



## 2. Vehicles

### 2.1. General

**DKM:** Eligible are only karts of CIK categories OK (in accordance with the CIK-FIA Technical Regulations).

**DEKM:** *Eligible are only karts of categories DMSB Electric-Kart (in accordance with DMSB Technical Regulations).*

**DJKM:** Eligible are only karts of CIK categories OK-Junior (in accordance with the CIK-FIA Technical Regulations).

**DSKM:** Eligible are only karts of CIK categories KZ2 (in accordance with the CIK-FIA Technical Regulations).

**DSKC:** Eligible are only karts of CIK categories KZ2 (in accordance with the CIK-FIA Technical Regulations).

Notwithstanding the Technical Regulations of the CIK-FIA (Art. 12), a minimum weight of 178 kg must moreover be respected for the DSKC.

In addition, only the use of the gasifier "DELL'ORTO VSHS 30 CS according to CIK-FIA Technical Drawing No.7 is to be used in the DSKM / DSKC mandatory.

#### DKM / DJKM / DSKM / DSKC:

For the timed Practice, Qualifying Heats, Warm up and Final Runs (Race 1 and Race 2) the maximum of two chassis of the same make and of two engines of the same make are admitted.

Exhaust (including dampers and appropriate connections), carburettor and ignition may be changed.

The Competitor shall specify the make of chassis and engine for his driver on the registration/entry form. If no make is specified, a late specification of the material is considered as a change of the entry. Throughout the complete DMSB Series 2018, the chassis make for each driver may only be changed once and the engine make for each driver may only be changed once. Any change of the chassis and/or the engine must be indicated by the Competitor at the latest during Administrative Checks of the corresponding Event of the series.

The Competitor shall ensure that it is technical possible to seal his engines. Marking of the chassis/engines and sealing of engines, where applicable, will normally take place in accordance with the timetable (DMSB standard Championship timetable) for the event concerned.

#### DEKM:

*For the DEKM special regulations are binding. The overall service of all Electric-Karts (chassis: Sodi, drive: Rotax) including technical preparation and on-site support is provided by BRP-Rotax GmbH & Co KG.*

### 2.2. Tyre Regulations

#### Slick tyres DKM / DJKM / DSKM / DSKC:

For Qualifying Practice, Qualifying Heats, *Warm up* and Final Run, the maximum of 4 front tyres and 4 rear tyres (OK: single tyres VEGA XP Prime / KZ2: single tyres VEGA XM Prime) are admitted. For class OK-Junior the maximum of 3 tyres respectively are authorized (OK-Junior: single make tyres VEGA XH2 Option).

*Slick tyres DEKM: Will be announced via bulletin.*

#### Wet weather tyres DKM / DJKM / DSKM / DSKC:

For Qualifying Practice, Qualifying Heats, *Warm up* and Final Run, the maximum of 4 front tyres and 4 rear tyres (single tyres VEGA W5 Rain) are admitted in all classes.

*Wet weather tyres DEKM: Will be announced via bulletin.*

The Stewards may authorise the additional use of 1 front and 1 rear tyre, if this is considered necessary due to safety reasons (e.g. due to meteorological conditions).

On Friday (*DEKM: Saturday*) before the respective Event and according to the timetable, a voucher must be acquired from the authorised tyre manufacturer/tyre supplier for Qualifying Practice, Qualifying Heats, Second Chance Heat and Final Run. The tyres will be distributed according to the timetable at a location specified in the Supplementary Regulations and be allocated to each Driver by means of bar codes and marked, if appropriate.

*Each driver receives a print-out with the tires registered for the driver (barcodes). A later acquisition of slick tyres or a claim regarding the associated slick tyres (outside of the timeframe specified in the schedule) is not possible. The wet weather tyres will be issued on Saturday, latest one hour after the announcement of the participants of the final.*

Only rain tyres which have been allocated to the participants at a DKM / *DEKM* / DJKM / DSKM / DSKC Event of the current year by means of bar codes may also be used at subsequent Events provided the allocation at a previous Event is can be demonstrated without any doubt. The maximum permitted number of tyres as specified in the tyre regulations must hereby be respected.

