



KITEBUGGY WORLD CHAMPIONSHIP

01.10 - 06.10.2018

Borkum



KITEBUGGY WORLD CHAMPIONSHIP 2018

Since 1996 European Championships and World Championships in Kitebuggying have been held.

After having the World Championship in 2004 and the European Championship in 2009 on the beaches of St. Peter-Ording and the 2013 European Championship on Borkum this year's World Championship will take place again on the Island of Borkum. Over 70 participants from France, England, the Netherlands, Belgium, Switzerland, Scotland, the Czech Republic, Spain, and Germany are expected to make their way to Borkum in October. For winning the races speed as well as the pilot's tactics and abilities to carry out manoeuvres in a precise manner count equally. Within a pre-set time frame (usually 30 to 40 minutes) pilots perform a flying start and try to score as many laps as possible on the race track which is marked by sailing marks. The World Championships are being organized and carried out by the German Parakart Association e.V. (GPA).

The official opening ceremony of the 2018 World Championship will take place on DAY TIME PLACE. The beginning of race days, i.e. Wednesday, Thursday, Friday, and Saturday, is at 10 a.m. for pilots. However, due to wind and weather conditions there might be delays on short notice. Each day ends with a prize giving for the winners in each group, i.e. males and female pilots.

Organizer Kitebuggy-WC 2018



Partner Kitebuggy-WC 2018





LOCATION BORKUM

Borkum is the last island in the west of the East Frisian Islands. It is the biggest of the inhabited islands with 31 square kilometres. Parts of the island and the nearby mud-flats belong to the Lower Saxon Wadden Sea National Park (Nationalpark Niedersächsisches Wattenmeer).

Borkum lies in the north of the mouth of the river Ems and is closer to the Dutch mainland than to the German. The city of Borkum has approx. 5,200 inhabitants and is the most westerly city in Lower Saxony. The island lies in the Lower Saxon Wadden Sea National Park that belongs to the UNESCO World Heritage since the 26th of June 2009. The National park extends over the west coast of Germany from the Dollart in the West, including the mouth of the Ems. The East Frisian Islands, and the Jade Bay, to the mouth of the river Elbe in the east.

The Kitebuggy World Championship will take place on the western beaches of the island.

PRESS-CONTACT

Kitebuggy - GPA Kitesailing e.V.

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SOCIAL MEDIA

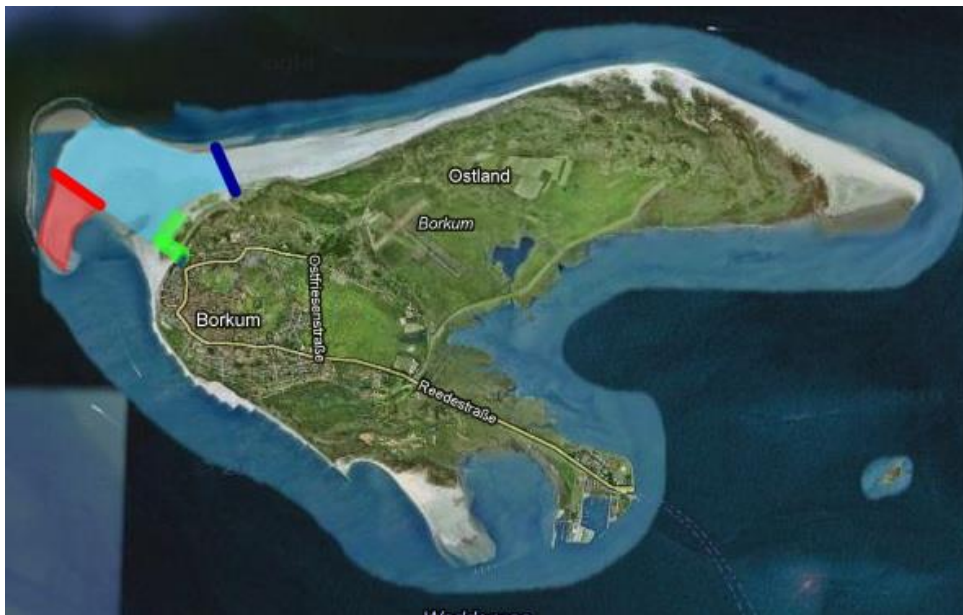
Facebook: <https://www.facebook.com/KBWC2018B/>

