



DRIVERS' BRIEFING

DKM RACE DIRECTOR
Horst SEIDEL



Welcome

to 1st round of DKM Series 2025 in Mariembourg (BEL)

- MARIEMBOURG (18.-20.04.2025)
- MÜLSEN (30.05.-01.06.2025)
- AMPFING (25.-27.07.2025)
- KERPEN (15.-17.08.2025)
- WACKERSDORF (19.-21.09.2025)



Please note the “Official Posting Board” in 2025:

The banner features the Sportity logo at the top left. Below it, the text reads: "For direct event information please download the Sportity app and insert this password:". In the center, a large white box contains the password "DKM2025". At the bottom, it states "Sportity app is available in" followed by "Available on the App Store" and "Get it on Google play" with their respective logos. Two QR codes are provided for downloading the app. The website "www.sportity.com" is listed at the bottom left.

Sportity

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Any important details of the competitions of the DKM series are written in the **General Briefing Notes** (valid for the complete series).

As usual, the **Race Directors Event Notes** are since Wednesday also in Sportity.

Please read all of this information very carefully so as not to make any unnecessary mistakes in the competition !



THE MAIN OFFICIALS OF THE COMPETITION:

Series Organiser / Promoter:	ADAC e.V.
ADAC Serienmanager DKM:	Daniel SCHNARR
Sporting Organizer:	Motorsportclub Roetgen e.V.
Organizing Committee:	Jürgen Seidel & Rita Seidel
DKM-Administration:	Gabriele MEITZNER
DKM Race Director:	Horst SEIDEL
Clerk of the Course:	Camillo RÖßIGER
Deputy CoC/Safety Officer:	Dirk KURTH
Secretary of the Meeting:	Rita SEIDEL
DKM Chief Scrutineer:	Christian BARTONEK
Time keeping:	CAMP COMPANY



Judges of Facts in Race Control:

**Kevin MEINHARDT / Marius HEINLEIN /
Stefanie KLEIBER / Hubertus Carlos VIER**

Judges of Facts for Front Fairing control:

Carola FEYEN

THE STEWARDS OF THE MEETING:

Nikolas SPADERNA

Kris LAMBRECHT

Stefanie SRENK

Chairperson of the Stewards

Steward (RACB)

Steward

The Stewards' Office

is located in Time Keeping Building (House G, 1st floor)

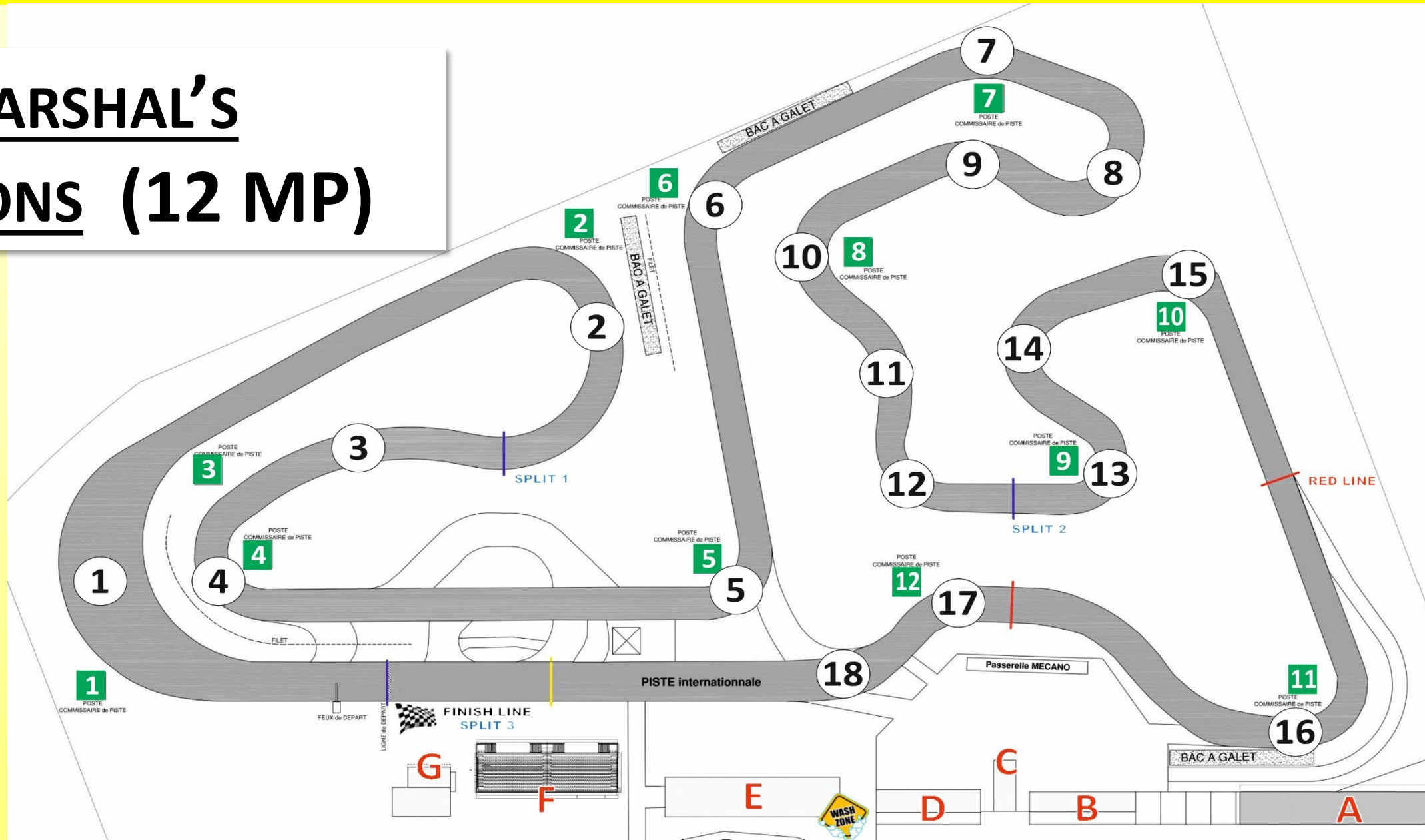


MAIN DATA OF THE COMPETITION:

Length of the lap:	1.352 m
Pole position:	right
Pre grid:	beside of Scrutineers area
Entrance to repair area:	exit Turn 16 by MP11 / LHS
Exit from track at the end:	after MP10 by the Red Line / LHS
Exit from Pregrid to track:	in T18, left
Time table:	Version 1 <i>(posted on 18/04/25)</i>



THE MARSHAL'S POSITIONS (12 MP)





LIGHT FLAG PANELS
AT EACH MP



START PREPARATION FOR THE SESSIONS:

Don't forget:

10 min / **15 min (Finals)** before start time closes the gate into Serving area

5 min / **10 min (Finals)** before start time access to Pre grid is close

Free practice / warm up: through pre grid area

Qualifying sessions: waiting area in pregrid → access to track

Qualifying Heats: pre grid → exit directly in warm up lap

Super Heats: pre grid → exit directly in warm up lap

Final: with trolleys from pre grid in opposite direction **on track in start positions**



REMINDER:

The starting up, running in, warming up or testing of kart engines in the Paddock as well as in the Reserved Areas (see Article 20 of the FIA Int. Sporting Code) is during competition prohibited.

