

## DKM-Regulations 2023

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The Deutsche Motor Sport Bund e.V., in cooperation with the Promoter DMSW GmbH, organises the DMSB Karting Championships (status: International) according to Level 1 (DKM, DJKM, DSKM) and Level 3 (DSKC) of the DMSB General Championship Regulations; the Championships are governed by the following regulations:

Championship	Short	CIK-FIA-Class
German Karting Championship	DKM	OK
German Junior Karting Championship	DJKM	OK-Junior
German KZ2 Karting Championship	DSKM	KZ2
DMSB KZ2 Karting Cup	DSKC	KZ2

### Preamble

The DMSB-Kart-Championships are governed by the DKM Regulations, the Championship Regulations (DMSB Karting Championships), the FIA International Sporting Code (ISC) with Appendices, the CIK-FIA Sporting and Technical Regulations, the DMSB Event Regulations, the DMSB Karting Regulations, the DMSB Licence Regulations, the DMSB Legal Order and Code of Procedure (“RuVO”), the DMSB Decisions and Provisions, the DMSB Environmental Code, the DMSB recommendations for organisations of motorsport events in the current pandemic situation, the Hygiene and Safety Protocol of the relevant Event, the Anti-Doping Regulations of the national and international Anti-Doping Agencies (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA, the FIA Code of Ethics and Code of Conduct and the DMSB Code of Ethics and all the other FIA/CIK and DMSB Regulations. For the DMSB Karting Championships, the DMSB General Championship Regulations are moreover applicable.

Headings in this document are for ease of reference only and do not form part of these Regulations.

### 1. Eligible Participants

Eligible to participate in the DMSB Karting Championships are generally the registered competitors with their drivers. Guest drivers - also not registered competitors - may be admitted with the approval of the DKM Coordinator.

A driver may not register for several DMSB Karting Championships. *At the same time a guest start of a registered driver in another DMSB-Kart-Predicate is not permitted. The change of class of a registered driver into another class within the DMSB-Kart-Predicates is basically not permitted, about possible exceptions, especially for the last event of a season, the DKM-coordinator decides on application of the applicant.*

The number of registered drivers is generally limited to a maximum of 54 in each class.

If the number of registered participants is less than 18, the DMSB reserves the right to suspend the respective championship (DKM, DJKM, DSKM, DSKC). *Furthermore, in DKM (class: OK), there must be at least 15 valid registrations for the award of the title.*

Only competitors holding a valid International Competitor’s Licence may register Drivers satisfying the above conditions in the respective Championship or Cup or submit entries to events.

The Competitor and/or the Competitor’s authorised representative must not be minors.

The drivers competing in the DMSB Karting Championships must hold a valid International Karting Licence, issued by the DMSB or by another ASN affiliated to the FIA and complying with the following licence grades:

DJKM: International Licence Grade G (ITG)

DKM: International Licence Grade F / E (ITF / ITE) or higher  
 DSKM / DSKC: International Licence Grade E (ITE) or higher

The following applies moreover to drivers registered in the DSKC and DSKC guest drivers (*the proof is in responsibility of the driver*):

- Drivers who have scored championship points during the years 2021 and 2022 in a CIK-FIA Championship (only shifter classes) are not eligible in the DSKC;
- Drivers who have qualified for the final runs in a CIK-FIA World Championship (only shifter classes) during the years 2021 and 2022 are not eligible in the DSKC;
- Drivers who finished tenth or better the final in a CIK-FIA KZ2 Supercup / *CIK-FIA KZ2 World Cup KZ2 / CIK-FIA International Super Cup KZ2-Masters* during the years 2021 and 2022 are not eligible in the DSKC;
- Drivers who finished in the top 10 in the DSKM in 2021 and/or 2022 are not eligible to participate in the DSKC;
- Drivers who finished in the top 5 in the DSKC in 2021 and/or 2022 are not eligible to participate in the following year in the DSKC and have to switch to the DKM or DSKM;

## 2. Vehicles

### 2.1. General

DKM: In accordance with the 2023 CIK-FIA Technical Regulations for class OK.  
DJKM: In accordance with the 2023 CIK-FIA Technical Regulations for class OK-Junior.  
DSKM: In accordance with the 2023 CIK-FIA Technical Regulations for class KZ2.  
DSKC: In accordance with the 2023 CIK-FIA Technical Regulations for class KZ2 (furthermore, applies a minimum weight: 178 kg).