Instagram: <https://www.instagram.com/kbwc2018borkum/>



Twitter: <https://twitter.com/KBorkum>

LOCATION





TIMETABLE

Monday 01.10.2018

Arrival of the pilots / Free Training

Tuesday 02.10.2018

9:00 - 12:00 Registration of the pilots and inspection of equipment
- 15:00 Free Training
15:30 Opening Ceremony

Wednesday 03.10.2018

09:00 Briefing Pilots
10:00 – 16:30 Races
Prize Giving of the Day

Thursday 04.10.2018



09:00 Briefing Pilots
10:00 – 16:30 Races
Prize Giving of the Day

Friday 05.10.2018

09:00 Briefing Pilots
10:00 – 16:30 Races
Prize Giving of the Day

Saturday 06.10.2018

09:00 Briefing Pilots
10:00 – 14:00 Races
18:00 Prize Giving and the naming of the new World Champion 2018 for each class
19:00 Final Dinner

****There might be changes of short notice due to wind and weather conditions****

KITEBUGGY

WHAT IS KITEBUGGYING?

The kite is the sail that pulls the pilot in their buggy across the beach. The buggy reminds of a sand yacht; it has three wheels but no sail mast.

Kitebuggying is a sand yachting sport although the kite looks like a hang-glider and creates through its shape and high variability enormous speed simply through wind energy.

Dashing in a buggy with just a few centimetres between the seat and the beach pulled by nature's powers, listening to the wind whistling in the kite's cords, and escaping everyday life is an incredible feeling. The feeling of infinite freedom arises. The horizon merges with the sun. Air tastes of salt and



pilot is still in total control over their kite's powers and steering the buggy with their feet through every manoeuvre.

WHERE

The conditions to enjoy buggy kiting are, of course, constant wind and a flat area. The bigger the area and undisturbed inflow of wind the better.

Official sailing areas are St. Peter-Ording on the northwest coast of Germany in Schleswig-Holstein, on Borkum, and in Denmark, on the islands of Rømø and Fanø, as well in the Netherlands, on the beaches of Ouddorp and Brouwersdamm.

The areas in Les Hemmes, northern France, La Franqui, southern France, or on the British Isles are considered to be the best in the world.

Grass areas such as meadows or cultivated fields, if they meet the necessary conditions, are also being used. However, tenants and farmers rarely give their permission, which is why before attempting to kite on these areas talking to the owners is the necessary first step. Wearing a proper helmet is common sense and necessary on official sailing areas. At well-known spots, such as St. Peter-Ording or Les Hemmes, having a licence is compulsory.

ORIGIN AND DEVELOPMENT

Peter Lynn from New Zealand got sick of running back after being pulled by his kite across the beach. So he developed the first kite buggy whose basic structure and three-wheel concept still shapes modern buggies. The front wheel and the shaft were combined with the back axis by two side shafts in which the seat, in the beginning made of woven straps, is inserted. Lynn also designed kites, which contained small rods at first but developed later into rodless mats. Lynn's design of a small, light buggy can still be found in modern slightly modified versions for freestyle bugging and beginners. Nowadays competition buggies have much changed over time: They got wider, longer, heavier, the shaft changed, and especially the side shafts have undergone a lot of change. However, possessing the best buggy is meaningless without a controllable power kite. The kites, which can be found on the market, can be divided into four categories:

Beginner Kites



Allround Kites

Intermediate Kites

Racing Kites

The main differences between these categories are material and processing differences which also have an impact on their price. Still, there is one thing all have in common: The four lines that are attached to the kites although there are two different systems, i.e. a bridle and a depower version that is flown with a bar instead of bridles.

BEGINNER KITES

Beginner kites usually are sold ready to fly (RTF) which implies that the lines and bridles are already attached to the kite. The pilot only has to unfold the kite in order to start. These kites are easy to handle, do not require much knowledge, and have not much power so that the pilot does not feel overwhelmed. The beginner kites are easily spotted due to their shape, which is not as stretched as the racing kites' shapes.

The used materials are robust and strengthened at specific trouble spots to prevent damages due to flying errors. The lines are 20 metres long which allows the pilot a longer reaction time.

ALLROUND KITES

Allround kites are easy to handle so that even beginners can fly them fearlessly. These kites allow the pilots to drive on difficult grounds and tough wind conditions. In addition, these kites have more abilities: Tracking courses can easily be tackled as well as high speed control over the kite. Also, the quality of the material and construction process is more focused on power, higher strain due to higher tension, and durability. These kites are flown on 18 to 20 metre lines which allows better control over the kite at higher performance.