Offenders will be penalised by a fine as the minimum.

Reasonable exceptions to running the engine must be requested to Chief Scrutineer and he will decide whether this can be done at all and in which area.



NUMBER OF LAPS:

DKM (KZ2):	Qualifying Heat: 12	Super Heat: 15	Final: 23
DJKM (OK-JUN):	Qualifying Heat: 9	Super Heat: 12	Final: 19
DMKM (MINI):	Qualifying Heat: 7	Super Heat: 9	Final: 11
DSKC (KZ2):	Qualifying Heat: 11	Super Heat: 15	Final: 18
IAME (X30 JUN):	Qualifying Heat: 9	Super Heat: 12	Final: 14
IAME (X30 SEN):	Qualifying Heat: 11	Super Heat: 13	Final: 15

- **plus 1 warm up lap & 1 formation lap (at least)**



PIT LANE EXIT:

Be careful when entering the track

Never endanger the drivers on the main track!



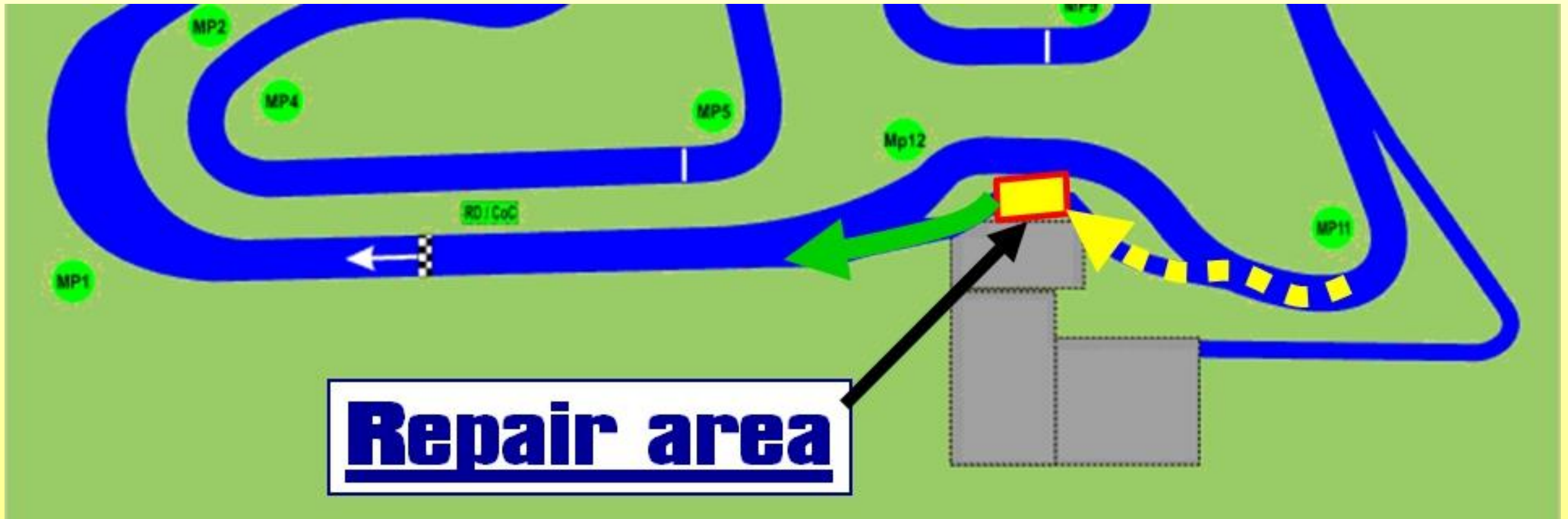


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QUALIFYING PRACTICE

According to the schedule, it is one session of **6 MINUTES** for each session.

The moment to start his session is up to each Driver.

If the Driver stops on track, in the Repair Area or in the Finish park, it will be final. He/she shall not be allowed to start again.

Driving through the pit lane is then no longer permitted.

Late started Drivers must always keep the ideal line clear and must not impede other Drivers.