The removal of already scanned tyres from the tyre identification system (cancellation from the list) upon request of a Competitor, if considered necessary, is only possible until the beginning of the Qualifying Practice.

An additional marking of these tyres in the Pre-grid area is possible if considered necessary.

It is the Competitor's responsibility to ensure that these tyres are registered for the corresponding Event into the control system of the organiser or of the authorised tyre supplier, as appropriate.

If the scrutineer confirms that a tyre from amongst the participant's eligible tyre contingent is damaged, this tyre may, with the permission of the Stewards, be replaced by another tyre previously used in the Free Practice (*DEKM: be replaced by another tyre previously used in a previous DKM-event or from the DEKM test event*), provided that no more spare tyre from the quantity of his six (OK-Junior) or eight (KZ2, OK) allocated tyres is available.

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used to check the conformity of the tyres with the Regulations at Qualifying, Qualifying Heats, Second Chance Heat and Final Run to check the conformity of the tyres with the regulations.

The maximum limiting value of the VOC measuring of the tyres may in no case exceed 15 ppm.

**Note:** Pollutions of the tyres, e.g. by chain spray, shall be avoided since this can result in exceeding the limiting value.

Should the check establish that one or several tyres are not in conformity with the regulations, access to the pre-grid area will be refused for the relevant Driver (consequently no participation in the corresponding part of the competition (Qualifying, Qualifying Heats, *Warm up*, Final Run). Protests in this regard are not accepted. Protests and Appeals in this regard do not have a suspensive effect.

## **2.3 Front Spoiler**

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used to check compliance of the front spoiler at the Qualifying, the Qualifying Heats and the Final Run.

The maximum limiting value for the VOC measurement of the front spoilers may not exceed 5 ppm in any circumstances.

**Note:** Pollution of the front spoiler and/or unsuitable cleaning materials shall be avoided since this can result in exceeding the limiting value.

Should the check establish that the front spoiler is not in conformity with the regulations, access to the pre-grid area will be refused for the Driver with this front spoiler (consequently no participation in the corresponding part of the competition (Qualifying, Qualifying Heats, Final Run). Any protest against this refusal is not accepted. Protests and Appeals in this regard do not have a suspensive effect.

## **2.4. Fuel (except DEKM)**

Generally, only the single fuel of the make Aral Ultimate may be used, provided that this fuel is available at the fuel station specified in the Supplementary Regulations.

Only the fuel from the fuel station / fuel pump specified in the corresponding Supplementary Regulations may be used.

*The DMSB reserves the right to change the single fuel make and/or the source by bulletin.*

The fuel must comply with the CIK Regulations (Technical Regulations Article 2.21.1) and with standard DIN EN 228 (unleaded Otto fuel).

Fuel samples may be taken to check the conformity. After each Practice and Race, there must be enough fuel in the fuel tanks of the kart so that a sample with the minimum quantity of 1.5 litres can be taken upon instruction of the Stewards. Protests against the remaining fuel quantity are not accepted.

Only a lubricant specified in the current official CIK list (published on [www.cikfia.com](http://www.cikfia.com)) may be added to the fuel.

## **2.5. Start Numbers**

For the DMSB Karting Championships the start number areas are allocated as follows:

DKM: start numbers 1 to 99

DJKM: start numbers 101 to 199

DSKM: start numbers 201 to 299

DSKC: start numbers 301 to 399

*DEKM: start numbers E1 to E99*

For each group of start numbers, the first 5 numbers are reserved and allocated in the order of the final ranking in the DKM/ DJKM/ DSKM / *DSKC* 2017. Subsequent racing numbers will be allocated in the order of submission of the registration application forms. The start numbers are permanent numbers for all events of series.

Whenever a kart is driving on the race track during the event (Friday to Sunday), the tart numbers must be fixed to each kart in accordance with the CIK-FIA Regulations.

## **3. Registration / Entry**

Registrations application forms must be submitted using the official form provided by the DMSB *or the online-entry (See DKM homepage: [www.kart-dm.de](http://www.kart-dm.de))*. The fully completed (including all required signatures) application form must be received by the DMSB Secretariat until 01/03/2018 at the latest. Incomplete registration forms will not be administered.

**Note:** Upon invoice issued by the DMSW GmbH, the registration fees have to be paid to the bank account of Deutschen Motor Sport Wirtschaftsdienst GmbH (DMSW GmbH).