INTERMEDIATE KITES

Advanced pilots use intermediate kites which are flatter in shape, faster than beginner kites and allround kites, and have a higher performance on tracking courses. The construction process is



influenced by performance orientated know-how, stronger materials, optimised lines, and traction are valued. These kites are more expensive and usually sold as kites only, i.e. without lines and bridles.

Intermediate kites require more active control from the pilot whereas they have a higher flying stability than the highly sensitive racing kites. Intermediate kites are therefore considered to be the middle between beginners and allround kites and racing kites concerning their flying behaviour. The lines for these kites should be between 16 and 20 metres long to support their performance.

RACING KITES

Racing kites should only be flown by experienced pilots with high-end buggies. Their power development is considered to be explosive and the flying speed is high. Their construction requires a lot of know-how and testing under various conditions. Their shape is stretched to the extreme and the used materials are high quality materials and optimised for their use.

Their high performance is due to the very thin fabrics, thin lines, and extreme profiles. These kites allow pilots to tackle tracking courses easier and high speeds, i.e. speed of 80 km/h and more can be easily handled. The world record, set by Arjen van der Tol in 2011, is 133 km/h. The lines are short, only between 12 and 18 metres long, which gives the pilot a more direct control with fewer resistance. At the moment, the development among racing kites moves towards Depower systems like they are used by Hydrofoil pilots.

THE MONEY BUISNESS

Pilots are falling easily for this sport the moment they fly their first kite. But one kite will not do the job: A range of kites for typical wind conditions is needed. Investments of up to €1,500 are therefore not unusual. In online forums pilots can find second-hand equipment other pilots.

THE RIGHT CLOTHES

Depending on the season sturdy shoes, gloves, a harness, and always a helmet should be worn. Sun cream and sun glasses are recommended since a pilot has to look up a lot and the sand blown by the everlasting wind can harm the eyes. Many pilots wear special gear to protect their spines from injuries due to high forces. During winter pilots wear warm and windproof clothes to keep warm.



DEVELOPMENT OF KITE BUGGYING

In the early 1990's the number of pilots was low so that they knew each other well and most local authorities in Germany and Denmark allowed the pilots to use their beaches without official permission. However, as the sport became more popular and more and more pilots came to the beaches the authorities changed their minds and set up rules or, in the case of St. Peter-Ording where kites shared the beach with tourists, banned kite buggies from their beaches. On Rømø in Denmark kite buggy and sand yachting pilots collided in their interests. However, here a solution was found: The GPA as a representative organisation for kite buggy pilots negotiated in 1997 and 2002 resulting in an area only for kite buggy pilots.

GPA

In 1995 and 1996 some kite buggy pilots organised events on Borkum and Rømø and founded in December 1996 the GPA as a representative organisation for the interests of kite buggy pilots. The rule book was set up similar to the PKA's (organisation in Britain) and the FISLY (world organisation for sand yachting).

The KBA's (Kitebuggy Association) purpose is to give the organisations worldwide a forum for discussion, organising competitions, and setting up an international rule book.

The GPA's purpose is to talk to local authorities, organise competitions, teaching, organising youth camps, and other events. To redeem the right to kite on the beaches in St. Peter-Ording the GPA developed a licence as well as a system to train pilots for their own and other pilots' safety.

This licence is called Basic licence and is an indicator that a pilot has the basic knowledge to kite without harming themselves or others in the kiting area. The knowledge contains when and how to give way, how to deal with pedestrians crossing, and how to behave appropriately on the beaches and the surrounding nature. Since the 1st of May 2002 when St. Peter-Ording was reopened for kitebuggy pilots the possession of the Basic Licence became obligatory.

The GPA campaigns for the safety of kitebuggy pilots and kitelandboarding pilots, e.g. in 2008 the GPA achieved a change in the rule book that buggies are not allowed to weigh more than 60 kg.

The GPA is a non-profit organisation. To cover the costs their commitment the GPA established a membership fee as well as a sustaining membership. Companies like producers of buggies or kites as well as retailers and buggy schools can become sustaining members in order to support the sport. The sustaining membership means an increased membership fee through which these members



indirectly support the sport. The GPA has at the moment approx. 2,200 members and is therefore the biggest kite buggy association worldwide.