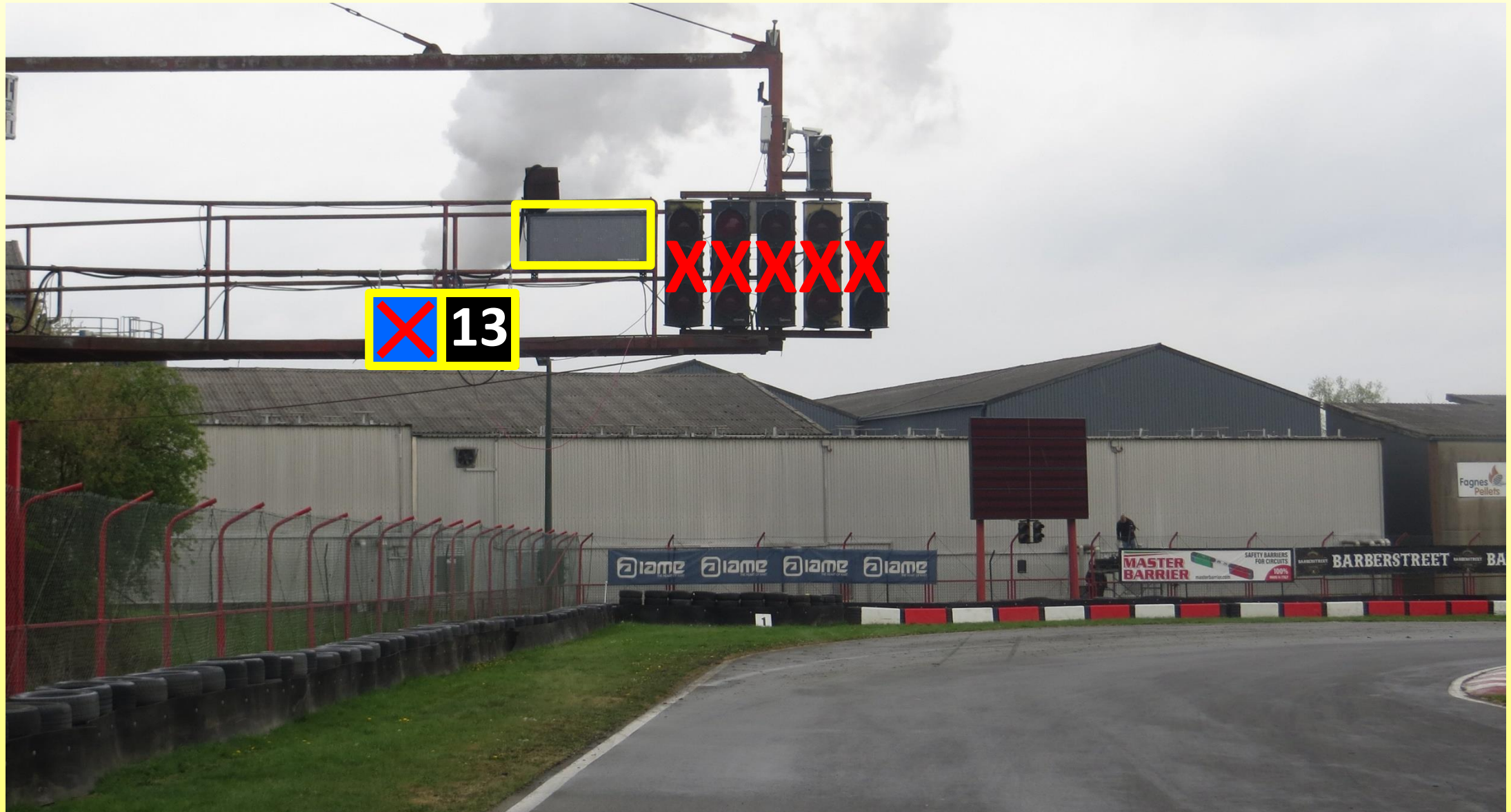


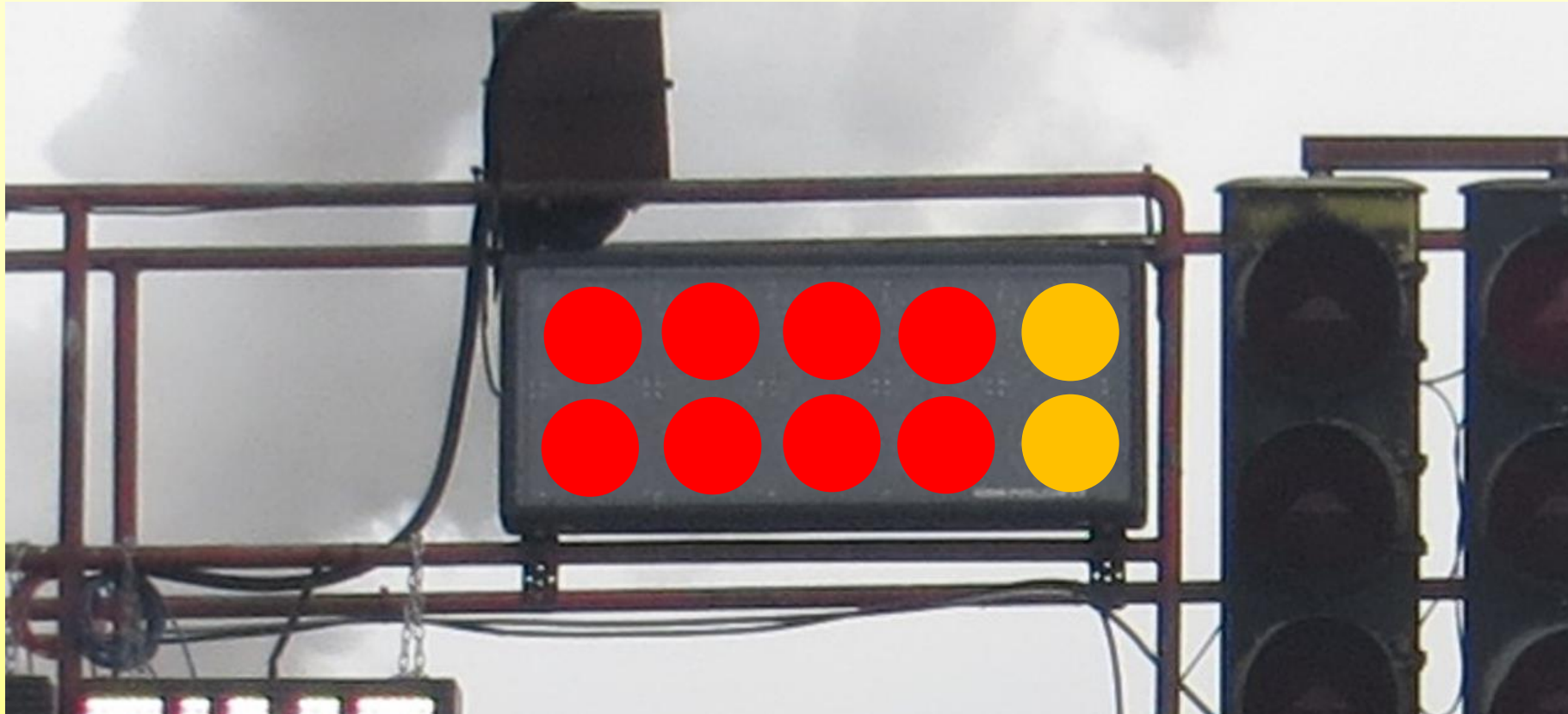
START PROCEDURE:

Before the start signal, there is always a **WARM UP LAP** followed by a **FORMATION LAP**.

- ➔ No stops
- ➔ No practices for the start
- ➔ No extensive zigzag driving for warm up of tyres