Postal address: **DMSW GmbH, Hahnstraße 70, 60528 Frankfurt/Main**

Bank details of Deutschen Motor Sport Wirtschaftsdienst GmbH (DMSW GmbH) for the transfer of the registration / entry fees *DKM / DJKM / DSKM / DSKC*:

Recipient: DMSW GmbH  
Bank: Deutsche Bank Frankfurt  
IBAN: DE33 5007 0010 0094 8836 00  
BIC-CODE: DEUTDEFF  
Reference: **Deutsche-Kart-Meisterschaft 2018, #Driver name + DKM or DJKM or DSKM or DSKC#**

The DMSB reserves the right to cancel the concerning Championship or to merge the classes DSKM and DSKC, (with separate classifications) if less than 20 registration application forms are received (up to 01/03/2018).

The DMSB reserves the right to accept application forms which might arrive later than 01/03/2018, but those should not arrive later than on the *Sunday* before a DKM Event (entry closing date).

The DMSB reserves the right to refuse application forms with specification of the reasons.

The maximum number of participants in the classes DKM, DJKM and DSKM is limited to 51.

The maximum number of participants in class DSKC is limited to 34.

*The maximum number of participants in class DEKM is limited to 20.*

Each Competitor must specify his Drivers until the above registration closing date.

The replacement of a registered Driver is possible upon request *from the competitor*, for the allocation of championship points, this new Driver is however considered as a new registration (no addition of points of different Drivers). A Driver such registered upon waiver cannot be replaced once again. *The handling fee for the replacement of a registered Driver is set by € 300 incl. VAT and will be charged to the competitor.*

*The details for all competitors for the DEKM will be announced via bulletin.*

## 4. Registration Fees / Entry Fees

The registration fees must be paid by bank transfer before the first event. The registration fees (entry fees and VAT included) are as follows:

	<b>DKM</b>	<b>DJKM</b>	<b>DSKM</b>	<b>DSKC</b>
<b>Registration of a Driver <u>up to</u> 01/03/2018:</b>	<b>2.500,- €</b>	<b>2.500,- €</b>	<b>2.500,- €</b>	<b>2.200,- €</b>
<b>Registration of a Driver <u>after</u> 01/03/2018:</b>	<b>2.800,- €</b>	<b>2.800,- €</b>	<b>2.800,- €</b>	<b>2.500,- €</b>

*The registration fees includes an environmental and disposal fee (e.g. the use of showers, electricity, waste and security agency) for each event.*

Competitors who have not paid the registration fee until the 1st Event of series are not admitted to participate in the Event. Any payments on-site are not possible.

The registration fees / entry fees are not refunded, not even partially, if the Competitor/Driver does not take part or withdraws from the DKM 2018.

*The registration fees for the DEKM is basically 6,900, - € plus VAT*

*All further details of the registration for the DEKM will be announced by bulletin.*

## 5. Entry for an single Event of Series

With the submission of the entry form in compliance with Article 3, the Competitor entrusts and authorises the DMSB and their representatives to submit the entries in his name to all 2018 events of the DKM / *DEKM* / DJKM / DSKM / DSKC (block entry).

Guest Drivers are generally admitted. Participants with Guest Drivers Status will not be allocated any championship points (even if they register subsequently, i.e. points will not be awarded retrospectively). Registered participants move up in the classification for the allocation of championship points.

*For the DEKM, up to two starting positions are reserved for guest drivers (guest driver / press / VIP) and are assigned by the DMSB. Competitors with guest driver status receive no points for the championship (also not backdated with later registration). Registered participants move up in the award of the championship points.*

Guest drivers shall submit their entry form to the corresponding Event Organiser.

The entry fee for the *DKM / DJKM / DSKM / DSKC* for each Guest Driver is **€ 450 including an environmental and disposal fee (e.g. the use of showers, electricity, waste and security agency).**

The entry closing date for guest starters is always the *Sunday* before the corresponding DKM Event. Late entries will generally not be accepted.

For each Driver, the number of participations as Guest Drivers is limited to 3 in one season.

