

KARTING SINGLE EVENT FOR KZ / KZ2 / KZ2-MASTERS
„ROAD TO WACKERSDORF“



20 – 23 JULY 2023

PROKART RACELAND WACKERSDORF

International DMSW Kart Race “Road to Wackersdorf”

ASN-VISA-No. K-13685/23

From: The Race Director

Document: RD 02-01

To: All Competitors

RACE DIRECTOR’S EVENT NOTES “ROAD TO WACKERSDORF” (V1)

1. GENERAL

1.1 Welcome to the International DMSW Kart Race “ROAD TO WACKERSDORF 2023”.

1.2 Please note that this event applies in particular:

- the FIA International Sporting Code (ISC) and its appendices,
- **the Specific Sporting Regulations of the Event “Road to Wackersdorf”**,
- the CIK-FIA General Prescription,
- the CIK-FIA Specific Prescriptions;
- the Technical Regulations of CIK-FIA,
- these Supplementary Regulations with approved Supplements (Bulletins)
- and all other regulations mentioned in the Supplementary Regulations

1.3 Binding of these Race Director’s Event Notes

The event notes are binding for all participants and supplement the aforementioned regulations with special regulations, valid for the RtW weekend.

2. THE CIRCUIT INFORMATION FOR “PRO KART RACE LAND WACKERSDORF”

2.1	length of the lap:	1.190 meters
2.2	race direction:	clockwise
2.3	start/finish Line:	meter 0
2.4	pole position:	right
2.5	track entrance:	after T2 LHS (after the Line)
2.6	exit to Finish Park and into Repair area:	before the Line LHS
2.7	Number of laps	
	in Qualifying Heats:	14 laps
	in Super Heats:	17 laps
	in Finals:	25 laps

3. TIME TABLE AND PARTS OF COMPETITION

3.1	Wednesday 19th July:	09:00 - 18:00 14:00 - 19:00 16:00 - 19:30 15:00 - 18:00	Paddock Installation Collection of Tyre-Vouchers Fuel & Tyre Handling in Paddock / Parc Fermé Sporting Checks (optional)
3.2	Thursday 20th July:	08:00 - 17:15 09:00 - 14:30 16:00 - 20:30 18:00 - 20:00	Test Sessions in groups (4 sessions for each) Sporting Checks (by classes) Technical Checks (by classes) Drivers' & Entrants' Briefing (by classes)
3.3	Friday 21th July:	08:00 - 13:50 14:50 - 16:30 17:00 - 19:25	KZ / KZ2 / KZ2-Masters Free Practice (3 x 10') Qualifying Practice (6') Qualifying Heats
3.4	Saturday 22th July:	08:10 - 09:35 10:05 - 18:45	Warm-up (10') Qualifying Heats
3.5	Sunday 23th July:	08:30 - 09:50 10:25 - 12:35 13:30 - 16:15	Warm-up (10') Super Heats Finals

3.6 Drivers/Entrants Briefing

We remind all **Drivers and Entrants** that official Briefing is mandatory: refer to the timetable of the event to check date and time.

