



Race Director's Note 03/2019

GENERAL BRIEFING NOTES 2019 V.3

(AMENDED VERSION)

0. GENERALLY

The DMSB Karting title competitions are being from the DKM Competition in Wackersdorf again with the status "International", except DEKM competitions. The international competition will run according to the international regulations and prescriptions of CIK-FIA, especially the CIK-FIA General Prescriptions.

It is extremely important for Drivers and Entrants 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 the driving lane. 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 driving lane 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.
- d) Blue flag with diagonal red cross will be used in the finale phase (Prefinals, Final, Race 1 and Race 2)

Ignoring of flags will be consistently punished. The flag signals and boards 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 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 and without any impeding any other Driver.
- 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. Any blocking or impeding other Driver 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, except the Race Director gave during the Drivers' Briefing corresponding exceptions.
- 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 (QUALIFYING)

Time practice takes 7 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 without any delay.

4. HEATS

No starting grid for the heats exists in assembly area of pre grid 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 number of laps under warm up-conditions before the formation lap begins.

5. RACES

The starting grid for Race 1 resp. Pre Final takes place in assembly area of pre grid and the starting grid for Race 2 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/s 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. UNSTABLE WEATHER CONDITIONS / START DELAYED

In case of changing weather conditions, the two chassis must be ready for use and set up in two different configurations, one of the "dry weather" type, the other of the "wet weather" type. In order to be authorised, the two chassis must be placed in the "Start" Servicing Park. **Each Driver will select one of the two chassis to take it to the Assembly Area and this choice will be final.** No additional time will be allowed to a Driver who has not respected these instructions.

However, the substitution of the selected chassis will be authorised by decision of the Race Director, in the Heat / Race that "START DELAYED" is announced, which will entail lengthening the starting procedure by 5 minutes.

Any Driver who does not dispose (or no longer disposes) of a second kart shall return to the «Start» Servicing Park in order to carry out the necessary mechanical interventions; he will be invited to leave the Assembly Area only once all the other karts have left the Assembly Area to start their Formation Lap, and he will have to stay at the back of the formation.

7. 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 positions of the karts in the grid are 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 five 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.

8. 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).

9. SUSPENDING A HEAT OR RACE (RED FLAG)

9.1 These general rules are applied:

- a) Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or Clerk of the Course shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Race Director or Clerk of the Course.
- b) If the signal to stop racing is given all Drivers have to interrupt their race, reduce their speed immediately and drive slowly by attention the instructions of Marshals / Officials.

9.2 Stop the karts at the place designated in the briefing

- a) The karts are under Parc fermé conditions.
- b) The Mechanics have to wait outside of track!
- c) No changes or adjustments can be made to the original equipment, refueling or engine/chassis changes are not permitted and reset of the front fairing is not allowed.
- d) The Race Director announce the time for the re-start or new start.
- e) The mechanics will be requested to enter the track to their Drivers by the Race Director or Technical Delegate.
- f) From this moment the karts are no more under Parc fermé conditions.*
- g) All karts must be ready at the 5 minutes board.
- h) Karts not available at this time will start from the pit lane once the race start has been given.

9.3 Start Servicing Park

- a) When the Race Director decided to move the karts after procedure according to article 9.2 into Start Servicing Park the Parc fermé rules are not applied, all changes, adjustments and repairs are allowed on kart, provided that was placed within Start servicing park prior to the original race start.*
- b) Refueling is allowed.
- c) The closing time for the designated Pre grid area is 5 minutes before the start time, announced by Race Director.

*) 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.

9.4 Procedure for Resuming the Heat / Race

- a) If the Heat/Race was suspended before the leading Driver two racing laps has completed, the first start is null and void and the same starting grid is done.
- b) 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
- c) Karts that did not arriving the pre grid area in time have to start from the repair area.

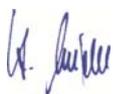
10. WEIGHING AREA

- 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 end of race-signal (checkered 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 (Parc fermé-conditions).

11. 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.
- f) Please also take note of the DMSB-Bulletin 01/2019.

03/10/2019



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