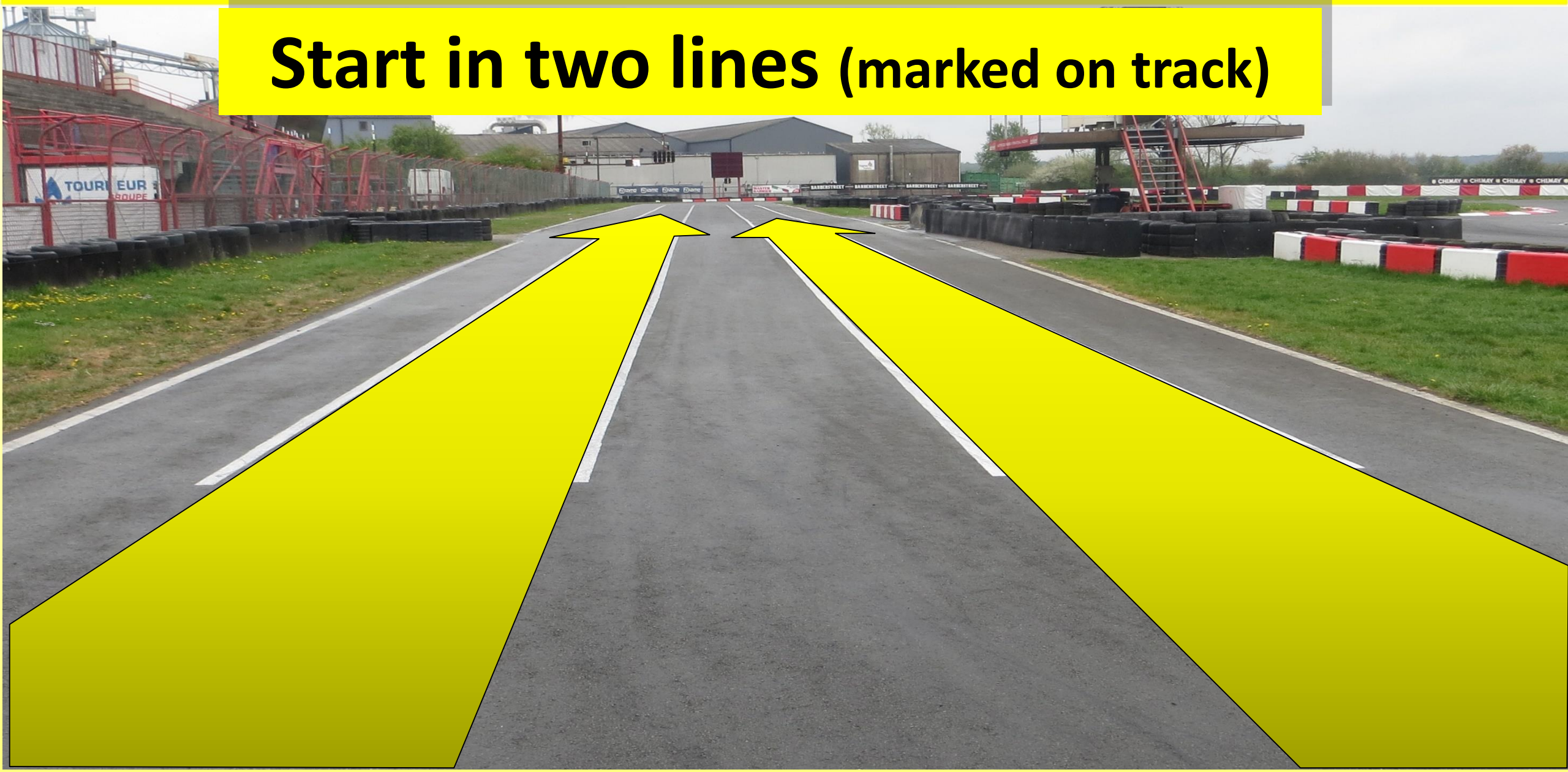


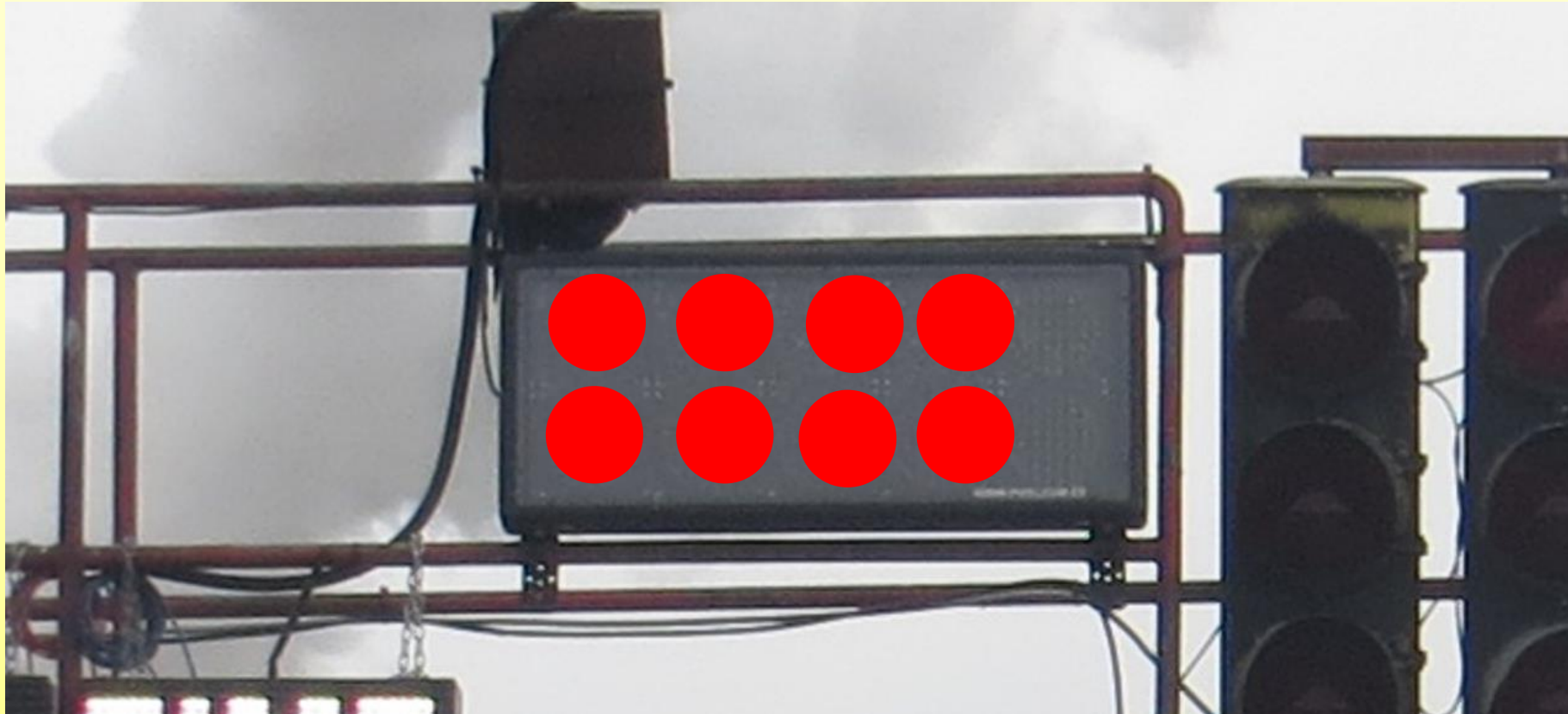


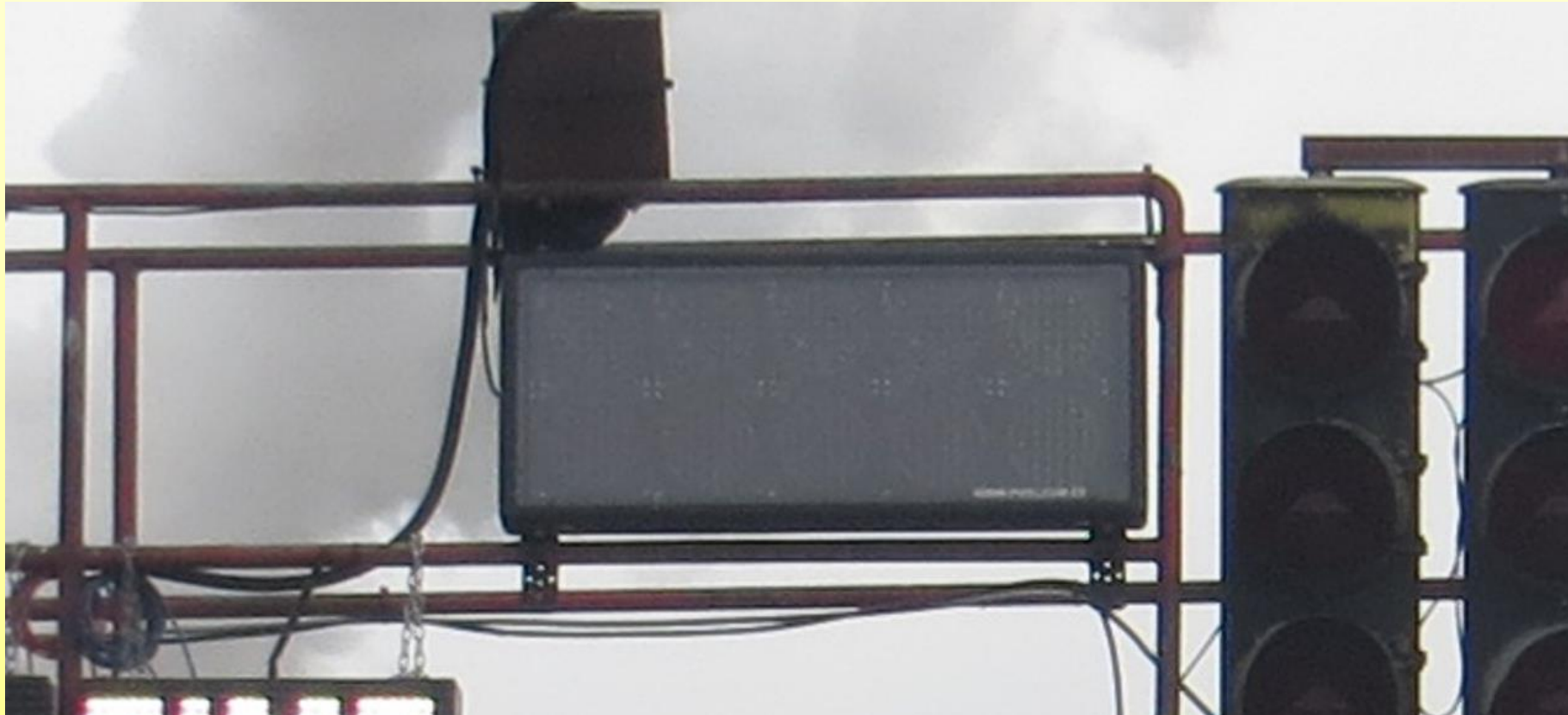




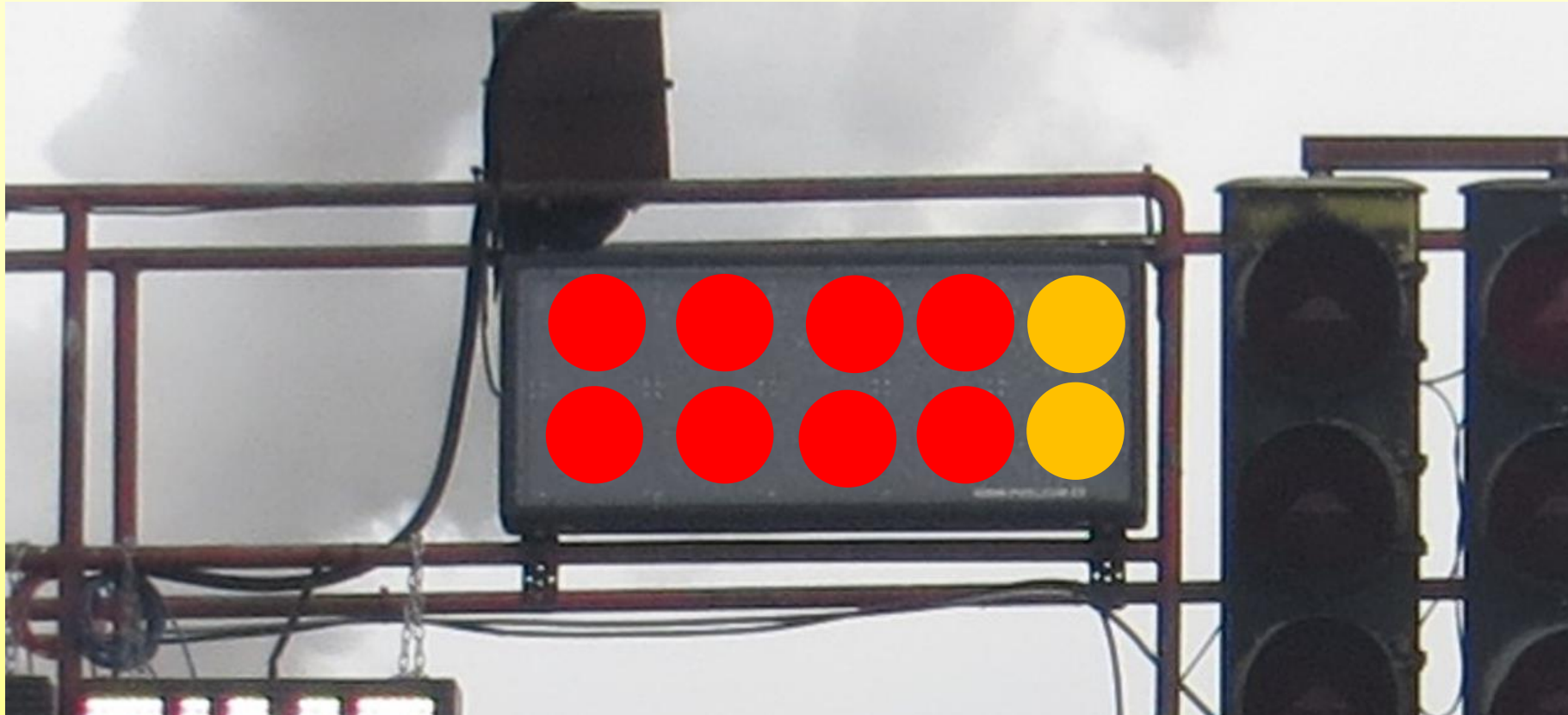