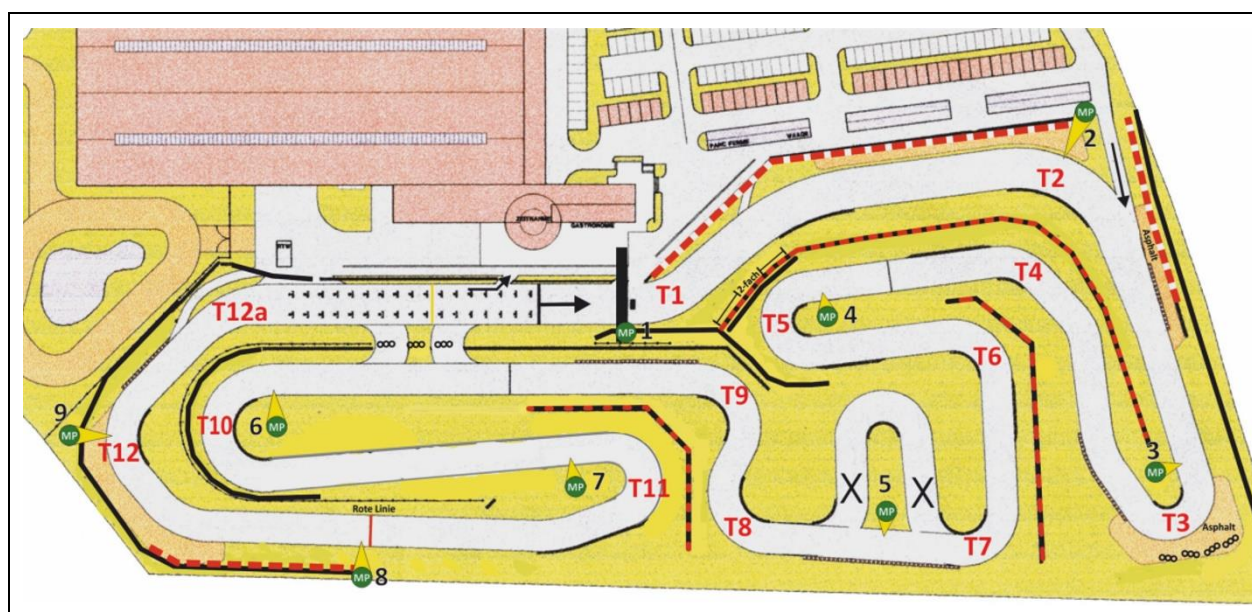
For Entrants with several Drivers in different classes the participation in one briefing only is sufficient.

4. USE OF TRANSPONDERS ON KART

4.1 From the lunch break on Thursday (Session 3 and Session 4), the use of the transponder is mandatory whenever driving on the racetrack.

4.2 The attachment is **ONLY** allowed with the original transponder holder type MYLAPS on the back of the seat in the lower third. The cotter pin must be at the top (arrow points down).

5. MARSHALS' POSITIONS AND TURN NUMBERING



6. CODE OF DRIVING CONDUCT

6.1 All Drivers must comply with the driving regulations (FIA-CIK General Prescriptions, DMSB Karting Regulations, Specific Sporting Regulations of RtW-Event and any instructions given at the Briefing) at all times when driving on the race track.

7. FLAG SIGNALS / LIGHT PANELS

7.1 The used light panels ("LIGHT FLAGS") have the same meaning as the comparable flag signals. Individual flag signals intended for Drivers, including the corresponding start number, are displayed at the light gantry.

7.2 The signal display system (flag with relevant number) basically replaces the flags on the line with the exception of the yellow, red and blue flags.

Nevertheless, if necessary, all types of flag and signals shown at the Line have full validity.

7.3 Urgent reminder when yellow flags/lights are shown:

When a yellow flag/light is displayed at a marshals post reduce the racing speed and no overtaking is permitted.

(Note further explanations in the Driver's briefing).

8. TRACK OBSERVATION

8.1 To assess driving behaviour, the race track is monitored by the Race Director/Clerk of the Course, the marshals and the Race Control with the camera equipment during all track activities.

The CCTV Camera System is operational on circuit **and in Parc Ferme, including in Pit Entry/Scale line.**

The Driver's behaviour from the Chequered Flag to reaching the scale is also monitored.

8.2 In difference of the rules for CIK-FIA Championships it is permitted for the Race Control observers (nominated Judges of Facts), on behalf of the Race Director, independently impose standard penalties (5 sec time penalty) or report to the Stewards if they discover any driving violations.

9. TRACK LIMITS

9.1 The track limit define the white line to the right and left of the track. The curbs are not part of the race track.

9.2 If a kart is with all four wheels outside of this track limit (outside of the white lines), this is considered "off the track".

9.3 Leaving the track is not permitted and can be punished - especially if you gain a lasting advantage.

10. ACCESS TO PRE GRID & KART REPAIRS

10.1 The Drivers enter the Pre-grid area with their Mechanic at the instruction of the Pre-grid-Officer, if possible in the order of the starting grid.

10.2 The access to the pre grid area will generally be closed 5 minutes before the **planned** start time of heats and races.

10.3 No tools are allowed on Pre Grid or on the Grid on track for finals. If a kart is worked on with tools within these spaces, a report will be sent to the Stewards. We remind that the applicable penalty for the above infringement is Disqualification from the Heat concerned.

10.4. The only exception allowed to Art 10.3 of these Race Director's Event's notes will be any work carried out on a kart following a failure to start from the pre-grid (e.g faulty spark plug requiring a change).

