

North American Power Kiting Association (NAPKA)

Class 8 Rules

PART ONE: RACE RULES

ARTICLE 1 - FUNDAMENTAL RULES

1.1 Application: These rules are applicable in all circumstances wherever the racing of kite buggies takes place.

ARTICLE 2 - GENERAL INSTRUCTIONS

2.1 License: Each pilot must present a membership issued by NAPKA

2.2 Insurance: When kite bugging racing, pilots must be covered by third party liability insurance. (Home Owners or Renters insurance usually covers this.)

2.3 Responsibility: All pilots take personal responsibility for their competence to master and control their kite buggies under the prevailing bugging conditions.

2.4 Helmet: The wearing of a crash helmet is mandatory when kite bugging.

ARTICLE 3 – KITE BUGGY

3.1 Definition: A kite buggy is a vehicle with at least two wheels powered by a kite. The kite is controlled by the pilot but it's not fixed to the kite buggy.

3.2 Identification: The identification number of the pilot must be placed on both sides of the sides of the kite buggy and in the center of the rear side. The identification numbers must be: (Font: **Helvetica**) At least 5 ½ inches high and 2 inches in width, Stripe : ¾ inch in black color set on white background, and proceeded by the identification letter of the Country of the pilot (for example the number 15 United States pilot must have this identification : US15). (SEE PREFIX TABLE AT BACK)

3.3 Dimensions (max dimensions)

(a) **Length:** 11 feet 6 inches maximum long, all included

(b) **Width:** 9 feet 10 inches maximum width, all included

(c) **Wheels:** The wheels cannot be bigger than 26 inches diameter, pneumatic tires cannot be inflated over 29 psi the width of the pneumatic tire is not restricted. The spoke wheels (wire wheels) must be shielded with hard material.

3.4 Direction: There are no limitations to the angle of turning ability the kite buggy has.

3.5 Weighting: You are allowed to add weights on the kite buggy, the maximum add on weight allowed is 44 lbs, the weight must have a rounded shape without sharp corners. The added weights put on the kite buggy cannot be movable while the kite buggy is in motion. No additional weights are allowed on the pilot themselves.

3.6 The Brake: The brake system for the parakart must be a wind brake, by use of the kite only.

ARTICLE 4 - KITES AND LINES

4.1 Lines Definition: Fly lines are those lines that connect the handles to the bridle system of the kite.

4.2 Connection: Fly lines must be directly connected to the handles and the kite, with nothing between.

4.3 Length Lines: The maximum length allowed is 164 feet. The length is measured between the handles and the back of the last kite.

4.4 Material: Fly lines made of Kevlar, metallic, or similar alternatives, are not allowed! Link lines of a max of 39.37 inches from the handles, of strong, thick line are allowed, but again this must not be made in kevlar, metallic or similar material.

ARTICLE 5 - PILOT EQUIPMENT

5.1 Helmet: The wearing of a crash helmet is mandatory when kite bugging.

5.2 Harness System: Must be of the opened type (for example: wind surf hook) or system with a mechanical quick release system on it. It must be a non captive harness system.

ARTICLE 6 - MEETING (Right-Of-Way)

6.1 Meeting head-on: When two buggies meet head-on they must both bear to the right and leave sufficient space between them.

ARTICLE 7 - CROSSING

7.1 Meeting: When two kite buggies are coming from different directions, the one coming from the right has the right of way. The kite buggy which does not have the right of way must move aside or slow down. Forcing a kite buggy which has right of way to alter its direction or to slow down in order to avoid a collision is an infringement of the rules.

ARTICLE 8 - OVERTAKING

8.1 Engagement: The overtaking maneuver is engaged as soon as less than 6 feet separating the extremities of the overtaken kite buggy from any extremity of the overtaking buggy.

8.2 Disengagement: The overtaking maneuver is accomplished as soon as more than 6 feet separates the extremities of the overtaking kite buggy from the extremities of the overtaken buggy.

8.3 Responsibility for the maneuver: The pilot of the overtaking kite buggy is responsible for the maneuver.

8.4 The overtaken: The overtaken kite buggy must, if sailing in a straight line, maintain its course or move aside, and if turning, proceed with a normal maneuver. Nevertheless the pilot of the overtaken kite buggy may, when meeting an obstacle, carry out a turn, in order to avoid it.

8.5 The over-taker: The overtaking kite buggy must avoid the course of the overtaken. It is an infringement of the rules to force the overtaken kite buggy to change its course or slow its speed in order to avoid a collision.