DSKM/DSKC: The use of the gasifier "DELL'ORTO VSHS 30 CS according to CIK-FIA Technical Drawing No.2.5" is mandatory.

For the Timed Practice, Qualifying Heats, Warm up and Final Runs during the same competition 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 material. Throughout the complete DKM season, the chassis make for each driver may only be changed once and the engine make for each driver may only be changed once (the on-time switch back to the previously registered material is permitted). Any change of the chassis and/or the engine must be indicated by the Competitor at the latest during Administrative Checks of the corresponding DKM Event.

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

### 2.2. Tyre Regulations

#### **Uniform tyres (training and race tyres):**

*In the DMSB-Karting-Predicates for the individual events (incl. test day) for all classes tyres of the manufacturer VEGA are mandatory (DKM/DSKM/DSKC: slick tyres VEGA XM3 CIK Prime, rain tyres VEGA W6 CIK Rain; DJKM: slick tyres VEGA XH3 CIK Option, rain tyres VEGA W6 CIK Rain).*

#### **For test days (from 2nd session), free practice and warm up applies (slick training tyres):**

*In the classes DKM, DSKM and DSKC max. 6 front tyres and 6 rear tyres (slick training tyres) are allowed. In the class DJKM max. 4 front tyres and 4 rear tyres (slick training tyres) are allowed. These slick training tyres must be purchased on site from the authorized tyre manufacturer/tyre dealer and will be assigned to each driver by barcode as training tyres. The number and use of rain tyres is basically not ruled.*

#### **For Qualifying Practice, Qualifying Heats and Final Phase applies (race tyres):**

**Slick tyres:**

For Qualifying Practice, Qualifying Heats and Final Run, the maximum of 4 front tyres and 4 rear tyres are admitted (*DJKM: 3 front tyres and 3 rear tyres*). *For qualifying, a new set of tyres must be used from the race tyre contingent assigned by barcode.*

**Wet weather tyres:**

For Qualifying Practice, Qualifying Heats and Final Run, the maximum of 4 front tyres and 4 rear tyres (single tyres VEGA W6 CIK Rain) are admitted in all classes. *If applicable: For Qualifying Practice, a new set of tyres must be used from the race tyre contingent assigned by barcode.*

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).

**Handling of tyres:**

On *Thursday and Friday* before the respective Event and according to the timetable, a voucher must be acquired from the authorised tyre manufacturer/tyre supplier for *training tyres and race tyres*.

The *training and race* 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. Each driver will receive a print-out with the tyres registered for the driver (barcodes). A later acquisition of slick tyres or a later claim regarding the allocated slick tyres is generally not possible. The wet weather tyres will be distributed until Saturday, latest one hour after the announcement of the participants of the final (generally on Saturday).

Only rain tyres which have been allocated to the participants at a DKM Event of the current year by means of bar codes may also be used at subsequent Events. 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 upon request of a Competitor, if considered necessary, is only possible until the beginning of the Qualifying Practice.

It is the Competitor's responsibility to ensure that these tyres registered for the corresponding Event in 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 *race* tyre contingent is damaged, this tyre may *be changed*, with the permission of the Stewards, *by a training tyre (in comparable condition) recorded at the event by means of barcode*.

**MiniRAE:**

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used for the Qualifying, Qualifying Heats, 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. Protests in this regard are not accepted. Appeals in this regard do not have a suspensive effect.

**2.3 Front Fairing**

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

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

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

Should the check establish that the fairing is not in conformity with the regulations access to the pre-grid area will be refused for the Driver with this front fairing. Any protest on this regard will not be accepted. Appeals in this regard do not have a suspensive effect.

## 2.4. Fuel

The use of the single *fossil free* fuel *ECO100RS* of the company *P1 Performance Fuels GmbH* is mandatory. *The fuel must always be ordered and paid in advance from the fuel manufacturer using an online order form at [www.p1racingfuels.com](http://www.p1racingfuels.com)*. The fuel will be distributed in accordance with the timetable at each Event exclusively by the company *P1 Performance Fuels GmbH*. Only the fuel acquired at the DKM Events may be used by the participants.

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-FIA list (published on [www.fiakarting.com](http://www.fiakarting.com)) may be added to the fuel.