The tool - assisted work will only be allowed following a clearly demonstrated failure to start, noted by a Judge of Fact, the Technical Delegate or the Race Director(s). The Driver concerned will take the start from the back of the formation, irrespective of the number of Formation Laps, upon order of the Race Director or Judge of Facts/Scrutineers.

11. PUSHING THE KART / MECHANIC'S ASSISTANCE

11.1 At the beginning of any Practice- / Warm-up-session / Heat, the mechanic's pushing assistance must be end at the first track limit line. Should you have any problem to start please come back in a safe position to conduct a secondary attempt.

11.2 Leaving the pit lane is only allowed if it is safe to do so. The kart must be to the left outside of the driving line at the pit exit / Turn 2.

11.3 Entering the Track for Laps during qualifying

Please ensure you leave the pits safely and do not impede drivers at any time on track.

12. START EXERCISES

12.1 Practice starts may be carried out on the track at the end of each of the official free practice sessions (on Friday), and at the end of the "Warm Up" sessions on Sunday.

12.2 **Procedure:** Any kart on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid area again. There they **stop in pairs** on the line and wait for the start light signal.

12.3 **THE START PRACTICE MAY ONLY BE PERFORMED FROM THE FIRST TWO STARTING ROWS and the start light system will work separately for the Drivers standing by there.**

Other Drivers behind have to move up to the positions in the first two rows for the starting exercise. Under no circumstances should a driver make a practice start if another kart is still stationary in front of him/her on the same side of the grid.

12.4 The period for the start exercises is 5 minutes (several exercises are also possible for one and the same Driver).

12.5 **It is not permitted to drive through the starting area during the time of the start practice without stopping at the starting place.**

12.6 Drivers who are in the repair area in the moment the Finish flag is shown may leave the Repair area again in the direction of the track in order to be able to take part in the starting exercises. In addition, the track entrance is closed when the chequered flag is shown.

12.7 Start exercises are only permitted at the specified times and only in the regular starting grids. Practice starts elsewhere on the circuit will be considered unsafe behavior and will be penalized.

13. PROCEDURE FOR THE START

13.1 Before each start, a so-called Warm-up lap and a Formation lap are run without interruption.

The starting grids for all Heats are set up in pre-grid area and the warm-up lap begins with the green flag shown by Race Director and when you leave the pre grid area.

The starting grids for the Races of the final phase are held on the track in the start area

13.2 During these two 'out' laps to the grid, no shortcuts are allowed. Drivers are to stop into their starting grid position as straight as possible, square in their start box.

13.3 For the avoidance of doubt, if any part of the contact patch of the front tyres are outside of the start box lines (front and sides) at the time of the Start signal, a report will be made to the Stewards for incorrect starting position.

13.4 Any movement of the kart during the starting procedure (while the red light/s are on) will be counted as a jump start.

13.5 The Race Directors remind that, should a start be aborted due to a driver's stalling on the grid, the following provisions apply:

"Any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorized to regain their original position in the formation and will take the start from the back of it. No other Drivers will be allowed to occupy the places which have remained vacant."

13.6 As per Art 2.19.9 of the 2023 FIA Karting General Prescriptions, any Driver unable to exit the pre grid will only be able to do so following the Start of a race, at the back of the grid, upon order of the Race Director.

14. SPECIFIC REGULATION REGARDING 'FRONT FAIRINGS'

14.1 We remind Competitors that, as per Article 2.3.3 of the 2023 FIA Karting General Prescriptions, an attempt (whether successful or not) to reposition a front fairing which is not correctly positioned (by a Driver or a third party, and as defined by Technical Drawing 2.2.1 of the 2023 FIA Karting Technical Regulations), a report to the Stewards of the Event will be made. If found guilty the mandatory penalty is **DISQUALIFICATION FROM THE EVENT**.

14.2 As in the Specific Sporting Regulations of RtW-Event and Based on the findings of Judges of facts (observers in the Race Control system and/or front fairing controls), the Clerk of the Course/Race Director can impose time penalties of up to 5 seconds. This also includes the time penalties for incorrectly placed front fairings. Protests or appeals against these time penalties are not possible

15. BEHAVIOR ON TRACK IN CASE OF TECHNICAL PROBLEMS / BROKEN DOWN KARTS ON THE TRACK

15.1 Driving on with a kart that is considerably slow due to technical problems is not permitted or - if no one is impeded - only in the Repair Area or in Finish parc.