ARTICLE 9 - BEHAVIOR RULES IN RACING

9.1. Kite position: When crossing, overtaking or passing the upwind pilot must raise his kite, the downwind pilot must lower his kite. The overtaking kite buggy must show kite position consideration to the overtaken kite buggy.

9.2. Relaunching kites: Taking off or landing kites in such a way as to cause an obstacle and/or obstruction to other pilots is strictly forbidden. Once the kite is at the top edge (azimuth) and the pilot has "air" then they must be considered an obstacle. Once seated in the kite buggy, normal priority rules apply. When the pilot's kite and lines are on the ground they are considered obstacles, help from outside is permitted, the other pilots must avoid these obstacles. Pilots may launch their kites only when this will not cause an obstruction to other pilots.

9.3. Gybe/tack: Gybing and tacking pilots accept responsibility in the event of an obstruction to the other pilots, whether with priority or not. The turning pilot has to look to the other pilots and shout "Gybe" or "Tack" so that the other pilots know what he is about to do.

9.4. Downwind priority: The Race Master can authorize during the race downwind priority. He will indicate during the briefing.

9.5. Danger signal: An orange flag warns of danger, all pilots must be careful and slow their speed and if necessary stop.

ARTICLE 10 - FAIR PLAY

10.1 Fair play: All the rules must be observed in a spirit of fair play.

PART TWO: RACING RULES

ARTICLE 11 - COMPETITIONS

11.1 General definition: 'Event': when the kite buggies race to establish the best pilot. The event may comprise one or more regattas. Each regatta may comprise one or more races.

11.2 Categories of competitions: Competitions are classified according to criteria defined in the rules of the event.

11.3 Passengers: Are forbidden except when expressly specified in the racing program.

11.4 Advertising: Advertising is allowed on all kite surfaces. No pilot or buggy owner may be forced to display advertising. On the other hand all pilots must abide by the publicity laws of the country in which they are participating.

11.5 Decision to race: The Race Master remains the sole judge in the decision to start the race and to use the yellow flag to cancel the race.

ARTICLE 12 - PILOTS

12.1 Positioning in buggy: The pilot must be sitting in or lying on the kite buggy steering it. The pilot must not be enclosed by the structure of the kite buggy and cannot anyway be fastened to it. Foot straps are allowed on foot pegs but they must be flexible and not metallic. The stops on the foot peg must be rounded with no sharp corners.

12.2 Pilot's age: The minimum age required is specified in the particular rules of each competition. Pilots under 18 years of age will need to present a written statement made by their parent(s) or guardian(s) taking the responsibility and authorizing them to enter competitions.

12.3 Transfer of a pilot: A pilot may race for a country other than his/her own on condition that:

(a) He/she is selected by the other country and has raced in 3 events that have been organized by that country.)

ARTICLE 13 - REGISTRATION

13.1 Entries: Are accepted by the organizers on a registration form, and within the time limits specified in the program. Registrations are binding and should specify:

(a) Name, forename, address and date of birth of the pilot.

(b) Buggies number

13.2 Acceptance of the rules: Pilots, through their entry into the competition, agree to the particular rules in the racing program.

ARTICLE 14 - RACING PROGRAM

14.1 The racing program: should specify:

(a) The organizer

(b) Object of the event

(c) Category of pilots admitted to the event

(d) Last date of acceptance of entries

(e) Cost of entry

(f) Particular rules of the event

(g) Time of the first briefing

(h) Name of the Race Master

14.2 Announcement of the program: The racing program should be announced one month before the event.

14.3 Amendment of the program: From the time of the first briefing, only the Race Master has the authority to amend the program. He or she must justify this decision at the briefing when he or she will advise pilots of any modifications to the program.

ARTICLE 15 – COMMITTEE

15.1 The Committee: should be composed of:

(a) Race Master

(b) Jury

(c) Scorers

(d) Stewards

15.2 Impartiality: No member of the committee may help a competitor during the race except when the latter is in danger or could be a danger for a third party.

15.3 Race Master: He or she is responsible for the implementation of the race program based on the rules and on the special rules of the program. He or she will appoint sufficient scorers and stewards.

15.4 Scorers: At the marks (or cones) and at the finishing line are solely qualified to determine the number of laps carried out and the finishing order of the competitors.