## 6. Championship Events for DKM, *DEKM*, *DJKM*, *DSKM* and *DSKC*

### Championship events DKM / *DJKM* / *DSKM* / *DSKC*:

13.-15.04.2018	Int. DMSB-Kartrennen Lonato (ITA)
11.-13.05.2018	Int. ACV-Kartrennen Wackersdorf
01.-03.06.2018	Int. ADAC-Kartrennen Ampfing
27.-29.07.2018	Int. ADAC-Kartrennen Kerpen
24.-26.08.2018	Int. ADAC-Kartrennen Genk (BEL)

### Championship events *DEKM*:

Official test-day *DEKM* - Date: TBA via Bulletin

### Championship events *DEKM*

11.-13.05.2018	Int. ACV-Kartrennen Wackersdorf
01.-03.06.2018	Int. ADAC-Kartrennen Ampfing
27.-29.07.2018	Int. ADAC-Kartrennen Kerpen
24.-26.08.2018	Int. ADAC-Kartrennen Genk (BEL)

## 7. Running of the Events

### 7.1. General / Definitions

#### Status

All DKM-, *DJKM*-, *DSKM*- and *DSKC*- Events have the status "International".

*All DEKM-Events have the status "National A"*

#### Timetable

The Events will run in accordance with the timetable published in the Supplementary Regulations of the Event (DMSB standard time table for Karting Championships). Approved changes will be published by the organiser in Bulletins approved by the Stewards.

*From Monday* before the corresponding Event, tests on the track of the forthcoming DKM event are banned for all registered participants and for participants with guest driver status *for the classes DKM / *DJKM* / *DSKM* / *DSKC*. For the *DEKM* participants there is a ban for testing on electric karts on the tracks of the DMSB-Kart-Prediccate 2018 (exception: official test day of the *DEKM*).*

#### Official noticeboard:

*All event-related documents are posted on the official notice board on site and also published in electronic form at [www.live-timing.de](http://www.live-timing.de) -> "official notice board".*

#### Start Servicing Park

The Start Servicing Park is a closed-off area in which only authorised persons are admitted.

As soon as the access to the Start Servicing Park for a class is permitted by the Organiser, all Drivers of this class may enter the area with max. 2 karts (*DEKM: 1 Kart*) and max. 1 mechanic per Driver.

Each Driver may in addition bring his tyres/wheels marked for the Event as well as tools into the Start Servicing Park.

The time of the closing of the Start Servicing Park is specified in the timetable (in principle 10 min before the scheduled start time of the *respective competition* concerned).

Drivers who are delayed to enter to the Start Servicing Park are reported to the Stewards by Chief Scrutineer. A penalty may be imposed by the Stewards if they arrive on time in the Pre-Grid Area, despite being delayed. Otherwise, the rules below apply.

#### Pre-Grid Area

The Pre-Grid Area is an area separated from the paddocks to which only authorised personnel have access.

As soon as access to the Pre-Grid Area for a class is permitted by the Organiser, all Drivers of this class may normally enter the area with max. one (1) kart, which must be ready for the Race, and one (1) mechanic per Driver. No work may be carried out on the kart in the Pre-Grid Area, with the exception of the adjustment of the tyre pressure. Access to the Pre-Grid Area will be closed 5 minutes before the scheduled starting time (according to the timetable).

Drivers who do not arrive at the Pre-Grid Area in time (delayed drivers) may start at the end of the field from the repair zone/pit lane, but only when the other drivers of the corresponding start group have crossed the Line for the first time after the start signal has been given.

If the pit lane entrance on the track is behind the Line, these Drivers have finished their first race lap when they cross the Line for the first time.

#### Repair zone

The location of the repair zone is specified by the organiser. It must have an access point and an exit point to/from the race track. Any outside assistance during the practice sessions, Heats and Races may only be provided by authorised persons inside this Repair Zone.

#### Flag signals

In addition to article B.5 of DMSB-Karting-Regulations, the blue flag with red diagonal stripes together with the start number will be shown, if necessary, during Race 1 and Race 2.