15.2 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. Wherever possible (and if safe to do so) Drivers must remove their karts to a place of safety, move as soon as possible to the closest Marshall post and wait there until the end of the Session

15.3 It is mandatory to wear the Driver's helmet properly when on the pick-up vehicle

15.4 Attempt to restart

Should a Driver stop on track, only **ONE ATTEMPT** to restart is allowed, which is to be made in safe conditions.

15.5 **Irrespective of the above, the instructions of the Marshals must be followed as quickly as possible, without exception and without discussion.**

16. REPAIR ZONE

16.1 The beginning and end of the repair zone are marked with appropriate signs. Only in the Repair Zone is it allowed to get the assistance of the Mechanic during Sessions and Heat / Races.

16.2 The access to the repair zone is via the exit from the track on the left-hand side nearby the Line.

16.3 Driving through this way must be at a moderate speed, ready to stop at any time. The further passage possibility must not be blocked.

17. NEUTRALISATION PROCEDURE (SLOW)

17.1 According Art. 2.20. b CIK-FIA General Prescriptions:

"During the neutralisation laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in as tight a formation as possible."

Reminder:

The SLOW phase ends with the green flag at the start/finish. Overtaking is then only allowed after passing the line individually.

18. INTERRUPTION (RED FLAG)

18.1 Suspending a Practice session

All karts drive into paddock (Free practice) or into Finish Parc (Qualifying) according to the instructions of the marshals.

18.2 Suspending a Heat/Race

In general the procedure is carried out in accordance with Article 2.21 CIK-FIA General Prescriptions.

Should a race be Red Flagged, please ensure to slow down and be prepared to stop as instructed by the marshals. Where possible, Drivers will be directed to the area between turn T12a before the YELLOW LINE. Where they must stop and not carry out any work or interfere on the kart until approved by an Official/Scrutineer (Parc Fermé regulations apply). Additional details about the restart procedure will be given at the Drivers/Entrants briefing. Further instructions will follow from officials.

19. CHEQUERED FLAG – IN LAP

19.1 After the chequered flag, and without overtaking, every driver must go back to parc fermé without any delay, at a slow speed and avoiding dangerous driving liable to hinder other competitors.

20. HELMET AND VISOR CAM

20.1 We remind competitors that helmet and visor on board cameras are strictly forbidden at all times as they are modifications to the helmet, forbidden as per Appendix L, Chapter III, Art. 1.4 of the ISC.

21. ENGINE RUNNING IN PADDOCK

21.1 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.

22. MEDICAL INFORMATION

22.1 Medical care is available on/in the Ambulance next to the main building (outside of last corner).

22.2 Outside the official schedule, in the event of an emergency, the usual emergency numbers in Germany must be contacted (112).

23. MISCELLANEOUS

23.1 Official notice board

The Official Notice Board (virtual) can be accessed via SPORTITY APP with the permanent access password **RtW-2023**.

The upload time visible for the respective document corresponds to the official posting time.

23.2 Summoning

In an attempt to introduce quality of life improvements, summoning by the Stewards in digital format, through SMS or WhatsApp texts, replacing the traditional runners.

Should a Driver be summoned, he/she will receive an message informing him/her of the summon. The Driver's Entrant will also receive the same message.

23.3 Organizer's Offices

Registration Office:	Main building, first floor
Race Office (durinn competition)	Container nearby Parc Fermé
CoC / Race Director's Office:	t.b.a.
Stewards' Office:	Container nearby Parc Fermé
Chief Scrutineer:	Garages nearby scale
Briefing room:	Main Building, first floor

23.4 Changes / Additions

Changes, corrections and/or additions to these Event Notes are possible on current occasion at any time and will be communicated - depending on responsibility - in messages from the Race Director or in Stewards' Bulletins via SPORTITY.

23.5 Did you understand everything or do you have any questions about these Event Notes?

Then there is the opportunity to clarify existing questions about the Event Notes or other questions about the regulations with the Race Director during the respective Drivers' Briefing.

15.07.2023

Horst Seidel
The Race Director