15.5 Stewards: Help the Race Master.

15.6 Jury: Minimum three members are necessary to form the Jury and if more than three they will be an odd number. The Jury chairperson is elected by a majority vote of the members. The members have to be recognized by the responsible authorities. They must attend the race site. They make sure the regulations and particular rules specified in the program are strictly applied. The Jury relies on the rules in settling all disputes. Decisions are reached by a majority vote. Should a Jury not be appointed, the Race Master and two assistants form the Jury. The Jury has an active role, and must punish or otherwise sanction any infringements of the rules which it establishes.

15.7 Organizer's insurance: The organizers must hold an insurance policy against third party liability to cover corporal and material damage that they might be held responsible for as organizer on the occasion of and during the races.

ARTICLE 16 - COURSE

16.1 Definition: The course is the place where the competition takes place; limited by the start and the finish.

16.2 Obstacles: There are parts of the course where a kite buggy may not sail safely. Examples of obstacles are: posts, pools, patches of soft sand, gullies, and kite buggies brought to stop or being pushed. These obstacles may be marked by such means as flags or cones, or hazard warning tape.

16.3 Closed circuits: The circuit must have at least two turning marks and the Race Master must design the most technical and challenging circuit in respect to the pilots and spectators safety. For example, an ideal circuit has 3 turning marks, with at least one leg upwind incorporating and one leg directly down wind.

16.4 Turning mark (cone): On a closed circuit at least two turning markers must have "orange zones".

16.5 Running over a mark: It is forbidden to run over flags or course marks

16.6 Markers: The turning marks should be single markers, but the Race Master could decide to use, for reason of safety, the Orange Zone at certain turning marks. The shape of the Orange Zone for class 8 is a semicircle attached to a rectangle with the short side as long as the radius of the semicircle and the longer side fixed by the Race Master according to safety.

The limit markers of the Orange Zone (only ever used at the discretion of the Race Master) are the following:

(a) **Inner Marker (IM):** This point marked with an orange flag, lies on the axis of the course at a distance from the Turning Marker (TM) decided by the Race Officer, but the minimal length is 65 ft.

(b) **Marker 2 (M2):** An orange flag marks M2. This point lies on the line perpendicular to the orange line, passing through the Turning Marker TM and at a distance, on the side where the turn must be approached from. To be decided by the Race Officer according to safety.

(c) **Marker 1 (M1):** An orange flag marks M1. This point lies on the parallel to the orange line running through M2 at a distance from IM to be decided by the Race Master according to safety.

(d) **Outer Markers (OM):** OM is marked with orange flags and lie on the perimeter of the semicircle of which the radius is equal to the line measured between the TM and M2.

(e) **The orange Line:** is the line running between IM and TM. It is marked by orange and blue pennants or orange cones. This line must not be crossed.

16.7 Direction of the circuit: In the absence of instructions from the Race Master, the turning marks are rounded counter-clockwise.

ARTICLE 17 – GENERALITIES, CIRCUIT AND RULES GLOSSARY OF TERMS

17.1 CIRCUIT RULES

(a) **Technical zone:** The Technical Zone is a restricted area established by the Race Master where the pilots during the event must put their equipment (kites, kite buggies, bags etc.) and where they have to make preparations and repairs during the racing time. This area must be located at a safe distance from the circuits and public but connected to the race circuit. All pilots must use a section of this area with respect to all pilot's usage. The Race Master enforces the respect of this rule.

17.2 CIRCUITS AND RACES

(a) **Type of races and timed races:** All races will be timed when they are on a closed circuit. In the case of a closed circuit, the minimum time is 20 minutes and the maximum is 40 minutes. In the case of long distance or endurance races the minimum time is 1 hour and the maximum is 2 hours. However during a one day session the total maximum racing time is 4 hours. Before the start of the races, the Race Master will announce the time of every race.

(b) **The circuit:** must have at least two turning marks and the Race Master must design the most technical and challenging circuit possible with respect to the pilot's skill and spectator safety. The ideal circuit has 3 turning marks, with at least one leg upwind incorporating tacking/gybing and one leg directly down wind.

ARTICLE 18 - SIGNALS

18.1 Race Master's flags:

(a) Red flag hoisted: stop racing - return immediately to the start.

(b) Red flag lowered: signal for the start of the race.

(c) Green flag with yellow diagonal: briefing.

(d) Yellow/blue flag requires the pilot for whom it is hoisted to stop immediately: the Race Master considers the pilot to be a danger to him or to other competitors. This stop may be temporary.