## 2.5. Start Numbers

For the DMSB Karting Championships, the start numbers 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

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 2021. Subsequent racing numbers will be allocated in the order of submission of the registration application forms.

The request for a specific start number represents an additional organisational effort and, if the request can be satisfied, a handling fee at the amount of **€ 100** (inclusive of VAT) will hence be charged.

The competitor must ensure that all start numbers are affixed to the kart in accordance with the CIK and the following regulations before arriving at scrutineering and that the start numbers are clearly visible throughout the entire competition (Friday to Sunday).

The surface for the start number must be yellow, rectangular with an edge length of at least 22 cm and be free of any signs other than the start number. Moreover, the surface area must be large enough to accommodate the figures of the start numbers in accordance with the following regulations:

The numbers must be in a font without serifs (e.g. Arial), not in italics, without shadows or extra borders, black all over.

The minimum height of the figures shall be 15 cm with a stroke of 2 cm.

The surrounding of the numbers must be free between 2 and 3 cm on all sides.

## 3. Registration / Entry

Registrations applications for the DMSB Karting Championships must be submitted using the DMSB online entry system under [www.kart-dm.de](http://www.kart-dm.de). A registration application is generally possible not later than Monday (24:00 h) before a corresponding DKM event and applies from the DKM event follows the date of registration (an exception to this is regulated in art. 5).

### Note:

Upon invoice issued by the DMSW GmbH, the registration fees must be paid to the bank account of the Deutsche Motor Sport Wirtschaftsdienst GmbH (DMSW GmbH).

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

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

**Recipient: DMSW GmbH**  
**Bank: Deutsche Bank Frankfurt**  
**IBAN: DE83 5007 0010 0094 8836 00**  
**BIC-CODE: DEUTDEFF**

Reference: **Deutsche-Kart-Meisterschaft 2023,**  
**#Driver name + DKM or DJKM or DSKM or DSKC#**

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

The replacement of a registered Driver is possible upon request of 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 cannot be replaced once again. The handling fee for the replacement of a registered Driver is set by **€ 200** incl. VAT and will be charged to the Competitor.

#### 4. Registration Fees / Entry Fees

The registration fees must paid by bank transfer in accordance with the information on the invoice. These fees (entry fees and VAT included) are as follows:

<b>Registration fee DKM</b>	<b>€ 1.782</b>
<b>Registration fee DJKM/DSKM</b>	<b>€ 2,970</b>
<b>Registration fee DSKC</b>	<b>€ 2,640</b>

The registration fees include an environmental and disposal fee (e.g. the use of showers, electricity, waste and security agency), the testing day and the hygienic/safety fee for each driver including all permitted people for each event.

Any payments on-site are not possible.

The registration fees / entry fees are not refunded, not even partially, if the registered Competitor/Driver does not take part or withdraws from the DMSB Karting Championship/s.

#### 5. Entry for the Championship Events

With the submission of the registration/entry form (online registration), the Competitor entrusts and authorises the DMSB and their representatives to submit the entries in his name to all 2019 events of the DKM (block entry).

If a registered Driver is unable to participate in an Event, it is the Competitor's responsibility to sign off the Driver normally at the latest until Sunday before the corresponding DKM Event.

If a Driver fails to be present at an Event without prior notification, a report will be submitted to the Stewards and a Fine at the amount of **€ 250**, payable to the DMSB, will be imposed for each Driver absent without excuse.

Guest Drivers are generally admitted. Participants with Guest Drivers Status generally will not be allocated any championship points (neither for the driver and team classification) even if they register subsequently, i.e. points will not be awarded retrospectively (exception: the afterwards series registration of a Guest Driver of the first DKM event before the entry closing date of the second DKM event, the guest starter status will be converted into a series registered driver; therefore the guest starter entry fee will be deducted from the series registration fee). Registered participants move up in the classification for the allocation of championship points.

The entry fee for each Guest Driver is **€ 550** including VAT and an environmental and disposal fee (e.g. the use of showers, electricity, waste and security agency), the testing day and the hygienic/safety fee for the driver including all permitted people.

The entry closing date for guest starters is always 3 days before the Free Practice before the corresponding DKM Event.