#### Boost-function (DEKM)

*will be announced by bulletin.*

### **7.2. Administrative Checks / Scrutineering**

Administrative Checks will take place on Friday (*DEKM: Saturday*) before the race in accordance with the DMSB Championship standard timetable. The licence holders must appear in person and present the following documents during administrative checks/ registration:

- Competitor/Sponsor licences (original proxy with copy of the licence, if applicable),
- Driver licence,
- ASN authorisation for licence holders of a different ASN,
- Entry form showing all original signatures (applicable for guest starter).

The material to be used during the competition must be approved and identified by the Scrutineers. The material registration form submitted for this purpose must be duly completed and submitted at Scrutineering.

Each chassis to be registered for the Event *for the classes DKM / DJKM / DSKM / DSKC* must be equipped with the mounting device required for the transponder type AMB, fitted at the correct position.

The timekeeping transponders *for the classes DKM / DJKM / DSKM / DSKC* will be distributed during administrative checks.

If a competitor / driver fails to attend an event without excuse, a report will be submitted to the Stewards and a fine of *at least* 250 €, to be paid to the DMSB, will be imposed.

### **7.3. Tests / Free Practice / Use of Transponders**

In accordance with the DMSB Championship standard timetable (according article B.6 of DMSB Karting Regulations), tests are scheduled to take place on Friday before the race (*except DEKM*). Generally, those Drivers entered in the corresponding class for the Event may take part in these tests which will take place separately for each class (DKM, DJKM, DSKM and DSKC) according to the timetable.

The Free Practice session will take place in accordance with the DMSB Championship standard timetable.

Within the practice time window, the start time and the duration of the practice is at the discretion of each Driver.

The official schedule of the event will specify from which moment the use of the allocated transponder is obligatory (unless otherwise stated, the mandatory use applies from Friday after the lunch break, *for DEKM: from the first practice session on Saturday on*). It is the competitors' responsibility to receive the transponder in time.

From the moment the transponder is mandatory as specified above, the transponder must be fitted to the kart in accordance with the DMSB provisions whenever it is moving on the track.

Only the support provided for the transponder may be used.

If it is ascertained that a kart is moving on the track without transponder, the driver concerned will receive the black and orange flag. In addition, this driver will be reported to the Stewards who may impose a fine.

### **7.4. Briefing**

A Briefing for all Drivers will be organised on Friday (*DEKM: Saturday*) of each event, in accordance with the DMSB Championship standard timetable. Attendance for all Drivers during the complete Briefing is mandatory.

An additional Briefing may be scheduled for the participants in the Final Run. Attendance is mandatory.

If it is ascertained that a Driver did not participate or failed to participate throughout the complete duration of the Briefing (according to the list of signatures) the Clerk of the Course will submit a to the Stewards and a fine of 125 € will be imposed.

The clerk of the course as well as the race director are responsible for the running of the briefing/s.

If an Organiser wishes to communicate an information relating to the Event to the participants, this information must be issued in writing after consultation with the Race Director and be circulated to each participant / competitor at administrative checks.

## **7.5. Qualifying Practice**

The Qualifying Practice session will take place on the day before the Race (*DEKM: Qualifying Practice 1 on Saturday for the starting grid race 1 and Qualifying Practice 2 on Sunday for the starting grid race 3*). Between the Free Practice and the beginning of the Qualifying Practice, a minimum gap of 45 minutes must be respected.

There will be only one Qualifying Practice over a duration of maximum 10 minutes. Should there be more than 28 Drivers in the same class for an event, the field will be divided into two practice groups, on a random basis.

Within the scheduled time for the session, each Driver may freely choose the moment he starts his practice session and its duration. A driver is considered to start his practice as soon as he joins the track in his kart. If a Driver leaves the track and enters the Repairs Area or the Servicing Park or stops on the track after having started his practice session, this qualifying practice session is finished for this Driver.

### Result of Qualifying Practice

- a) If the Qualifying Practice takes place in one group, the positions will be based on the fastest times, starting with the fastest.
- b) If the Qualifying Practice takes place in two groups and the fastest practice time does not exceed 101% of the fastest practice time achieved in the slower group, the positions will be based on the fastest times, starting with the fastest.
- c) If the fastest practice time in the slower group exceeds 101 % of the fastest practice time in the faster group, the positions will be based on the practice results of the groups in accordance with the following with the following scale:

<u>Position in the Qualifying Practice</u>	<u>Position in total result of Qualifying Practice</u>
Place 1 in faster group	1 <sup>st</sup> position
Place 1 in slower group	2 <sup>nd</sup> position
Place 2 in faster group	3 <sup>rd</sup> position
Place 2 in slower group	4 <sup>th</sup> position
Place 3 in faster group	5 <sup>th</sup> position
Place 3 in slower group	6 <sup>th</sup> position
etc.	

