

GENERAL BRIEFING NOTES 2019

0. GENERALLY

The DMSB Karting title competitions are being in this year with a status "National A Plus / NSAFP. It means "National Series with Authorized Foreign Participants". In practice, there is no difference on site to an international competition. The competition will run in principle according to the international regulations and prescriptions of CIK-FIA.

It is extremely important for Drivers to carefully study the valid and applicable regulations, these General Briefing Notes, the respective Supplementary Regulations and all current information.

1. FLAGS

The Drivers must respect all flags and follow the meaning of the flags. Drivers are reminded to pay special attention to flag signaling according to the Code:

- a) Yellow flags are a signal of danger and when displayed, Drivers must reduce their speed and be prepared to change direction. Driver is expected to have slow down earlier and / or noticeably reduced speed in that sector of marshal post.
- b) If double yellow flags are shown Drivers must reduce the speed significantly and be prepared to change direction or stop. During free practice and qualifying it must be clear that the Driver has not attempted to set a meaningful lap time.
- c) Blue flags will be used for overtaking during Practice and lapping during Heats/Races.

Ignoring of flags will be consistently punished. The signs of the Clerk of the course / Race director will be shown at the start/finish line (the Line), if necessary to the counter straight in a comparable place.

Carefully follow the Driver's briefing and use the first laps of the Friday test to pinpoint the positions of the flag marshals.

2. GENERAL DRIVING BEHAVIOR

- a) In the event of your kart coming to stop on the circuit, you must leave the kart as soon as it is safe to do so and help in the recovery operations of the marshals.
- b) If you encounter any serious mechanical difficulty (especially which may mean liquid is left on the track), you have to leave the track as soon as it is safe to do so. In all cases make every effort to stay clear off the racing line.
- c) Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not. Should a kart leave the track for any reason the Driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- d) A Driver will be judged to have left the track if no part of the kart remains in contact with the track.
- e) Track limits rules can be adjusted to conditions of particular circuits during Drivers' Briefing by Race director.
- f) A Driver may not deliberately leave the track without justifiable reason.
- g) More than one change of direction to defend a position is not permitted. Any Driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one kart width between his own kart and the edge of the track on the approach to the corner.
- h) During Qualifying, please respect the other Drivers on track. Voluntary blocking may be penalised. Once you are on a slowdown lap please making sure no one else could be hindered behind you.
- i) Any line painted on the track at the pit exit for the purpose of separating karts leaving the pits from those on the track must not be crossed by any part of a kart leaving the pits.
- j) Any line painted on track separating the pit entry and the track is prohibited be crossed by the karts entering the pit lane.

- k) It is imperative to respect the marshal's instructions at the track entrance. The entry into the track is permitted only on instruction. In any case, the Drivers on track have the priority.
- l) During the Practice sessions it is absolutely forbidden to stop on the track or to do some starting tests.
- m) Assistance from outside is absolutely forbidden on the track during any driving on track, also during test sessions. The Entrants are responsible for the behavior of their mechanics and all other team members.

3. TIME PRACTICE

Time practice takes 10 minutes. Each driver determines the time at which he will start his session. As soon as a Driver stops on track or leaves the track, his time practice is finished. All Drivers and karts remain up to the expiration of the time practice in the range of the technical checks. It is forbidden to drive abnormal slowly during the Time practice. Drivers who are on their warm up lap have to leave the racing line and let the following drivers pass through.

4. HEATS

No starting grid for the heats exists on track subject to other orders of Race director. Immediately upon leaving the pre grid after the signal of the marshal the warm-up lap begins. In Drivers' briefing the Race director explained the distance of laps under warm up-conditions before the formation lap begins.

5. RACES

The starting grid takes place on the track at start area. The classes OK (DKM) and OK-Juniors (DJKM) start rolling and the class KZ2 (DSKM and DSKC) will start standing. Basically, a warm up lap and then the formation lap gets driven. From the green flag signal for the start of warm-up lap all Drivers are under the control and instruction of the Race director. Any assistance from outside is forbidden. During the formation lap/s any overtaking is forbidden except positions which were lost in the pushing phase/starting phase.

At the end of the races, and after the chequered flag, do not slow down abruptly.

6. START

a) Rolling start

The original position of the grid can be taken again back before crossing the red line. The Drivers involved should make this maneuver possible. After passing the red line up to the starting signal any overtaking is forbidden. Only exception if a Driver due to a technical defect the speed of the closed formation cannot hold.

From the second half of the formation lap the speed is to be reduced for to form a closed formation. Latest from the red line a two-line formation is required. If the karts approach the start area, the red lights are on. The Drivers in first row of formation are responsible for a relatively constant speed without unforeseen changes in speed. When the first rows reached the starting area **after last corner** a smooth acceleration is acceptable. If the Race director with the formation is satisfied, the start signal will be given by switching of the red lights. From this moment on, the race is on, the starting corridor can be left and overtaking is allowed.

If the Race director decided an extra formation lap, the red lights are still on and the orange flashing lights are also on. For the extra formation lap/s the same rules apply as for the first formation lap.

b) Standing start

During the green flag lap (Formation lap) please keep the formation as tight as possible to avoid any unnecessary delay on the starting grid.