In 2006 the KLB (Kitelandboarding) consortium was founded in order to support the growing number of kitelandboarding pilots. KLB is also known as Mountainboardkiting or All-Terrain-Board-Kiting (ATB-Kiting). On a four wheel KLB a pilot, while standing upright and pulled by a kite, can perform impressive freestyle jumps and tricks. The KLB organises each year a German Championship for racing and freestyle.

BASIC LICENCE

The basic licence is a proof of knowledge about controlling the equipment and driving safely in a buggy of a pilot with a buggy having a licence number. To pass the test a pilot has to do a theoretical and a practical test conducted by a trained and acknowledged Instructor. The GPA instructors can be found across the country and in buggy schools (online at www.gpa.de).

The theoretical test consists of questions that are answered in the GPA workbook. If this is being read carefully and wholesome the test can be passed easily. A download link can be found at www.gpa.de.

The practical test is carried out on a sailing area where the pilot has to proof their ability in handling the kite and the buggy. The examinee drives around a triangle track to show their ability to tackle every track towards the wind has to be carried out. The pilot needs to show manoeuvres like jibes, luffing, braking, and speeding up. In a square of 5x5 metres, which is not much space, the pilot has to do a jibe in order to stop completely. Throughout the test the pilot needs to show their **control over** the kite and is not allowed to lower their feet in order to brake. In addition, the safe starting and landing of the kite is self-evident.

After passing both tests the pilot can hand in their test certificate as well as a passport photo and their membership application form and receives shortly afterwards a membership card with their licence number and a badge for their licence plate. Licence plate and the badge for each year have to be produced and mounted as required by the GPA rule book in order to kite on beaches where a licence is obligatory and to take part in competitions.

COMPETITIONS



The GPA has three racing classes: Club Class, Open Class, and Master Class. To participate a pilot must process a basic licence which is linked to a GPA membership. The Club Class is for everyone who wants to try competing with other pilots on a set track for the first time. The Open Class is for pilots who enjoy competing and want to climb up into the Master Class. Participants are those who did not reach top 40 of the previous year in Master Class, female pilots, children and teenagers. The Master Class is for pilots who ascended from the Open Class as well as guest pilots from other countries who reached the upper half of their own county's ranking list in the previous year. Male children and teenagers can choose to participate in the Master Class when they reached top 10 in the previous year in Open Class.

YOUTH PROMOTION AND SUPPORT

The GPA organises yearly so-called Kiddydays on different sailing areas and location where children can use club materials and do their licence test for free. These events are paid for by the club's Kiddy-Budget. Also, children do not pay competition fees.

In addition, volunteers organise youth and family camps since 2009 that took place in Denmark, St. Peter-Ording, and on Borkum. In 2018 the youth and family camp will again take place on Borkum.

KITEBUGGYSCHULEN

Kitebuggyschule Chris John (Partner der Kitebuggy WM 2018 Borkum)

Auf einem eigenen Fahrgebiet am Kemnader See im mittleren Ruhrtal, und auf der Insel Borkum ist die Kitebuggyschule von Chris John ansässig. Zu festen Terminen können verschiedene Kurse gebucht werden. Der zweistündige Schnupperkurs, der Anfängerkurs, der Fortgeschrittenenkurs, und auch Privatstunden oder die Lizenzabnahme wird von dem GPA-Instruktor angeboten. Infos im Internet unter: www.worldofwind.de



Buggyfahrschule / Kite-Events St. Peter-Ording

Seit 2002 betreibt Horst Nebbe die Buggyfahrschule am Strand von St. Peter-Ording.

Neben Schnupper- und Grundkursen sind auch Privatstunden möglich. Bis hin zur Prüfungsabnahme zur GPA-Basic-Lizenz wird alles angeboten. Auch Events für Gruppen oder Firmen werden veranstaltet. Alle Informationen sowie wertvolle Tipps zum Spot gibt es unter

www.buggyfahrschule.de

Kitearea

In Münsterappel bei Wiesbaden liegt das Kitebuggy- und ATB-Gelände der Kitearea in einer erhöhten, relativ windsicheren Lage. Dort bietet der GPA-Instruktor Guntram Leibrock Buggy- und ATB-Kurse an. Mehr Infos über das Gelände und das gesamte Angebot unter www.kitearea.de

Ghostkiter

In Cuxhaven ist die Buggyschule des langjährigen Buggypiloten Thomas Drumm gelegen. Die Schulungen finden auf der Wiese statt. Der Instruktor der ersten Stunde nimmt auch die Prüfung zur GPA-Basic-Lizenz ab. Kontakt unter: www.ghostkiter.de