(e) Green flag: means that the duration of the race is reduced. This flag is raised on the finishing line as the leading buggy goes by to signal that the leading buggy is starting its last lap.

- (f) Yellow flag: cancels the race (to be raised to all pilots) - return to the starting line
- (g) Checkered flag: signals the finish of the race. It is raised when the leading kite buggy crosses the finishing line. All the kite buggies are flagged in the same way.

ARTICLE 19 - RACING PRELIMINARIES

19.1 Briefing: A green flag with yellow diagonal calls for the immediate gathering of the pilots near the Race Master. It is compulsory for all the pilots to attend the briefing. The Race Master gives the layout of the course, the duration of the race and the time left before the start. If the Race Master decides to run a trial lap he or she will announce it at this point.

19.2 Fundamental rules: The Class 8 rules apply from the moment the warning signal is given. Only the visual signal has validity.

19.3 Signals: The Race Master or Marshal standing in a visible position gives the start signals. An audible signal may accompany it, but solely the visual signal is valid.

19.4 The Warning Signal: The warning signal is given at the end of the briefing, 15 minutes before the start of the race. The briefing flag is lowered.

19.5 Postponement or cancellation of the start: In case of postponement or cancellation of the start, the briefing is held at the time provided in the program. The Race Master gives the reason of postponement and the exact time of the next briefing or informs the pilots about the rest of the program.

ARTICLE 20 - THE START (THE FLYING START)

20.1 Definition: The flying start is a possible starting procedure. The kite buggies must be moving under kite power before the start.

20.2 Briefing: The Race Master will hold a briefing before each race, signaling it with the briefing flag raised and a prolonged sound signal. All the pilots must be present at these briefings.

20.3 Fundamental rules: The rules apply from the moment the warning signal is given. Only the visual signal has validity.

20.4 Organization: The flying start with one line.

20.5 Start Line: The start line is one straight line determined by two marks at either end.

20.6 Length and Safety: The length of the start line must be long enough to allow all competitors to start safely.

20.7 Location of the line: The start line can be positioned at about a 45 degrees angle in respect to the direction of the wind. The kite buggies must cross the start line in the up wind mark direction.

ARTICLE 21 - CONDUCT OF THE RACE

21.1 Signals: The signals are given by the Race Master or steward at one place. An audible signal may accompany it, but solely the visual signal is valid.

21.2 The warning: The warning signal is given at the end of the briefing 15 minutes before the start. The briefing flag is lowered.

21.3 The 5 minute signal: At 5 minutes to the start, the sailing master gives the 5 minutes signal a loud sound signal and a shout. After the 5 minutes signal the pilots are forbidden to cross the start line, in case of crossing, the pilot must return behind the start line passing through the markers at the ends of the start line without causing trouble to the other pilots and without any right of way until this pilot crosses the start line correctly.

21.4 The 1 minute signal: At 1 minute to the start, the Race Master gives the 1 minute signal with a loud sound signal and a shout.

21.5 The preparatory signal: The preparatory signal is given 10 seconds before the start. The start flag is raised and the Race Master shouts the count down.

21.6 The starting signal: The starting signal is given 15 minutes after the warning signal. The red flag is lowered.

21.7 Premature departure and correction: When one part of a kite buggy crosses the line before the signal to cross is given, the kite buggy is considered as not having crossed the line. To start the kite buggy must return behind the line by crossing the end of the main line (in the case of preparatory zone, it's the start line) without causing trouble to other pilots and without any right of way until this pilot has crossed the start line correctly.

ARTICLE 22 - RACE VALIDITY

22.1 Conditions of validity: A race is valid if two conditions are fulfilled:

(a) The WIND SPEED must be above 4 mph for a minimum of 3 minutes to have a race started. After the start, the Race Master remains sole judge of the quality of the race and of the use of the yellow flag.

22.2 Cancellation: Only the Race Master is entitled to cancel a race, that is, stop a race, once started, with the yellow flag. However the jury may disregard the results of a race and may invalidate the race. In this case the jury must justify its decision in writing. The Jury's decision is officially posted up.

ARTICLE 23 - MEANS OF PROPULSION AND PUSHING

23.1 Propulsion: Pilots may not push their kite buggies continuously or systematically.

23.2 Pushing into wind: A buggy shall not be pushed directly into the wind.

23.3 Restart: When a kite buggy comes to a stop, whatever the cause, the pilot is authorized to effect repairs so long as this action is not a systematic repetition. Pilots may carry breakdown material with them and may help each other. They may be freely helped out, so long as this does not interfere with the normal running of the race.