#### 6. DKM Championship Events

21-23.04.2023	Int. <b>ADAC</b> Kartrennen Mülsen
26-28.05.2023	Int. ADAC Kartrennen Genk
25-27.08.2023	Int. ACV Kartrennen Wackersdorf
22-24.09.2023	Int. ADAC Kartrennen Kerpen
27-29.10.2023	Int. DMSW Kartrennen Franciacorta

The DKM (class OK) will be taken into account for the championship ranking within the following DKM events:

26-28.05.2023

Int. ADAC Kartrennen Genk

25-27.08.2023

Int. ACV Kartrennen Wackersdorf

22-24.09.2023

Int. ADAC Kartrennen Kerpen

## 7. Running of the Events

### 7.1. General / Definitions

#### Timetable

The Events will run in accordance with the timetable published in the Supplementary Regulations of the Event. Later changed versions of the timetable will be published by event bulletin.

*On Thursday* 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.

#### Official Notice Board:

The location of the official notice board (which could also be a digital version) is pointed out in the supplementary event regulations.

#### Start Servicing Park

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

As soon as access to the Start Servicing Park has been permitted for a class by the organizer, drivers of this class are authorized to enter this area with their kart (*1 chassis ready to race*) provided for the heat / race and a maximum of 1 mechanic per Driver. *Only if wet race is announced is it possible to enter a second chassis.*

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 will be specified in the timetable (normally 10 min before the scheduled start time of the respective competition concerned).

Drivers who are delayed in entering the Start Servicing Park will be reported to the Stewards by the 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 enter the area with the kart, which must be ready for the Race, and one mechanic per Driver. Once the pre grid area has been entered with a kart ready to race, the kart may no longer be exchanged (Exception: The Race Director orders "Start Delayed").

No work may be carried out on the kart in the Pre-Grid Area, with the exception of the adjustment of the tyre pressure with a tyre pressure gauge (manometer). The entry to the Pre-Grid Area will be closed 5 minutes before the scheduled starting time of the Heats/Races (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 access to 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 Clerk of the Course / Race Director. It must have an access point and an exit point to/from the racetrack. 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 following is valid for the DMSB Karting Championships:

the blue flag with red diagonal stripes together with the start number will be shown, if necessary, during the Races of the Finals (article B.5.g DMSB-Karting-Regulations).

A black flag shown in accordance with Art. B.5.d) DMSB Kart Regulations will without any further procedure result in the non-classification of this driver in the respective part of the competition.

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

Administrative Checks will take place on Friday, possible also on Thursday, before the race in accordance with the timetable. The Competitors/Drivers must present the following documents during administrative checks/ registration:

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

The driver must confirm his presence by his signature to be provided during the time of registration at the race office.

The timekeeping transponders will issued during the registration on Friday.

The material to be used during the competition must be presented to the Scrutineers during the scrutineering who will apply identifications. The material registration form submitted for this purpose must be duly completed and submitted at Scrutineering.

Each chassis to be registered for the Event must be equipped with the mounting device required for the type of transponder, fitted at the correct position.

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

In accordance with the timetable (according article B.6 of DMSB Karting Regulations), tests are scheduled to take place on Friday before the race. Generally, those Drivers entered in the corresponding class for the Event may take part in these tests which will be organised separately for each class.

The Free Practice session will take place in accordance with the timetable. Within the practice time window, the start time and the duration of the practice is at the discretion of each Driver.

From the moment the transponder is mandatory as specified in the timetable, the transponder must be fitted to the kart whenever it is moving on the track (if not stated otherwise the mandatory use is Friday after lunch break).

Only the bracket provided for the transponder may be used.

## **7.4. Driver's Briefing**

The Race Director is responsible for the running/preparation of the briefing(s).

The General Briefing Notes (valid for the whole season) will be made available to the competitors on the DKM homepage and by e-mail.

The event-specific Briefing Notes will announced to the competitors/drivers on Wednesday before the respective DKM event by publication on the DKM homepage and by e-mail.

Queries can be submitted by e-mail or during the Race Director office hours (according to the timetable).

## **7.5. Qualifying Practice**

The Qualifying Practice session will take place on the day before the final phase.

There will be only one Qualifying Practice per group over a duration of maximum 8 minutes. Should there be more than 28 Drivers in the same class for an event, the field will be divided into several and same sized practice groups (with a maximum of 28 drivers per group), on a random basis.

Within the scheduled time window for the session, the start time and the duration of the practice is at the discretion of each Driver. 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. During the Qualifying Practice, no Driver may obstruct another driver or drive unnecessarily slowly.

