

# NATION'S CUP RULES.

**Place:** SILVER HOTEL & GO KART CENTER.

**Date:** Sunday July 22<sup>ND</sup> 2018.

**Entry Fee:** Eur 530,00 per team to be paid during the online registration before June 30<sup>th</sup> or Eur 600,00 to be paid cash at the reception desk in the Kart Track before 21:00 of July 21<sup>ST</sup> as long as there is space available. Team numbers will be handed out according to who signs up first.

**Teams:** Up to 36 teams with 2 to 4 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. A driver is not allowed to drive for more than one team.

**Race duration:** Two groups with up to 18 teams in each group. Five minute grid formation + 2hrs. The race starts the first time the pace kart crosses the start/finish line. The best 9 qualified teams of each group will advance to a 3 hr final. The teams positioned between 10<sup>h</sup> and 18<sup>th</sup> will drive a 2 hour mini finale to determine positions 19<sup>th</sup> through 38<sup>th</sup>.

**Prize:** Three best teams will earn trophies for each driver, and the drivers from that team will exempt of paying his individual portion of next year's NATION CUP. For example, lets 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, lets say 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 are untransferable.

## 1) Chronogram:

- A) Saturday at 19:00 - Briefing.
- B) Sunday – 08:00 - Kart draw.
- C) 08:15 – 5 minute grid formation for race 1
- D) 08:25 – Race start for group 1- 2 hr relay race
- E) 10:25 – Race 1 ends.
- F) 10:40 - TEAMS INTRODUCTION and PARADE. Drivers MUST wear racing suits and helmet.
- G) 11:10 – Kart draw for Group 2
- H) 11:20 - 5 minute grid formation for race 2.
- I) 11:30 – Race start for group 2.
- J) 13:30 – Race 2 ends.
- K) 14:40 – Kart draw for MINI final race.
- L) 14:50 – 5 minute grid formation for MINI final race.
- M) 15:00 – MINI Final race starts.
- N) 17:00 – MINI Final race ends
- O) 17:10 – Kart draw for Final Race
- P) 17:20 - 5 minute grid formation for MINI final race
- Q) 17:30 – Final race starts.
- R) 20:30 – Final race ends.
- S) 20:45 - 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:** No kart changes will 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 SILVER HOTEL & GO KART CENTER mechanic testifies that the driver had no fault in the malfunction, the Kart will be changed BY A DRAW. Laps recorded will be used for grid formation. If the driver is to blame for the malfunction the race director will make a joint decision on whether the driver will start last or/and receive further punishments.

- 5) **Starting Grid:** Each team will have five minute 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 single rolling start with the pace Kart in front. When the pace kart leaves the track the pole sitter must keep a slow pace so he keeps the pack uniform. He may only start racing after the green flag is waived. If the race director feels that the Karts are not close enough he may give another lap without the pace Kart.
  
- 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 30 sec 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 on the race. If lack of weight is found for a second time, the team is disqualified from the event.
  
- 7) **Driver changes:** Drivers changing order is a free choice for each team. Every team must perform at least three stops in the changing driver pit. Each driver must race for at least twenty five minutes. The driver is allowed to split this twenty five minute driving stint in two or more different stints, but will loose more time than other teams in their pit strategy. A specific instruction about the pit entry & exit procedure will be explained in the briefing session the day before the tournament. Every driver **MUST** be sure that the local race director has checked his ballast **BEFORE** he leaves the kart. Upon race directors authorization he will walk directly to the scale, weighing himself and clearly saying his name. The officer will take note of the name, weight and time of the race the exchange happened. The driver coming in must place or remove ballast, **IF NECESSARY**, then sit on the Kart and drive to the pit exit waiting for the lights to turn green. 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. There is no Kart change when changing drivers. Drivers are supposed to stay in the designated area or outside the pit area during the race.

- 8) **Changing Karts:** There are 2 mandatory kart changes in the 2 hour length race and 3 mandatory Kart change in the 3 hr final. Teams will choose when they want to effect their Kart change being aware that the MAXIMUM STINT is 1 hour. Race director will observe after the race that every team has performed the mandatory Kart changes. Lack to perform a Kart Change is punished with 10 minutes added to your time. It is possible that a driver enters the garage and there is a line, so it is essential that the team works with radios or signs informing the driver the ideal time to stop. Pit stop procedure will be explained in the briefing the day before the tournament. The crew will remove and transfer to the next Kart the number plate, Kart transponder and ballast. Once fully served driver must drive to pit exit and wait for the light to turn green. If a driver enters this pit area too fast it will be considered an irregular stop and will be punished with a 30 sec TP. Lack of brakes is no excuse as if the kart enters slowly the crew will be able to stop the kart.
- 9) **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 60sec penalty. Race director may close the Kart Changing Pit if he finds that the Kart 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. Drivers may line up after the cone.

- 10) **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)

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

B – TP FLAG (Black with TP letters in red)

- e) 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.
- f) 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.
- g) Deviate karts normal trajectory with the intention of pressing driver off the track or into the barriers.
- h) Not respecting the half kart on the inside lane of a curve when being overtaken and pressing the opponent against the barrier.
- i) Hit one driver ahead of you with the intention of helping him overtake, and/or crediting himself with accident.
- j) Team's misbehaviour on the stands. A driver may be punished for his teammate misbehaviour.
- k) Not respecting a blue flag for one complete lap.
- l) Getting two warning flags in less than 15 minutes.

TP's will be served up to two laps after being notified. If a driver completes three laps without stopping then he's disqualified from the race. The team is not disqualified and may continue to race but will have five minutes added to his finishing time. TP's are normally served in 30 seconds inside a pit box. Marshalls may increase TP time depending on the gravity of your felony. Marshalls have the right to interpret yr maneuver and decide wether aggravate or diminish the penalties stated above.

## C - BLACK FLAG (RACE DISQUALIFICATION)

- m) 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.
- n) Offending or attacking anyone involved in the race.
- o) Second time penalty in less than 15 minutes.

The penalty for a black flag is the disqualification of that driver from NATIONS CUP and the loss of five minutes by the TEAM. If a second driver from the same team shows similar behaviour 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 incur in a Eur 500,00 fine for the team. Race director will take the decision on whether the race will be stopped to pull away the driver.

## D - YELLOW FLAG (Passing is not allowed)

- p) When a Yellow flag is shown or 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.
- q) 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.

## E – BLACK FLAG WITH WHITE LETTERS WRITTEN BOX

- r) Your kart has some visible mechanical trouble. Please stop the Kart in the Kart changing pit area using the light machines so we can fix it and let you rejoin the race. If the kart is changed then this can be considered one of the mandatory Kart changes.

## 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 marshalls decision a driver may be penalized for not letting pass the leaders.

## G - RED FLAG

- s) 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.

Marshalls have the right to interpret any maneuver, to aggravate punishment or to allow a certain maneuver according to race situations. Any driver or team boss may talk to the race director about decisions but must be aware that it is very rare for a Marshall to go back in his decision. Nevertheless 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!