In case of a tie, the second fastest times of the Drivers concerned will be taken into consideration to decide (thereafter the third fastest lap time and so on).

## **7.6. Starting Grid / Start**

In principle, the starting grids for the Heats are prepared in the Pre-Grid Area and for the Races through the Pre-Grid Area on the race track.

The start count-down begins with the display of the 5 Minute Board, the 3 Minute Board, 1-Minute Board and 30 seconds board. If circumstances require, the 5-Minute Board may be cancelled.

There will be rolling starts for the Heats and Final Runs in OK categories and standing starts in *Electric-/ KZ2* categories. As a rule, one warm-up lap and one formation lap will be completed before the start *for the classes DKM / DJKM / DSKM / DSKC. As a rule one formation lap will be completed before the start for class DEKM.*

### The following is applicable for the Heats:

Karts which are not able to begin their warm-up lap (lap before the formation-lap) from the pre-grid area after the display of the green flag by Clerk of the Course/Race Director, may start their formation lap, but only upon instruction of the marshal in charge at the pre-grid area exit. They may, however, not take up their original position on the grid and must start from the last starting position.

### Valid for Final Run:

Karts which are not able to begin their warm-up lap before the formation lap after the display of the green flag by Clerk of the Course/Race Director will be moved to the pre-grid area or to the repair zone by the marshals (as indicated by the Race Director during the briefing), where mechanics may assist.

These drivers may then take the start once the complete field has taken the race start.

If the access point from this area onto the race track is situated behind the finish line, the late starters have completed their first lap as soon as they cross the Line for their first time.

### Start Delayed

If, as a consequence of changed weather conditions, the Clerk of the Course/Race Director shows the "START DELAYED" Board, repairs/ modifications on the kart may be carried in a defined area. The Race Director defines the location of this area. In this case, the Pre-Grid Area may also be defined as this area.

To exchange a kart, the kart to be replaced must however be removed from the Pre-Grid Area before the new kart may be brought into the Pre-Grid Area.

## **7.7. Qualifying Heats**

The Heats determine the qualification to the Final Run. Each Heat will be run over the distance of 15 +/- 1 km (race laps only) in DKM / DSKM / DSKC and 10 +/- 1 km (race laps only) in DJKM.

The division into groups will be based on the timed practice results (1<sup>st</sup> place = Group A, 2<sup>nd</sup> place = Group B, 3<sup>rd</sup> place = Group C, 4<sup>th</sup> place = Group A, etc.).

The composition of the Heats are made up on basis of the pairing of the groups according to the following principle:

1 <sup>st</sup> heat:	Groups B and C
2 <sup>nd</sup> heat:	Groups A and B
3 <sup>rd</sup> heat:	Groups A and C

This division into groups and the composition of the heats is given as an example and may be adjusted accordingly, depending on the number of starters. The official timetable shall always be applicable.

In the case of less than 28 Drivers, two Heats without subdivision into groups will be carried out.

The starting grid for the Heats is based on the timed practice results according to CIK provisions.

Points in the Heats will be allocated according to the position of each Driver (1. = 0 points, 2. = 2 points, 3. = 3 points, etc.). The positions will be determined on basis of the number of laps completed.

All the Drivers which did not start (did not cross the start line after the starting signal), will receive full points +1 point for this heat. Drivers who have received the "Black Flag" or who were excluded will receive full points for this Heat +2 points. The figure of "full points" is equal to the number of Drivers provided for the Heat of groups A-B according to the starting grid.

A points' scale (addition of Heat points) will be established after the end of the Heats. The Driver with the lowest number of points will be on 1<sup>st</sup> position etc. In the case of a tie, the better position in the Qualifying Practice will be taken into consideration. All Drivers shown into positions 1 to 34 in this points scale are directly qualified for the Final Run.

