announcement of Prologue Results	Official Race Results
Friday 9 October	Programme (*)	Venue
08:00h	Line-up for Stage 1	Vimioso Municipal Stadium
08:30h	Vehicles set off for Stage 1	Vimioso Municipal Stadium => Quarry
09.30h	Start of Stage 1	Quarry
20.00 h	End of Stage 1	Quarry
20.30h	Announcement of provisional results for Stage 1	Official Competition Table
21.00h	Announcement of Official Results for Stage 1	Official Competition Table
Saturday 10 October	Programme (*)	Venue
08.30h	Vehicle line-up for Stage 2	Vimioso Municipal Stadium
09:00h	Vehicles set off for Stage 2	Vimioso Municipal Stadium => Quarry
09:30h	Start of Stage 2	Quarry
18:30h	End of Stage 2	Quarry
19.30h	Announcement of provisional results for Stage 2	Official Competition Table
20.00h	Announcement of Final Official Results	Official Competition Table
20.30h	Ceremony / Awards Dinner	Vimioso Multipurpose Hall

(*) NOTE: this programme is subject to change

ADDITIONAL AND/OR FINAL TECHNICAL INSPECTIONS

Day of the week	Date	Time	Venue
Friday	9 October 2026	after the end of the stage	Closed Park
Saturday	10 October 2026	after the end of the stage	Closed Park

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

ENTRY OF VEHICLES INTO THE CLOSED PARKING AREA AT THE START

Day of the week	Date	Time	Venue
.....		NOT APPLICABLE	

ACCREDITATION / DOCUMENTATION FOR MEDIA ORGANISATIONS

Day of the week	Date	Location
Wednesday	7 October 2026	Vimioso Multipurpose Hall / Vimioso Municipal Stadium
Press Room		Vimioso Multi-purpose Hall

Article 13 – RACE PROCEDURES

Total distance of the race	370 km	Number of Stages	3
Total distance of the Qualifying/Prologue	10 km	Number of Special Stages	3
Total distance of the special stages	360 km		

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

13.2 Any amendments to the regulations, communicated via addenda or announced during the briefing, supplement the Specific Regulations of the Race.

13.3 The event consists of three stages, one of which is the prologue (1 lap, 10 km), plus two endurance stages lasting a minimum of 2 hours and a maximum of 6 hours each.

13.4 During the race, drivers 1 and 2 are permitted to take turns at the wheel.

13.5 Checkpoints – These will be in place to monitor exits and specific locations.

13.6 During the race, assistance from the public or any other party is not permitted. Competitors will be held responsible for any external assistance, which will result in disqualification.

13.7 Mutual assistance between participating teams is permitted, provided it does not jeopardise physical safety. This type of assistance does not result in any kind of time bonus.

13.8 When encountering an accident on the route, a rollover, a breakdown or a damaged vehicle, all participants must make reasonable efforts to assess the condition of the drivers or co-drivers involved. Participants involved in any of the situations mentioned above must make every effort to signal their condition to other passing participants (for example, by giving a thumbs-up or displaying an 'OK' or 'SOS' sign). If it is impossible to assess the condition of the occupants in the vehicle, participants must report the situation to the nearest marshal, quoting the vehicle number. Any participant must pass on a message to a marshal if requested to do so by another team that is stranded at a location.

13.9 Should a team complete its race, it is prohibited from driving on the track.

13.10 During the Race, should the track become impassable, or pose a risk to the physical safety of participants or the public, the route may be altered; this decision rests solely with the Race Director.

13.11 It is not permitted to travel outside the vehicle. It is compulsory to travel with the protective nets on the doors properly secured. 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 (where the vehicle's position allows), failing which a 15-minute penalty will be imposed.

13.13 Co-driver 2 is permitted to monitor the vehicle's progress from outside, provided this does not jeopardise their physical safety.

13.14 Drivers (Driver 1 and Driver 2) must wear all safety equipment at all times, in accordance with the relevant operating and usage instructions.

13.15 The team may not continue in the race if doing so would put their physical safety at risk.

13.16 The Race Director reserves the right to remove any car from the track when it is stationary and obstructing the passage of other competitors, i.e. the normal flow of the race.

13.17 Teams are required to follow the instructions of the marshal in charge of the selective sector, failing which they will incur 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 a penalty, which may extend to disqualification, and may also be subject to sanctions by the FPAK.

13.19 Smoking (including e-cigarettes) or consuming alcoholic drinks in the official technical inspection area, closed parc areas, pits, service points and pit stops, on the track or in the surrounding areas is strictly prohibited for any person forming part of a 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 observe the environmental protection rules, specifically the prohibition on lighting fires in wooded areas, littering, or damaging vegetation; the spilling of lubricants or fuels is not permitted. Failure to comply with environmental protection regulations will result in penalties.

13.21 At the end of the race, vehicles that complete the course may be required to enter a closed park and remain there for 30 minutes. The location of this park will be designated by the Race Director.