ARTICLE 24 - CHANGE OF BUGGY

24.1 Changing equipment (kites, line and buggies etc.) during races:

Pilots may change equipment (kite buggy, kite and lines etc.) only in the Technical Zone or out of the circuit, in any case this operation must not obstruct other pilots. The exchange of equipment (kites, lines, kite bug, harness etc...) between pilots during a race forbidden.

ARTICLE 25 - FINISHING

25.1 The finish line: is clearly identified by two marks, one of which is usually one of the marks of the circuits. The Race Master is at the finishing line with the finish flag. Usually the start and finish line is in the same place, the Race Master may decide on a different position. The Race Master lowers the checkered flag when the leading kite buggy comes in after the race time announced at the briefing has elapsed. All the buggies are flagged in by the same flag. Each pilot must cross the finishing line on board his or her kite buggy. It is forbidden to stop on or re-cross the finish line.

ARTICLE 26 - PREMATURE STOPPING OF THE RACE

26.1 Stoppages: Should the course threaten to become unsuitable and necessitate the stopping the race before the race time allotted at the briefing has elapsed:

- (a) The race is valid if at least 2/3 of the allotted time has elapsed. The finish is signaled with the checkered flag after the green flag has signaled the shortening of the racing time.
- (b) The race is cancelled if less than 2/3 of the allotted time has elapsed. The yellow flag is used to signal the cancellation of the race.
- (c) This rule does not apply in the case of insufficient wind.

ARTICLE 27 - CLASSIFICATION

27.1 Results of a race: For each race the competitors are classed according to the number of laps they have completed and the order in which they passed through finishing line at the end of the race. To be scored a pilot has to complete at least one lap.

27.2 Points allotted per race:

(a) Pilot's score: the first or leading pilot is credited with '0' points and the following pilots are awarded a number of points equal to their finishing position. Pilots who abandon the race or break down are positioned behind those pilots who completed the race. When two competitors cross the finishing line at the same time they are credited with the same number of points. The following pilots receive the number of points corresponding to their arrival order.

(b) Unclassified pilots: Disqualified, non-starter and pilots having completed less than one lap are credited with a number of points equal to the number of entries to the event or regatta, plus one.

27.3 Total Points in an event or regatta:

(a) If three or less, valid races are kite completed, the total points of a pilot will be the result of the addition of the points gained by the pilot in each race.

(b) If more than five races are valid the worst race result will be discarded.

(c) If more than seven races are completed, there are two discards.

In all three above cases any penalty points awarded are added to the total points to obtain the resulting points. The winner is the pilot who has the least points, and the other pilots are classed in order.

27.4 General Classification: The winner is the pilot who scores the least points - the second the least but one and so on. Should two pilots be even (equal in resulting points) they will be separated by the highest number of first places. If they should still be even the highest number of second places and so on (taking into account only those race results retained by each pilot i.e. non-discards). Should they still be equal they will stay equal in the final score.

27.5 Publication: After the last race of the day the results will be posted, mentioning the hour of posting. Pilots wishing to lodge a protest must do so within 1 hour of posting of the results.

ARTICLE 28 - INFRINGEMENTS

28.1 Penalties: Pilots are penalized by:

- (a) Stopping at the boundaries of the race zone (preparatory zone)
- (b) Pushing their buggy during the start procedure
- (c) Stopping in front of the start line
- (d) During an event infringements of the rules are liable to penalties. The first infringement will be punished with one penalty point, the second with two points, the third with three, and so on. Infringements involving a collision and / or compromising the race are liable to double penalties or disqualification. The Race Master may impose the appropriate penalties.

28.2 Disqualification or exclusion from one race: Any pilot crossing the lateral boundaries of the race zone is liable to disqualification (preparatory zone). On top of penalty points inflicted in accordance with Article 24.1 (a, b, c and d) any pilot who disobeys the following articles will be disqualified or forbidden to start :

- (a) Article 2
- (b) Article 3
- (c) Article 11.3
- (d) Article 11.4
- (e) Article 18.1 (a) & (d)
- (f) Article. 20.1
- (g) Article 21.1
- (h) Article 24.2
- (i) Article 25.1

28.3 Behavior: The Jury and the Race Master are entitled to require fair play from the pilots. Should pilots misbehave they may impose an immediate sanction on them, such as warning, exclusion from a race or competition or suspension. The decision must be justified in writing.