## **7.8. Warm up**

A Warm-up open to all Drivers qualified for the Final Run will be organised on Sunday. The participation is optional. Only the tyres are free.

## **7.9. Opening Ceremony / Drivers' Presentation**

The organiser may schedule an opening ceremony or drivers' presentation. If scheduled, the detailed procedures will be agreed with the DKM-coordinator before the event.

The ceremony must be part of the timetable. All Drivers qualified for Final Run shall take part in this ceremony in their race equipment.

## **7.10. Finals DKM / DJKM / DSKM / DSKC**

The distance of Race 1 / 2 will be 20 +/- 1 km (race laps only) for DJKM and 25 +/- 1 km (race laps only) for DKM/DSKM/DSKC. The starting grid for Race 1 will be based on the points scale after the qualification Heats (Art. 7.7).

## **7.11. Finals DEKM**

*The duration of Race 1 and 2 on Saturday and Race 3 and 4 on Sunday will be 10 minutes + 1 lap. The starting grid for race 1 takes place according to the result of the Qualifying Practice 1 on Saturday. The starting grid for race 2 takes place according to the result of race 1. The starting grid for race 3 takes place according to the result of the Qualifying Practice 2 on Sunday. The starting grid for race 4 takes place according to the result of race 3.*

## **7.12. Technical Checks after Qualifying / Heat / Race**

Immediately after the end of the Qualifying sessions / Heats / Races all participants must proceed to scrutineers for technical checks. Parc Fermé rules apply from the display of the chequered flag until the kart leaves the area of the scrutineers' technical checks in the "Finish Servicing Area".

Up to the moment of leaving this area of the technical checks (including weighing area) only, the participant has the possibility to indicate to the scrutineers eventually damaged identification marks (sticker, bar code labels, seals, etc.) which may then immediately be replaced.

## **7.13. Podium Ceremony**

The participation in the Podium ceremony is mandatory for the top five Drivers (*DEKM: for the top three Drivers*) of each class. *It will be hold podium ceremonies for each final (Race 1 and 2) of the classes DKM / DJKM / DSKM / DSKC according to the timetable.*

*It will be hold podium ceremonies for each day (Saturday and Sunday) of the classes DEKM according to the timetable on the basis of the daily ranking (Saturday: qualifying 1, race 1 and 2, Sunday: qualifying 2, races 3 and 4) (see art. 8.3).*

All Podium ceremonies are provisional, until the posting of the official results.

All concerned drivers must attend the podium ceremony in their drivers' overalls (*if necessary* displaying the obligatory advertising stickers *for registered drivers*) and caps of the tyre supplier. Non-compliance with this provision and/or failing to attend the ceremony will result in a report to the Stewards (fine of 250 €).

## **7.14. Advertising Spaces**

Information on the obligatory advertising spaces on the kart and on the Drivers' overalls will be issued together with the registration documents (Appendix). With the submission of the registration application form, the participant accepts these advertising spaces. These prescriptions form an integral part of the Regulations, compliance will amongst others be checked at the access to the Pre-Grid Area. Access will be refused to all karts and/or Drivers failing to display the obligatory advertising.

## **7.15. Onboard Cameras**

The use of onboard cameras on the kart during the competition is admitted under the following conditions:

Generally, the use of one (1) camera „GoPro HD Motorsports HERO“ or „GoPro Motorsports HERO wide“ or “Motec HD-VCS Kit” is permitted. The camera, together with a housing and an attachment kit provided by the camera manufacturer for this purpose, must be fixed to the front panel. All attachments must be screwed (no Velcro® strip or similar) to the front panel to be eligible. Other fittings and mounting points are not allowed.

The weight of the camera and of the attachment kit are considered as part of the total race weight.

### Official onboard cameras

The Stewards reserve the right to make the mounting and the use of official cameras during the competition according to DMSB Kart Regulations Art. C.3.2.k) compulsory for specific karts. The karts will be selected according to a random system. For these karts only, the camera signal may be transmitted wireless. The installation of the equipment will be carried out under the control of scrutineers. The total weight of all components shall be part of the total weight of the kart.

## **7.16. Judgements of incidents/penalties during a Competition**

Pursuant to the DMSB-Kart-Regulations.