13.22 Penalties imposed on teams will be communicated by the Panel of Sports Commissioners.

Art. 14 – SIGNALLING/FLAGS

- **Green** Flag: free movement on the track.
- **Blue** Flag: Fastest competitor approaching (allow the fastest car to overtake).
- **Yellow** Flag: Warning that a problem has occurred on the track (danger/no overtaking); drivers must reduce speed and drive with caution.
- **Red** Flag: Race stopped (cars must automatically come to a halt and/or be directed to the pits)
- **Black** flag: Enter the pits on the next lap (accompanied by the car's number).
- **Chequered** flag: End of the race.

Art. 15 – RECORDING OF INFRINGEMENTS IN EACH SELECTION SECTOR ON THE CIRCUIT

In each selective sector, the Sector Chief must note down or record any infringements committed by competitors in their sector, which will result in the penalties set out in the Regulations. These penalties will be imposed by the Panel of Stewards.

15.1 The infringements recorded relate to the following points:

- Failure by Driver 1 and Driver 2 to use the mandatory safety equipment
- Touching, going over or under the winch cable whilst it is under tension. Neither driver is permitted to move outside the vehicle.
- Failure to observe the flags.
- Knocking over stakes or deliberately cutting tape.
- Vehicle off the track, when it deliberately crosses the line of the markings with one wheel.
- The removal of fixed vehicle fittings, whether deliberate or accidental, and/or visible mechanical faults 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 the preceding point will result in penalties being imposed.
- Infringements on the Circuit – failure to follow the class route will result in a penalty of one lap, up to and including disqualification from the Race.

Art. 16 – RECONNAISSANCE / PRELIMINARY STAGE

16.1 Reconnaissance of the circuit (the track for Stages 1 and 2) is open to all competitors, provided it is not carried out in a competition car. **Reconnaissance of the prologue may only be carried out by bicycle or on foot.**

16.2 The duration of the Timed Prologue shall be as set out in the Programme and shall consist of one timed lap (10 km).

16.3 The best time will be taken into account when determining the classification for the Timed Prologue.

16.4 The starting order for the Prologue will be determined by the classification achieved in the previous event (i.e. the King of Portugal 2025). For teams that did not take part, the order will be based on the order of entry for the event.

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

16.6 Teams which, by choice, did not take part in the Timed Prologue or which failed to record a time will start from last place on the starting grid.

Art. 17 – REGROUPING

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

17.2 For safety reasons, or any other reasons that may arise and justify it, the Race may be stopped before its conclusion and may or may not be restarted. All decisions that need to be taken in these circumstances will be discussed and analysed by the Panel of Sports Commissioners.

Art. 18 – CLOSED PARK

18.1 The closed park will take place at a venue and time as set out in the official Race programme.

18.2 After the end of the Event, the vehicles may need to be moved to the closed park by Driver 1 and/or Co-driver 2 and remain there for 30 minutes. During this time, no repairs or refuelling shall be permitted, and Driver 1 and Co-driver 2 must immediately leave the parc fermé; entry by any other team member is prohibited.

Art. 19 – ADMINISTRATIVE AND TECHNICAL CHECKS

19.1 Administrative checks, in accordance with Article 10 of the PGAK, comprise the verification of the following documents:

- Sports licences
- Various authorisations, etc.
- FPAK Technical Passport (national teams)

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

19.3 Any vehicle that does not conform to the entry specifications, fails to pass the administrative and technical checks, or does not comply with the safety standards set out in these regulations and the NORTEX4 2026 Technical Regulations will be refused entry.

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

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

19.6 Technical inspections involve checking all technical characteristics and the required safety equipment, as described in the relevant NORTEX4 2026 Technical Regulations.

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

- The entry of a vehicle that does not comply with the technical specifications of its class will result in the entry being refused and the vehicle being barred from taking part in the Race.

Art. 20 – CLASSIFICATION IN THE RACE/EVENT

20.1 Timekeeping is the responsibility of the organisation contracted for this purpose, and the results are made official upon approval by the Panel of Sports Commissioners.

20.2 The classification will be established by class, according to time and number of laps, with a pre-determined number of laps and a maximum race time (e.g. the winner is the competitor who completes the maximum number of laps in the shortest time). The classification is determined by the highest number of laps completed in the shortest possible time, after adding any applicable penalties.

- 20.3** Penalties will be expressed in hours, minutes and seconds or in laps.
- 20.4** A separate classification will be drawn up for all classes in the race.
- 20.5** The provisional official classifications for the event will be posted on the official notice board after the end of the race.
- 20.6** The provisional official classifications will become final 30 minutes after the provisional classification has been posted.
- 20.7** The classifications must include the date, time and signature of the Race Director after they have been verified by the Panel of Sports Commissioners
- 20.8** The location of this official noticeboard, which will be used to display all information relating to 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 the moment the car crosses the finish line.
- 20.10** Timing will cease for all teams once the stipulated time for each stage of the Race has elapsed.

Art. 21 – PENALTIES

21.1 Refusal to participate / inability to participate

- 21.1.1** Tyres not within the class specifications;
- 21.1.2** Lack of the personal safety equipment specified in the NORTEX4 2026 Technical Regulations;
- 21.1.3** Absence or incorrect positioning of advertising, where mandatory;
- 21.1.4** Vehicle not complying with the entry specifications during administrative and technical checks;
- 21.1.5** Failure to use protective nets on the side windows of the doors.