Start in two lines (marked on track)







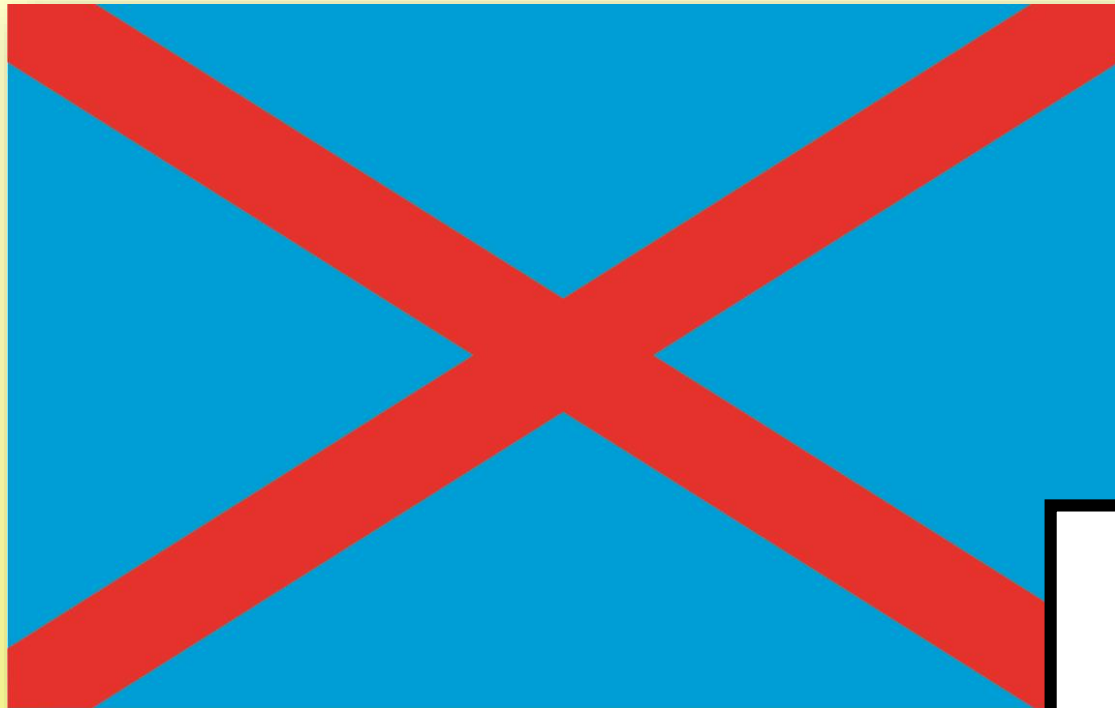
START



Extra Formation Lap



BLUE / RED FLAG SIGNAL:

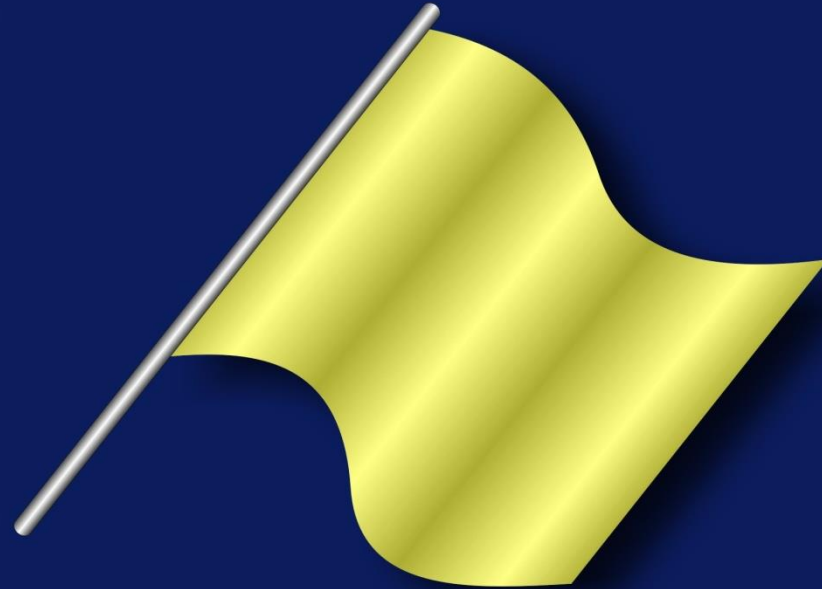


This flag signal with start-no.
is used
in **FINAL**

113

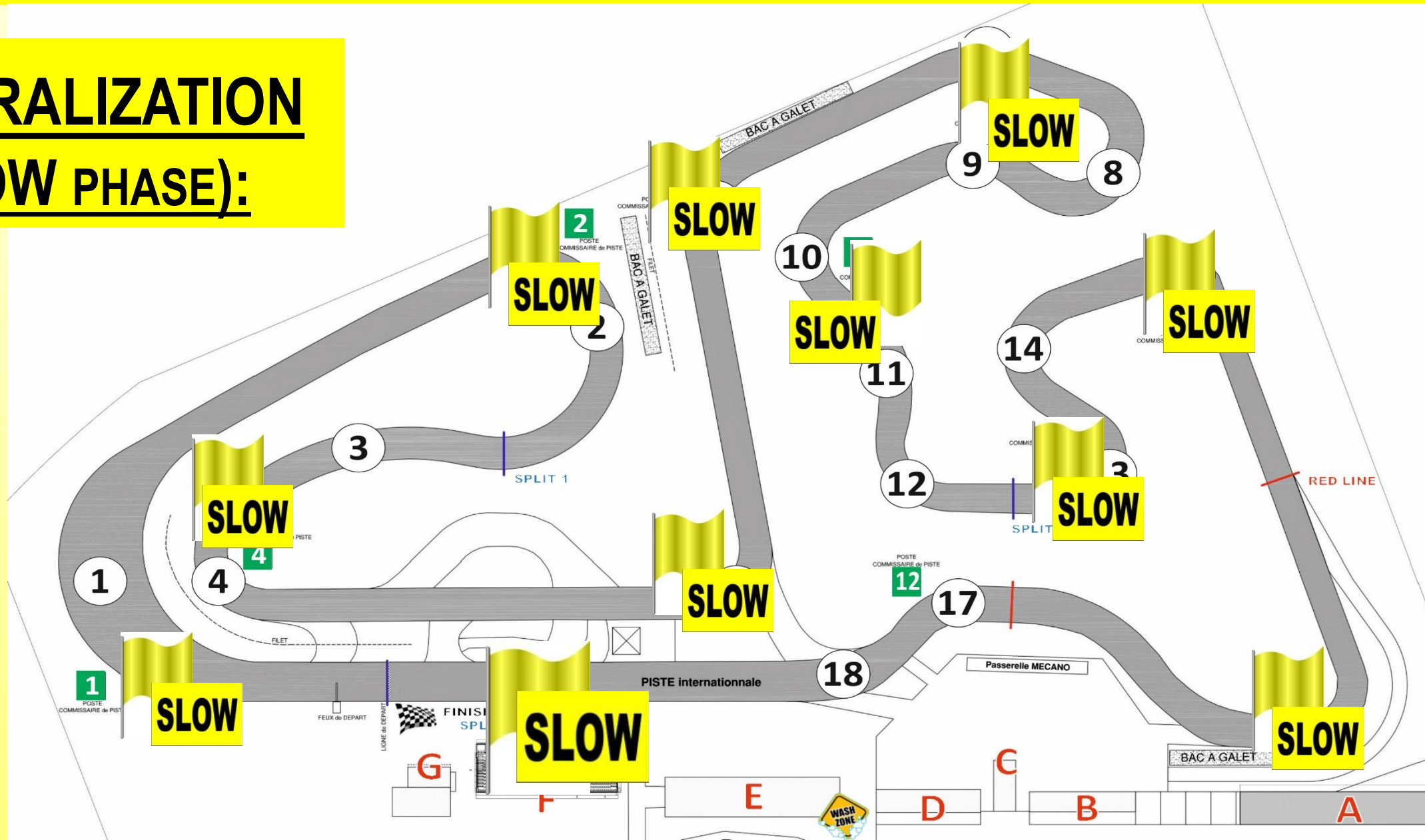


NEUTRALIZATION (SLOW PHASE):