# **8. Championship and Cup Classifications**

## **8.1. Qualifying Practice**

Points for the Qualifying Practice will be awarded according to the following table *for DKM / DJKM / DSKM / DSKC*:

Position	1	2	3
Points	5	3	1

*Points for the Qualifying Practice 1 and 2 will be awarded according to the following table for DEKM:*

<i>Position</i>	<i>1</i>
<i>Points</i>	<i>1</i>

## **8.2 Points allocation after Heats**

Points for the points result after the Heats will be awarded according to the following table:

Position	1	2	3	4	5	6	7	8	9	10	11	12
Points	15	12	10	9	8	7	6	5	4	3	2	1

## **8.3. Finals**

Points for the Final Run will be allocated for each Race as follows:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

*At DEKM, in addition, for each race in the finals (races 1 - 4), 1 point is awarded for the fastest race lap.*

The two worst results in the relation to points of a Race (Race 1 or Race 2) according to 8.3 and the worst result in relation to points after the heats according to 8.2 will not be considered for the Championship or Series *for DKM / DJKM / DSKM / DSKC* classification.

*For the championship classification of the DEKM all competitions are scored (no no-score result).*

A result for which no Championship points were allocated, the results of guest start and/or the non-participation may be claimed to be a no-score result.

If a Driver joins the Championship after the first round, the non-participation in the first round may also be claimed to be a no-score result.

The penalty of a Disqualification may not be claimed to be a no-score result.

In the case of a tie after the last qualifying event (ex-aequo), the higher number of first, after this, if necessary, of second and further places of the ex-aequo Drivers achieved in Races of the Final Runs will be taken into consideration to decide about their final positions in the Championship classification.

In case of a further tie, the better position in Race 2 of the last Event will decide.

## 9. Title

The Driver having achieved the highest number of points as per Article 8 will be declared:

In DKM (OK):	<b>"Deutscher Kart-Meister 2018"</b>
<i>In DEKM (Electric):</i>	<b><i>"Deutscher Elektro-Kart-Meister 2018"</i></b>
In DJKM (OK-Junior):	<b>"Deutscher Junioren-Kart-Meister 2018"</b>
In DSKM (KZ2):	<b>"Deutscher Schalt-Kart-Meister 2018"</b>
In DSKC (KZ2):	<b>"Sieger DMSB-Schalt-Kart-Cup 2018"</b>

There will be no registration fee for the top three drivers if they register in the DKM/ DJKM/ DSKM in the following year.

The registration fee for the top five drivers will be reduced by 50% if they register in the DKM/ DSKM in the following year.

For all DMSB-Karting-Championships, the support programme (*Appendix to the DMSB-Karting-Championships*), which will be published on the DKM Homepage should moreover be taken into consideration.

## 10. Team Classification *DMSB-Karting-Championships*

A Team Classification is organised by the DMSB in the DMSB Kart Championships DKM, DJKM, DSKM and DSKC.

All Competitors which have registered at least 3 Drivers (the Competitor's name according the registration form is decisive) in any of the above series will automatically participate in the Team Classification.

The championship points pursuant to Art. 8.2 and 8.3 for the top three drivers of a competitor in the day classification will be taken into consideration for the team classification. In order to be considered in the Team classification of the Competition, at least 3 Drivers of the Team must have participated in the Competition. The minimum requirement to be considered as participant is the start in Qualifying.

The Team will also be awarded points for the Team Classification, if only one or two Driver/s of its registered drivers receives championship points.

For the DSKC, the maximum of one (1) driver *of a team* may be taken into consideration for the team classification.

Each DKM-Event will be taken into consideration for the final team classification (no no-score results).

In the case of a tie after the last Event (ex aequo), the higher number of first, after this, if necessary, of second and further places of the Drivers of the ex-aequo Competitors achieved in the several Races will be taken into consideration to decide about their final positions in the Team Classification. In case of a further tie, the better position of a Driver of the Team concerned in the last Race will decide.

The Entrant having achieved the highest number of points as per Article 8 will be declared:

***"Winner Team Classification DMSB-Karting-Championships 2018"***

The awarding of trophies for the winner of the *team classification* will take place at the last DKM Event. The team will receive a free start (free registration fee for one driver of the corresponding competitor) for the following year.