21.2 Disqualification

- 21.2.1** The withdrawal of a team member or the admission of a third party, if prior registration was not carried out during the administrative checks;
- 21.2.2** Unfair, improper or fraudulent conduct on the part of a competitor or team;
- 21.2.3** Voluntarily driving in the opposite direction to the route;
- 21.2.4** Failure to display mandatory advertising during the event;
- 21.2.5** A change of vehicle by the team;
- 21.2.6** External assistance to the team, including that provided by the organisers. Exceptions to this rule apply where there is a danger to the vehicle's occupants, members of the organising team and/or the public, or where the vehicle is obstructing the normal operation of the circuit;
- 21.2.7** Failure to use personal safety equipment during the Race;
- 21.2.8** Refuelling outside the designated areas (ZA – Refuelling Zone);
- 21.2.9** Breach of the Closed Park regulations.

21.3 Penalties

21.3.1. False start	15 mins
21.3.2. Team's failure to attend the briefing	1 hour
21.3.3. Intentionally blocking the passage of vehicles or preventing overtaking	15 mins, up to 1 hour
21.3.4. Driving without fastened seatbelts	20 mins
21.3.5. Failure to comply with the marshal's instructions	30 mins up to disqualification
21.3.6. Inappropriate or disrespectful behaviour towards a marshal	1 hour
21.3.7. Failure to comply with environmental protection rules	1 hour

21.3.8. Failure to use protective nets on the side windows	15 mins, on the first warning + 15 mins, on the second warning From the third warning: 1 hour up to disqualification
21.3.9. Failure to follow the designated route for the Class	1 lap, up to disqualification
21.3.10. Abusive or excessive tailgating of a slower vehicle	30 mins
21.3.11. Knocking over stakes or flags	15 mins, up to 1 lap
21.3.12. Failure to comply with the individual timetable set by the Organising Committee for administrative/technical checks	15 mins, up to exclusion from the event
21.3.13. Failure to comply with the line-up schedule	20 mins and starting in last place

Art. 22 – SAFETY

22.1 Compliance with **the safety standards** set out in the NORTEX4 2026 Technical Regulations is mandatory.

22.2 Drivers' equipment – the safety equipment of competing teams will be inspected in accordance with the NORTEX4 2026 Technical Regulations.

22.3 Vehicle equipment – in accordance with the NORTEX4 2026 Technical Regulations.

22.4 Refuelling – A designated and clearly marked area for this purpose in the pits.

Art. 23 – PRIZES – AWARDING OF PRIZES

23.1 Prizes must be awarded on the podium, as follows. Class rankings:

- To the top three 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 and Driver 2 is mandatory.

23.3 Any team failing to attend the prize-giving ceremony will forfeit their right to the prizes.

Art. 24 – COMPLAINTS/RIGHT OF REVIEW/APEALS

24.1 – In accordance with Articles 13, 14 and 15 of the CDI and Article 14 of the PGAK

Article 25 – TERMS AND CONDITIONS/WAIVER/LIABILITY

25.1 Participants in KING OF PORTUGAL 2026 agree to waive, release, indemnify, hold harmless 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, officers, directors and shareholders, from any and all claims, liabilities, losses, costs, damages or expenses arising from any other loss or damage caused or alleged to have arisen from any use of any information contained in these Rules or as a result of any incorrect information, omission of information, or any negligent act or act related to these Rules.

25.2 All participants in this Event and any user of any safety device assume all risks involved in the use of any information contained in the relevant Regulations, in order to take part in this Event and in the operation of a vehicle.

25.3 Nothing contained in these Regulations is intended to constitute professional, competent or 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 or not mentioned herein) from injury, damage to property or death.

25.5 By taking part in KING OF PORTUGAL 2026, all participants understand and agree that taking part in an off-road event, the fitting 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, and whether or not they are inherent in their participation in the Event.

25.7 APTE / CLUBE NORTEX4 accepts no liability for decisions taken by individuals or others using these Regulations.

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

25.9 Competitors in the KING OF PORTUGAL 2026 and volunteers are not employees of APTE/CLUBE NORTEX4. Competitors in the KING OF PORTUGAL 2026 event assume full responsibility for all charges, prizes and taxes due on any sums, prizes or other payments they may receive as a result of their participation in the event. The organisers and the Organising Committee shall not be held liable for any accidents and their consequences, whether caused by competitors and/or volunteers, whether they were the victims of such incidents, and whether or not they arose from the competitor's and/or volunteer's vehicle. Similarly, they shall not be held liable for the consequences of any breach of laws, regulations and codes in force, for which the offenders shall be solely liable.

Art. 26 – OMISSIONS

All cases not provided for in these Regulations, as well as any doubts arising from their interpretation, shall be examined and decided by the FPAK or by the CCD

Art. 27 – AMENDMENTS

Any amendment to these Regulations shall be made in accordance with Article 3.6.1 of the PGAK.

Art. 28 – VALIDITY

These Regulations shall come into force upon their publication on the FPAK website.