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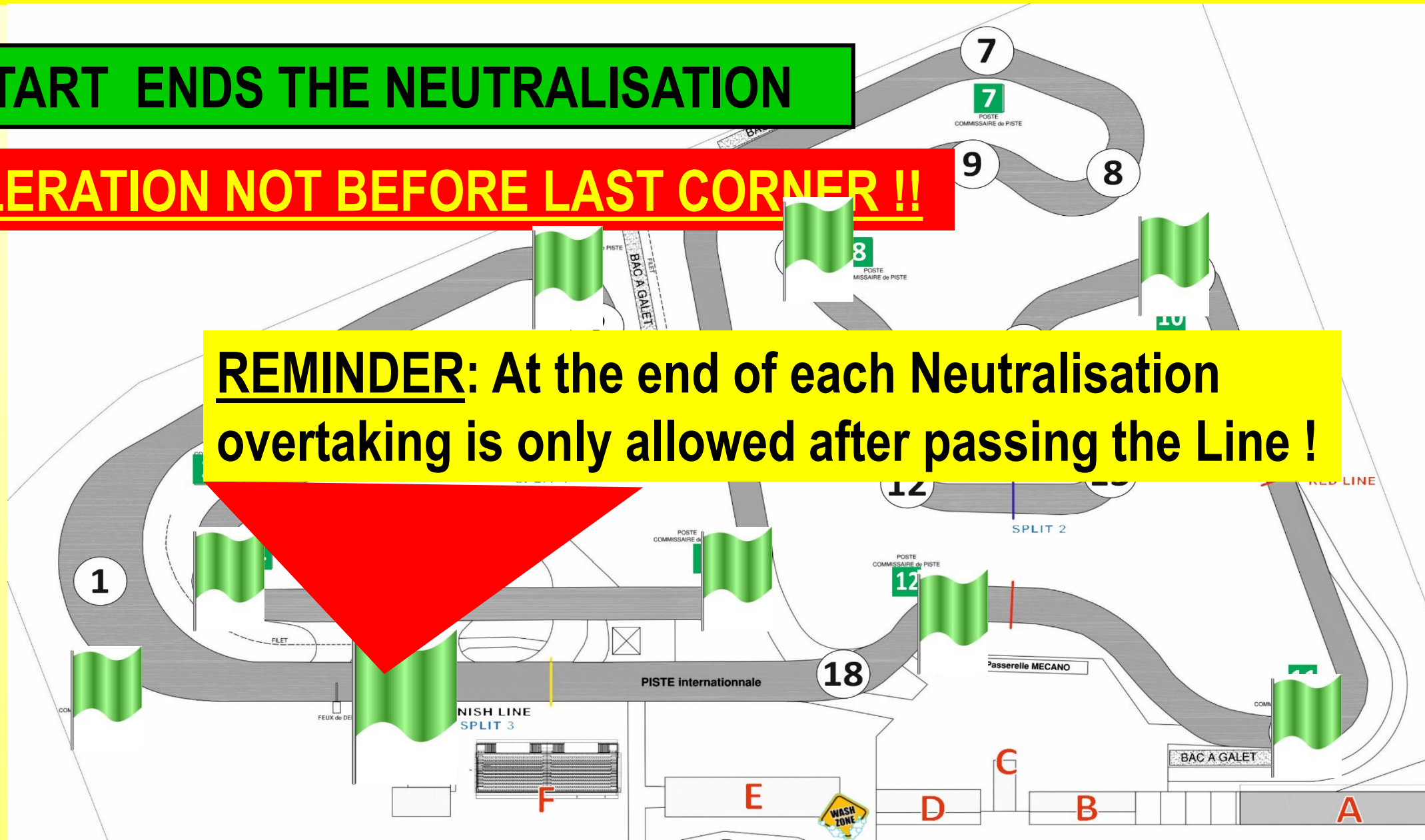




RESTART ENDS THE NEUTRALISATION

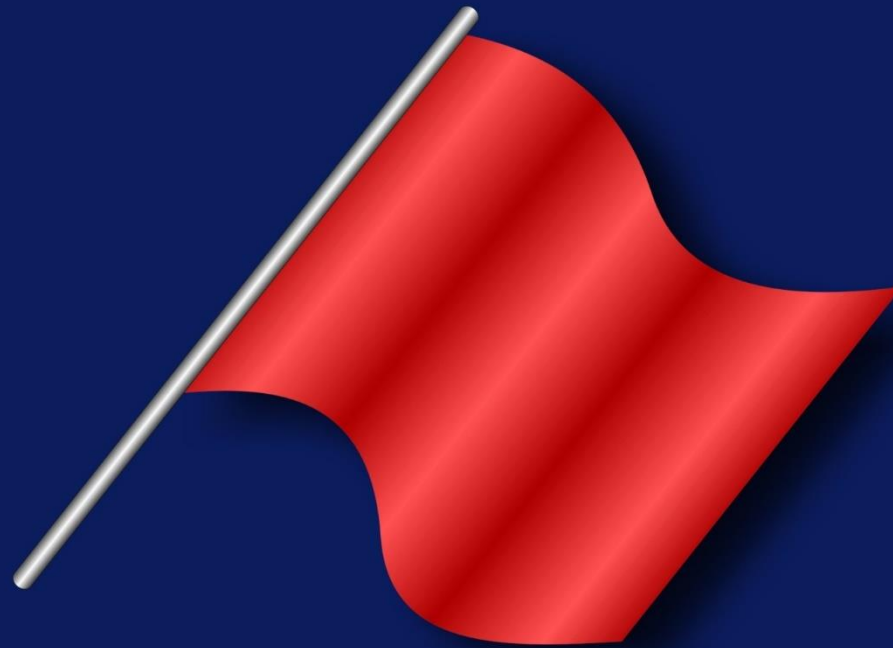
ACCELERATION NOT BEFORE LAST CORNER !!