**The result of Qualifying Practice will be created as follows**

- a) If the Qualifying Practice takes place in one group, the positions will be based on the times achieved, starting with the fastest.
- b) If the timed practice is held in two groups, the overall result of the timed practice will be drawn up as follows:

<u>Position in the Qualifying Practice group</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.	

- c) The same principle will be applied for drawing up the overall result of the timed practice if there are more groups.
- d) 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 of final phase through the Pre-Grid Area on the racetrack.

The start countdown begins with the display of the "5 Minute Board", "3 Minute Board", "1-Minute Board" and "30 Seconds Board" before the start into Warm up lap. Before the start of the Warm up lap before the heats, the countdown will start with the "3 Minutes Board".

There will be rolling starts for the Heats and Final Races in the OK categories and standing starts in the KZ2 categories. As a rule, nearly one warm-up lap and one formation lap will be completed before the start.

### **The following is applicable for the starting grids carried out in Pre grid area:**

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, if possible, still 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 initial position on the grid and must start from the last starting position.

### **The following is applicable for the starting grids carried out on track:**

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, 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 racetrack is situated behind the finish line, the delayed starters are considered to have completed their first lap as soon as they cross the Line for their first time.

### **Start Delayed**

If the Clerk of the Course/Race Director shows the "START DELAYED" Board, repairs/ modifications on the kart may be carried out 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.

The second registered chassis may be brought to the service area during the time available.

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

## 7.7. Qualifying Heats

The Heats determine the qualification to the Final Phase. 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 is 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.

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

The starting grid for the Heats based on the group division and timed practice results.

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 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 are not counted or who were disqualified 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.

For Final-Run-Modus A (art. 7.10 a)) applies: All Drivers shown into positions 1 to 36 in this points scale are directly qualified for the Final Run.

For Final-Run-Modus B (art. 7.10 a)) applies: According to this point scale all drivers are classified as follows for the Pre-Finals:

Place 1 of this point scale = starting position 1 Pre-Final A  
 Place 2 of this point scale = starting position 1 Pre-Final B  
 Place 3 of this point scale = starting position 2 Pre-Final A  
 Place 4 of this point scale = starting position 2 Pre-Final B  
 etc.

As a maximum 36 driver are permitted for the Pre-Finals.

### 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.

### 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/drivers' presentation in their race equipment.

### 7.10. Final Phase

**a) Final-Run-Modus A (applicable up to 42 confirmed application registrations in a class until Monday (24:00 h) before the first event):**

The final consists of Race 1 and Race 2. The distance of Race 1 / 2 respectively will be 25 +/- 1 km (race laps only) and for DJKM and 20 +/- 1 km (race laps only). The starting grid for Race 1 will be based on the points scale after the Qualification Heats. The starting grid for Race 2 will be based on the results achieved in Race 1.

**b) Final-Run-Modus B (applicable by more than 42 confirmed application registrations in a class until Monday (24:00 h) before the first event):**

The final consists of Pre-Final A, Pre-Final B and Final. The distance of the Pre-Finals A / B respectively will be 20 +/- 1 km (race laps only) and for DJKM 15 +/- 1 km race laps only). The distance of the Final will be 25 +/- 1 km (race laps only) and for DJKM 20 +/- 1 km. Drivers placed 1 – 18 in Pre-Final A and drivers placed 1 – 18 in Pre-Final B are qualified for the Final. For the starting grid of the Final applies: The winner of Pre-Final A is on starting place 1, the winner of Pre-Final B is on starting place 2, the 2<sup>nd</sup> placed of Pre-Final A is on starting place 3 etc.

c) The mode set before the first event of the series (A or B) will remain in effect for the entire series regardless of changes in the number of registered drivers.

### 7.11. Technical Checks

Pursuant to Article 11.14.2 of the FIA ISC, the Stewards authorise the Chief Scrutineer to carry out or to have carried out any kind of technical checks on the karts to check compliance with the Technical Regulations. In addition, it is at discretion of the scrutineers, in application of art. 2.10. F of the CIK-FIA General Prescriptions to decide about any technical controls and to arrange / carry them out.

Immediately after the end of the Qualifying sessions / Heats / Races all participants must proceed their karts to the 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 Park".

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

### 7.12. Podium Ceremony

The participation in the Podium ceremony is mandatory for the top five Drivers of each class. A podium ceremony will be organised according to the timetable for each Race of the Finals (except Pre-Finals).

