

NATION'S CUP RULES.

Place: KARTODROMO DE VIANA – Viana do Castelo / PORTUGAL

Date: Sunday July 19TH 2020.

Entry Fee: Eur 550,00 per team to be paid at KWC account before June 1st or Eur 600,00 to be paid cash at the Kart Track reception after June 1st as long as there is space available.

Teams: Up to 38 teams with 2 to 5 drivers each. Each team will represent one country. In case there is more than one country represented then the Team shall add a name AFTER the represented Country. The majority of the drivers in the team must be from the represented country. Drivers can only drive in one team.

Race duration: Six hours. Five minutes grid formation + six hours. The race starts the first time the pace kart crosses the start/finish line. The same driver that started the five minutes grid formation must start the race.

Prize: Three best teams will earn trophies for each driver, and the drivers from the winning Team will be exempt of paying his individual portion of next year's NATION CUP. Let's say a team formed by GP, RB, GL, and MG wins the Nations Cup. Next year the drivers will not have to pay their portion (1/4) of the entry fee, being allowed to drive with another team. These entries can only be transferred if all the drivers from that team consent in writing before the race that the prize should be transferred to someone else. To set an example, a Team has a sponsor. The sponsor may require to its drivers that in case they win, the free entry for next year should be handed to the sponsor, and not the drivers. In order to apply this decision a written consent from the drivers BEFORE the race starts is required. Otherwise the entries cannot be transferable.

Rules:

1) Chronogram:

- A) Sunday at 10:00 - Briefing.
- B) Sunday – 11:00 - Kart draw.
- C) 11:15 – 5 minute grid formation.
- D) 11:25 – Race start.
- E) 17:25 – Race ends.

F) 17:45 - Podium

- 2) **Safety:** Every driver must wear helmet, race suit, racing shoes, and gloves. Karting Helmets only. Motorcycle helmets are not allowed. If a driver is found to be driving constantly 7% higher than the leader he will be removed from the track for safety reasons. Drivers are allowed to use Go Pro Cameras fixed to their helmets
- 3) **Kart Draw:** According to chronogram.
- 4) **Grid formation session:** Kart changes will not be allowed during the grid formation session. The same driver that runs in this session will have to start the race. If a Kart brakes down during the qualifying session, and track mechanic testifies that the driver had no fault in the malfunction, the Kart will be changed BY A DRAW. It isn't mandatory that the driver or a teammate is present at the draw. It is mandatory that the draw is done in front of at least two witnesses. Recorded laps will be used for starting grid formation. If the driver is to blame for the malfunction or the mechanic does not find a justifiable malfunction, the race director will decide if the driver will start last from the pit exit or/and receive further punishments.
- 5) **Starting Grid:** Each team will have five minutes to score its best lap. Each team may choose the driver that will race against the clock. The changing driver pit Lane will be closed during the session. Checker flag will be waived at the end of the session. Drivers must use their established ballast. Race start will be "LE MANS style.
- 6) **Ballast:** Every driver must weight a minimum of 90 Kgs. If a driver when leaving his Kart is found to be under the established minimum weight in up to 1 Kg he will receive a 1 lap time penalty. If the difference is higher than 1 Kg then the team will loose all laps driven by that driver. The team will continue in the race. If lack of weight above 1 Kg is found for a second time, the team is disqualified from the event.
- 7) **Driver & Kart changes:** Everytime a driver comes into the pit HE HAS TO CHANGE his kart.
 - a) Drivers changing order is a free choice for each team. Every team must perform at least five stops. There is no maximum number of stops. A

specific instruction about the pit entry & exit procedure will be explained in the briefing session.

- b) When a driver comes in to change Karts or Karts & driver he must slowly drive into the scale. If he's ok he will get a green light and go to the kart changing area. If he gets a red he must park the kart to the right remove his ballast and have his weight outside the kart double checked. The officer will take note of the name, weight and time of the race the exchange happened. The driver coming in must place his own ballast, then sit on the Kart and drive to the pit exit waiting for the lights to turn green.
- c) The driver exiting the pit must pay attention to the traffic in the track. An accident at the pit exit will most likely be blamed on the driver that is exiting the pit.
- d) Teammates and next Driver coming in are supposed to stay in the designated area or outside the pit area during the race. They will only be allowed into the pit lane when their driver comes into the pit. In the first two laps of the race and two laps after the leader receives the five minutes to the end notice the pit lane will be closed, no kart changes will be allowed. Other drivers & teammates will have to exit the pit area allowing the race directors to make the weight check.
- e) Teams that choose to make their Kart changes towards the end of the race must be aware that they run the risk of finding the pit closed. After the weight check public will be allowed into the track.
- f) Lack to perform a pit stop is punished by removing five laps from the finishing time of the team. Lack to perform two pit stops will have the punishment doubled. Five laps from the first pit plus 10 laps from the second failure to pit, total of 15 laps removed from the total finishing time.
- g) Race director is supposed to close the Kart Changing Pit if he finds that the stock of refueled Karts is becoming critic. Pit will be closed by the placement of a cone with a red flag at the pit entry. If available a red light will also demonstrate the pit is closed. In critical conditions such as a damaged or lack of fuel the driver may line up before the cone, but is not supposed to enter until the cone is removed or red light is turned to green. If a driver enters the pit lane when the pit is closed he will be served and will suffer a two lap time penalty.
- h) Penalties with lap removals will be signaled to the driver and be removed during the race. Lap removal after the race will be applied when the penalty is found during the last laps, after the race is over or

if the crew has signaled to the driver that the penalty will be decided at the end of the race.