**REMINDER: At the end of each Neutralisation
overtaking is only allowed after passing the Line !**



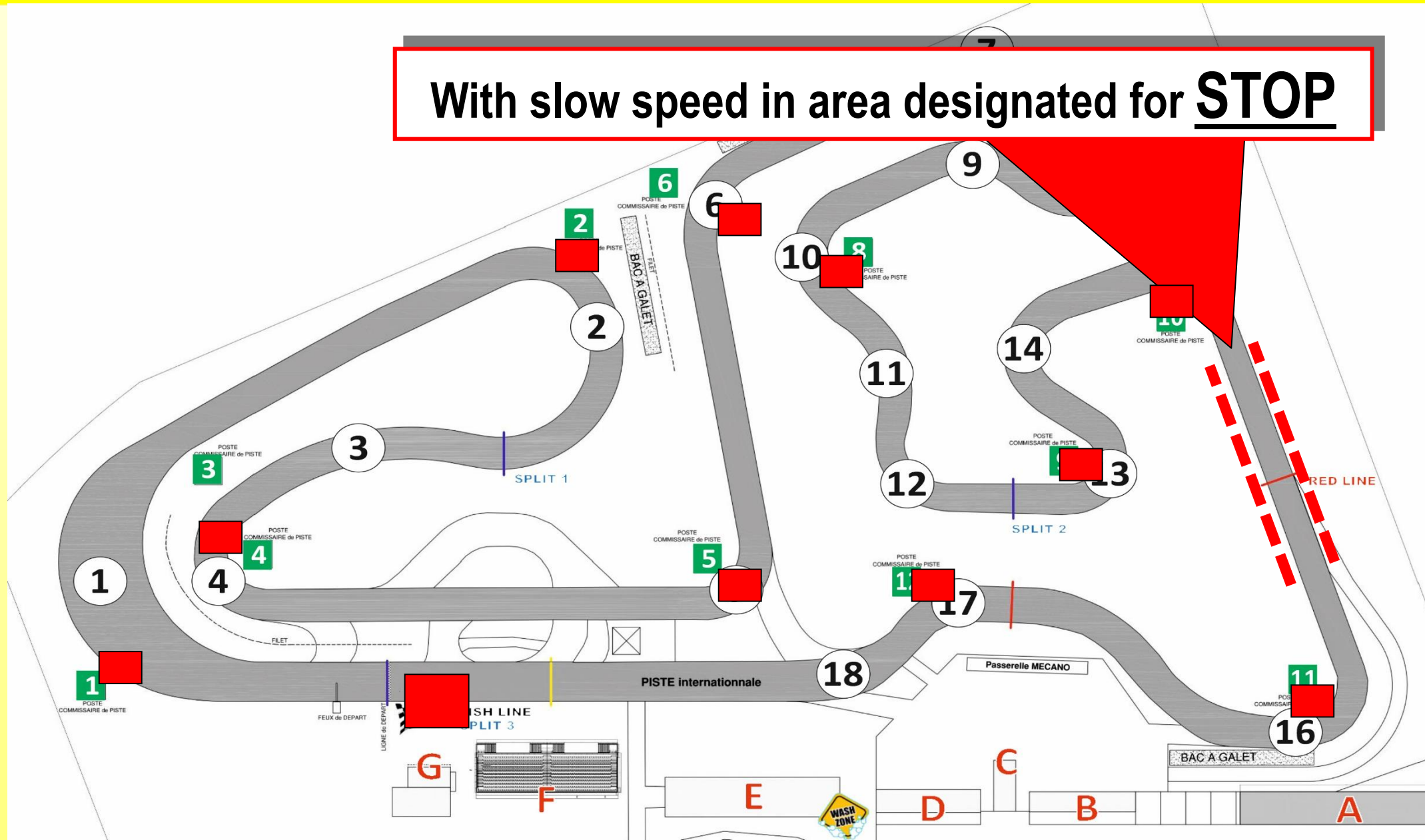


RACE SUSPENDED: (RED FLAG)





With slow speed in area designated for **STOP**





RACE SUSPENDED: (RED FLAG)

No changes or adjustments to the current status of the equipment at the moment of the red flag are permitted including front fairing.

(Park Fermé conditions)

Reset of front fairing only
WITH PERMISSION of Chief Scrutineer.



RESUMING THE RACE AFTER RED FLAG:

- 1. In single row “grid”**
- 2. Green Flag is shown by Race Director**
- 3. Slow conditions for min. one lap**
- 4. Green flag on the Line**



RESPECT OUR RULE “GENERAL DRIVING BEHAVIOR”

- Unnecessarily slow driving on the circuit during any part of the competition is not permitted.



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- Is not permitted more than one change of direction on a straight part to defend a position.
- Returning to the racing line after driving on that defensive line is not considered a change of direction.
- **As soon as the braking area is reached before a corner, this change of direction is prohibited.** This behavior would be considered a dangerous maneuver.



RESPECT OUR RULE “GENERAL DRIVING BEHAVIOR”

- If the kart has to be stopped on race track, then this should be done without unnecessary delay in the safest possible place, far away from the ideal line.
- Should a Driver stop on track, only ONE ATTEMPT to restart is allowed, which is to be made in safe conditions **and ONLY IN THE FIRST LAP!**
- The orders of the Marshals are to be followed as quickly as possible, without exception and without discussion.



THE ROLE OF THE RACE CONTROL

The Race Control is staffed by Judges of Facts.

Despite clearly identified and assessed racing situations, unjustified discussions were initiated with the Race Control Officials.

As such, a fundamental **discussion is not permitted**.



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Consider any decision of the Race Control Officials as a decision of the Race Director.

Therefore, the possible legal remedies (for example a Protest) are permissible, but not open to discussion.



The penalties that can be imposed without further proceedings:

- Time Penalties (5 s) or loss of position (in Qualifying) if the Front Fairing is found to be in the incorrect position

and/or

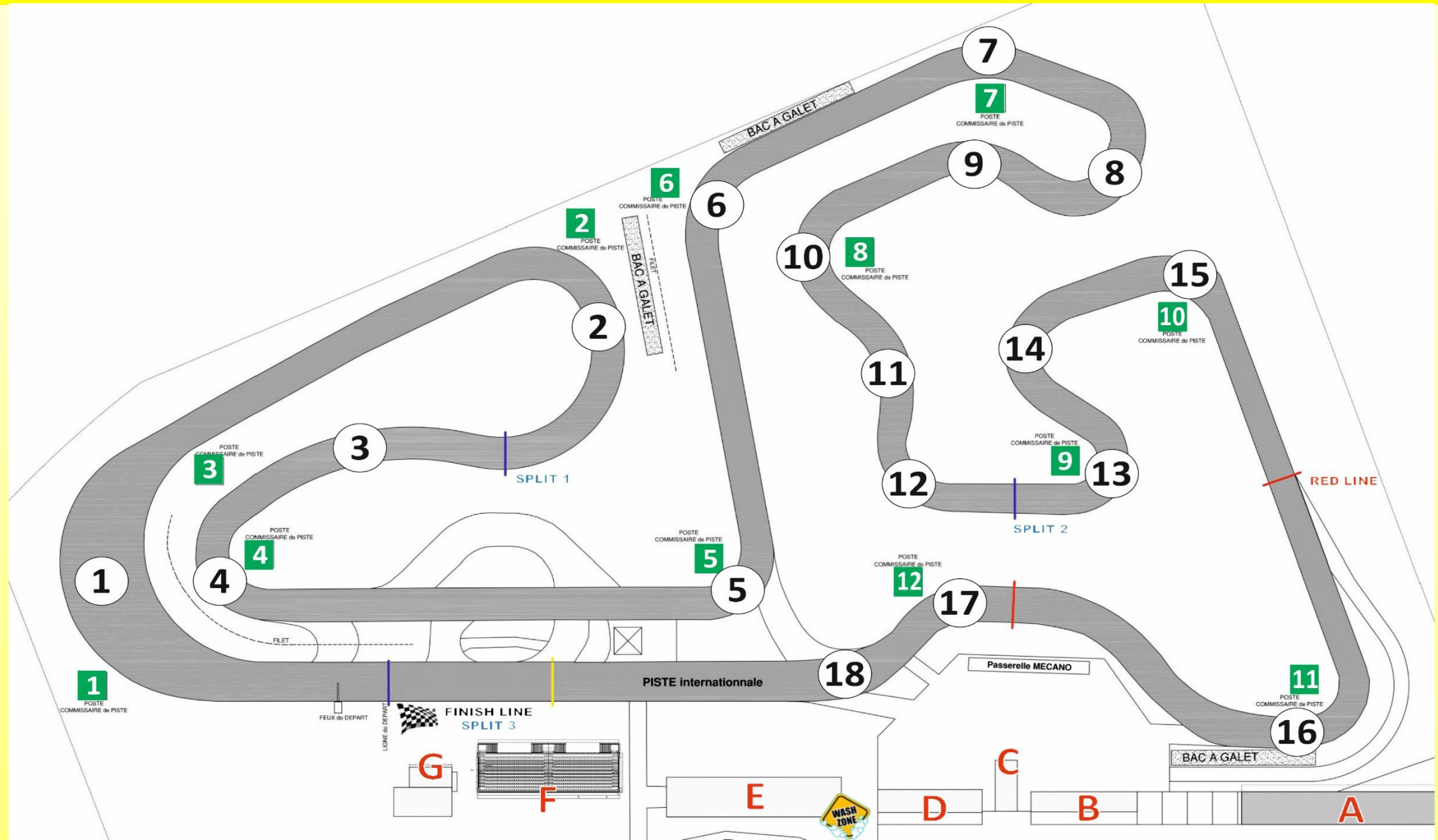
- Standard time penalties if violations of the applicable driving regulations are detected.



- These penalties are determined separately, assessed separately and also sanctioned separately.
- A combination of these two punishment options to one and the same punishment (= possible connected consideration of the reasons) will not be accepted.



***ANY
QUESTIONS ?***





**Have a successful
DKM OPENING EVENT
in Mariembourg!**