At the end of the green flag lap (formation lap) the red flag is shown by an Official at the starting line and the drivers take their position in the grid. When stopping on the grid for the start, all karts must be correctly positioned in each starting box, in line and parallel to the track.

Drivers were overtaken by some drivers during the warm up-/green flag-lap (not of the entire field) may take their original starting position in the starting grid after the formation lap again until the marshal with the red flag in front of the grid has left his position. A later coming driver takes a starting position behind the starting field.

All lights on the start gantry are off. As soon as the formation is correct, the Official with red flag in front goes away and the starter begins with the start countdown: The red lights are on one after the other. At the end all red lights are on and the start signal is given when all red lights are switched off.

If the Race director decided an extra formation lap the red lights are still on and the orange flashing lights are also on. For the extra formation lap/s the same rules apply as for the first formation lap. The Driver causing this extra formation lap must then start at the end of the field.

7. NEUTRALIZATION (SLOW-PROCEDURE):

When the Neutralization of a race the Race director decided, at the Line and marshal post display waved yellow flags and SLOW boards and all karts must reduce the speed for safety reason. The Driver of the leading kart is responsible for reducing of the speed and all other karts follow in one line formation as tight as possible.

If the Race director decided to finish this SLOW phase, during the last lap before the restart on the marshal places are shown the yellow flags stationary together with the "SLOW" board. The Race director will restart the race by the next crossing of the Line by waived green flag and all marshals' post will replace the yellow flags and boards by waved green flags. It means the race is started again and overtaking is allowed not before the Line crossed individually (unless a kart is undoubtedly slow).

8. INTERRUPTION OF HEAT OR RACE (RED FLAG)

8.1 These general rules are applied:

- a) In the case of interruption of a Heat or a Race around the track the red waived flags are shown by marshal posts and at the Line.
- b) All Drivers have to interrupt their race, reduce their speed immediately and drive slowly to the Line by instructions of Marshals / Officials and stop.
- c) The Mechanics has to wait outside until they will be requested to enter the track to their Drivers by the Race director.
- d) The karts are under Parc fermé conditions.
- e) After Race directors order only ONE Mechanic and the Driver is allowed on the kart
- f) The reset of the front fairing is allowed *)
- g) After stopping the karts one of the following procedures (8.2 or 8.3) are applied:

8.2 Procedure for Suspending "Start delayed" (before the race was started)

- a) The Race director announce the time for the start
- b) The same rules apply as by "normal" starting procedure
- c) Are the reason for "Start delayed" the changed weather conditions Drivers/Mechanics can bring their karts to the designated place or in Start servicing park
- d) There, the Parc fermé rules are no more valid with the following restrictions: changes or adjustments on kart are allowed except changes of the original main parts chassis and or engine
- e) The closing time for the designated Pre grid area is 5 minutes before the start time, announced by Race director
- f) Karts that did not arriving the pre grid area in time have to start from the repair area.

8.3 Procedure for Suspending the Heat / Race (Red flag)

- a) By Race directors instructions the Drivers/Mechanics can bring their kart to the designated place or in Start servicing park
- b) The reset of the front fairing is allowed *)
- c) The Race director announce the time for the new start
- d) When the Race director or Chief Scrutineer decided the Parc fermé rules are no more applied
- e) All changes, adjustments and repairs are allowed on kart; spare parts can be brought into this area
- f) Refueling is allowed
- g) The kart can be replaced by the spare one that was placed in Start servicing park before the original start
- h) The closing time for the designated Pre grid area is 5 minutes before the start time, announced by Race director
- i) If the Heat/Race was interrupted before the leading Driver 2 racing laps has completed, the first start is null and void and the same starting grid is done
- j) Has the leading Driver already driven more than two laps and less than 75 % of the provided race distance, a restart is carried out (beginning with SLOW procedure) and the restarted Race goes over the rest of the intended distance
- k) Karts that did not arriving the pre grid area in time have to start from the repair area.

*) All front fairings triggered of until the time of the stop after the interruption of the Heat/Race at designated place will be charged according to DMSB Kart Regulations Art. B.17 b) punished with a time penalty of 5 seconds.

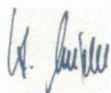
9. WEIGHING AREA

- a) The times for access to the balance outside the track activities will be announced by Chief Scrutineer. Instructions of the marshals must be always respected and any movement in this area be done cautiously, especially during sessions of other classes.
- b) Please ensure Entrant's staff treats all equipment of the balance as if it was their own.
- c) In the event of any reported abuse the Entrant concerned will not be permitted to use the balance again for additional own weighing during the competition.
- d) After the chequered flag, at the end of Qualifying session and any Heat / Race is mandatory to stop before the balance without pushing of another kart and without any repair attempts.

10. MISCELLANEOUS

- a) In all sessions starting onwards Friday afternoon, the use of the transponder is obligatory.
- b) It is not allowed to use cars, motorcycles or quads for track familiarization before any Competition.
- c) Under no circumstances can teams place timing devices and/or beams less than 5 metres from the official timing system.
- d) This equipment must not be placed in front of or on the safety equipment of the race track.
- e) Please absolutely consider and also several times on the day control the official notice board.

10th of April 2019



Horst Seidel
DKM Race Director