8) **Changing karts for malfunction or breakdown at any time:** If a driver finds that his Kart has some kind of mechanical malfunction he shall proceed to the Kart changing pit area and proceed as a normal Kart change. If a driver breaks down his Kart in the track and is unable to continue, he must wait for one of the mechanics to bring him a spare kart and may continue the race. In this case this Kart exchange will not be considered one of the mandatory Kart changes. In this occasion the driver must make sure that his ballast, number plate and transponder were changed, otherwise he will have to stop in the Kart Changing pit box to reinstall these items and it will not be considered one of the mandatory pit stops. As usual if the driver is called to reinstall these items he has THREE LAPS to do so, or will run the risk of receiving a penalty that will be decided on heavy or light depending on the number of laps it took him to stop. If the race crew finds that the stalled kart could have been driven to the Kart change pit area and the driver did not need to be attended IN THE TRACK the team will suffer a 1 lap penalty.

9) **Marshals:** We will have as many marshalls and flagmen as necessary all spreaded out and equipped with radio transmitters. They will do their best for a fair result. The following attitudes will be punished accordingly:

a) WARNING FLAG (BLACK AND WHITE FLAG)

- Hit the Kart in front of you repeatedly
- Overtake the Kart in front of you on an illegal or over aggressive maneuver and return the position gained
- Complaint Gestures towards other drivers or race officials as interpreted by race directors.
- Not respecting a blue flag.

b) TP FLAG (Black with orange ball)

- Hit, intentionally or not behind the mid part of a Kart spinning or pulling away from the track line the kart right in front and overtaking it for a position or overlapping.
- Hit, intentionally or not behind the mid part of a Kart spinning or pulling away from the track the kart right in front and prejudicing

the front driver towards other drivers coming from behind, independently from returning the position.

- Deviate karts normal trajectory with the intention of pressing driver off the track or into the barriers or grass.
- Not respecting the half kart on the inside lane of a curve when being overtaken and pressing the opponent out of the track.
- Hit one driver ahead of you with the intention of helping him overtake, and/or crediting himself with accident.
- Team's misbehavior on the stands. A driver may be punished for his teammate misbehavior.
- Not respecting a blue flag after 4 corners.
- Getting two warning flags in less than 15 minutes.
- TP's must be served up to three laps after being notified. If a driver completes three laps without stopping then the driver will be black flagged and the team will suffer a 10 lap removal punishment. The driver will be notified when he leaves the kart that he's no longer allowed to re-enter the race. If the event happens a second time the team is disqualified from the race.
- TP's are normally served in 10 seconds inside a pit box. Marshalls may increase or decrease TP time depending on the gravity of your felony. Race directors have the right to interpret your maneuver and decide if they must aggravate or diminish the penalties stated above.

c) BLACK FLAG (RACE DISQUALIFICATION)

- Running over another driver or race staff for mishandling, or irritability. Driver may not be punished if race directors feel he's not to blame.
- Offending or attacking anyone involved in the race.
- Second time penalty in less than 15 minutes.
- Refuse to stop to serve a TP after being notified for 3 laps.
- The penalty for a black flag is the disqualification of that driver from NATIONS CUP. If a second driver from the same team shows similar behavior to his previous teammate then the team will be disqualified and no longer able to continue the race.
- When receiving a black flag you must stop immediately. Continuing to race after receiving a black flag for more than 3 laps will also incur in a Eur 300,00 fine for the team. Race director will take the decision on whether the race will be stopped to pull away the driver

or will bring in the pace kart to reduce the speed and be able to stop that driver.

d) YELLOW FLAG (Passing is not allowed)

- When a Yellow flag is shown on a certain place, slow down as there has been an accident or some kind of obstruction ahead. Passing is not allowed. If you did pass return your position immediately and avoid a TP. Of course if you pass a driver that has crashed or has a broken down Kart this does not apply.
- Full course yellow flag. Raise your right hand and slow down. Pitting is not allowed. The pace Kart will enter the track and rejoin the Karts. Race will restart on single file rolling, respecting the positions on track when the yellow flag was first waived. The pace Kart will leave the track a few moments before the race restarts. The race leader will be allowed to race when the green flag is waived by the race director. If the race director feels that the Karts are not close enough he may give another lap without the pace Kart. Teams will not regain lost laps.

e) BLUE WITH A RED X

- Your kart has some visible mechanical trouble. Please stop in the pit area and change your kart. It may be considered one of the mandatory Kart changes if the damage is not to be blamed by an accident. If the team has already performed all of the demanding pit stops it will be race hard luck, and the team still has to perform the pit as a mandatory pit.

f) BLUE FLAG;

- When a driver is shown the blue flag means that the leaders are approaching. When a driver receives a waiving blue flag he has two corners to give away his position. Under race directors decision a driver may be penalized for not letting pass the leaders. After four corners with waiving blue flags is surely a Time Penalty.

g) RED FLAG

- Race has been interrupted. Bring your Kart to the straight slowly with your right hand raised. Stop and wait for a race crew to instruct you. Drivers are not allowed to leave the KART without permission of the race director.

The perfect race is a race with no penalties and the desire of all involved. The perfect storm is a race full of penalties and interventions. Keep in mind that nobody gains with this second option. Drivers, race directors, organizers and public in general want to see a clean race. Race director has the right to interpret any maneuver, to aggravate punishment or to allow a certain maneuver according to race situations. Difficult decisions will be most likely decided after the race including the involved drivers testimony and point of view. Keep in mind that arguing at an educated level and respectability is the first issue in order to study a call change.

These rules may be slightly changed in order to adapt to Kart Track conditions. Any changes will be communicated in the briefing the night before the race start.

May the best TEAM win!