28.4 Disqualification of a pilot: At the discretion of the Race Master for serious infringement of the rules or behavior.

28.5 Suspension: On receipt of a report by a Race Master to decide to ban a pilot from participating in one or several international competitions. The F.I.S.L.Y. decision must be justified in writing. F.I.S.L.Y. will inform the pilot's organization N.F and CA. National Federations (NAPKA) also have the same power but must inform FISLY.

ARTICLE 29 - PROTEST TO THE JURY

29.1 Protests: must be lodged with the jury within one hour of the finish of the last race of the day, and in any case the pilot who protests must warn the Race Master verbally immediately after the end of the race concerned.

29.2 Jury Decision: No sanction may be taken before the pilot concerned has been summoned and informed so that a defense may be conducted. The decision of the Jury has to be taken the same day, justified in writing and posted. Should a member of the Jury disagree with the decision he/she may request a second and final vote. The Jury decision must be based on specific articles of these rules and reached by a simple majority vote.

ARTICLE 30 - APPEAL TO NAPKA Committee

30.1 Appeal Process: A competitor who has lodged a complaint as in Art. 25 and is not satisfied with the decisions may make an appeal to the NAPKA Committee on the following conditions:

(a) Address the appeal in writing to the NAPKA Committee at the latest within 8 days of his protest. In that case the Chairperson of the NAPKA Committee will see to it that a reply is given within two months of its receipt. The decision of the NAPKA Committee is final.

ARTICLE 31 – BUGGY IDENTIFICATION

31.2 Characters / Lettering: The identification number of the pilot must be placed on both sides of the sides of the kite buggy and in the center of the rear side. The identification numbers must be: (Font: **Helvetica**) At least 5 ½ inches high and 2 inches in width, Stripe: ¾ inch in black color set on white background, and preceded by the identification letter of the Country of the pilot (for example the number 15 United States pilot must have this identification: US15, Canada KC15 and Mexico MX15).

31.2 COUNTRY; CHARACTER, NATIONAL IDENTIFICATION LETTER

(See Page 12 for Country prefixes)

Algeria : AL	Fiji : KF	New Zealand : KZ
American Samoa : ASA	Finland : L	Norway : N
Andorra : AND	France : F	Pakistan : PK
Angola : AN	Germany : G	Papua New Guinea : KP
Antigua : ANU	Grand Cayman : CI	Paraguay : PY
Antilles Netherlands : HA	Great Britain : K	Peru : PU
Argentina : A	Greece : GR	Philippines : PH
Aruba : ARU	Guam : GM	Portugal : P
Australia : KA	Guatemala : GU	Poland : PZ
Austria : OE	Hong Kong : KH	Puerto Rico : PR
Bahamas : BA	Hungary : M	Qatar : QA
Bahrain : BH	Iceland : IL U.S.	South Africa : SA
Barbados : KBA	India : IND	Rep. Romania : RM
Belarus : BLS	Indonesia : RI	Russia : RUS
Belgium : B	Ireland : IR	San Marino : SM
Bermuda : KB	Israel : IS	Senegal : SE
Brazil : BL	Italy : I	Seychelles : SEY
British Virgin Islands : KV	Jamaica : KJ	Singapore : KS
Bulgaria : BU	Japan : J	Slovenia : SLO
Canada : KC	Kenya : KK	Spain : E
Chile : X	Korea : RK	Sri Lanka : CY
China : CH	Korea DPR : DK	Sudan : SUD
Chinese Taipei : TA	Kuwait : Q	Sweden : S
Colombia : CB	Latvia : LAT	Switzerland : Z
Costa Rica : CR	Liechtenstein : FL	Tahiti : T
Croatia : CRO	Lithuania : LIT	Thailand : TH
Cuba : RC	Luxembourg : LX	Trinidad Tobago : KT
Cyprus : CP	Malaysia : MY	Tunisia : TN
Czechoslovakia : CZ	Malta : MT	Turkey : TK
Denmark : D	Mauritius : MRI	Virgin Islands : VI
Djibouti : DJ	Mexico : MX	Ukraine : UKR
Dominican Republic. : DR	Monaco : MO	United Arab Emir. : AE
Ecuador : EC	Morocco : MA	United St. America : US
Egypt : AR	Myanmar : BR	Uruguay : U
El Salvador : ESA	Namibia : NA	Venezuela : V
Estonia : EST	Netherlands : H	Zimbabwe : ZB