All Podium ceremonies are provisional until the official results are posted.

During the podium ceremonies, all concerned drivers must wear their closed 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).

### 7.13. Advertising Spaces

Information on the obligatory advertising spaces on the karts and on the Drivers' overalls will 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.

### 7.14. Onboard Cameras

The *Race Director* may prescribe the mounting and the use of official cameras during the competitions for certain karts. The selection of the karts concerned will take place in agreement with the DKM Coordinator *and is mandatory*. For these karts only, the camera signal may be transmitted wireless. The installation of the equipment will be carried out under the control of the scrutineers. The DMSB does not assume any liability for damages resulting in connection with the mounting of the onboard cameras. The total weight of this equipment shall be part of the total weight of the kart concerned. *A driver has the possibility to refuse the use of the official onboard camera once during the DKM season, furthermore the use of the official onboard camera is mandatory. A further refusal of the use of an official onboard camera will be reported to the stewards and will be punished.*

### 7.15. Judgements of incidents/penalties during a Competition

Pursuant to the DMSB Karting Regulations Art. B.17 and Art. B.18 possibly applicable regulations of CIK-FIA.

According to the aforementioned provisions, the minor penalty of a “Warning” or “Reprimand” may imposed by the Stewards on drivers whose driving behaviour is contrary to the code of driving conduct in competitions and any such incidents have been established if it concerns a case of minor infringements.

After a driver has received 3 reprimands within the series of the respective championship, a drop of 5 positions on the starting grid of the next race of final phase in which the respective driver participates will automatically be imposed with the third reprimand by decision of the Stewards.

After the aforementioned penalty of a drop of grid positions has been applied, number of “Reprimands” is reset to zero. No protest or appeal against the aforementioned automatic penalty of a drop of grid positions is accepted.

The aforementioned regulations do not apply to warnings issued by the Race Director (black / white flag).

## 7.16. Regulations for Starting of the Karts

Pursuant to the DMSB Karting Regulations Art. B.4.5.

## 8. Championship and Cup Classifications

### 8.1. Qualifying Practice

Points for the Qualifying Practice will be awarded according to the following table:

Position	1	2	3
Points	5	3	1

### 8.2 Points allocation after Heats

Points for the points' scale 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-Modus A 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

Points for the Final-Run-Modus B will be allocated as follows:

Pre-Finals A / B:

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

Final:

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

### 8.4 No-score results

The two worst results in the relation to points of a Race of the Finals and the worst result in relation to points after the Heats will not be considered for the Championship or Cup classification. *In DKM class (OK) one result of a Race of the Finals and one result of the scoring after the Heats will not be considered for the Championship classification.*

## 9. Title

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

In DKM:

**"Deutscher Kart-Meister 2023"**

In DJKM:

**"Deutscher Junioren-Kart-Meister 2023"**

In DSKM:

**"Deutscher Schalt-Kart-Meister 2023"**

In DSKC:

**"Sieger DMSB-Schalt-Kart-Cup 2023"**

The Championship prizegiving ceremony for the Top 5 of each class will take place in accordance with the timetable at the last DKM Event. The absence at the Championship prizegiving ceremony without prior notification will result in a fine of **€ 1,000** imposed by the Stewards.

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

The registration fee for the top five drivers (except Place 1) in the DSKC 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. **DMSW-Rookie Classification (DKM/DJKM)**

A Rookie Classification is organised by the DMSW in the DMSB Kart Championships DKM and DJKM.

All Drivers of the youngest age group according to the DMSB-/FIA-Licence Regulations of the classes DKM (year 2009) and DJKM (year 2011) will automatically participate in the Rookie Classification.

The evaluation of points is according to the championship points pursuant to Art. 8.1-8.3.

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

The Driver having thus achieved the highest number of points will be declared:

In DKM:

**"Winner DMSW-Rookie Classification DKM 2023"**

In DJKM:

**"Winner DMSW-Rookie Classification DJKM 2023"**

The awarding of trophies for the winners of the Rookie Classification will take place at the last DKM Event according to the timetable. The winners will receive a free start (free registration fee) for the

following year. This free start will not apply in case of an unexcused absence from the awarding of trophies.

### **11. DMSW-Masters Classification (DSKM/DSKC)**

*A Masters Classification is organised by the DMSW in the DMSB Kart Championships DSKM and DSKC.*

*All Drivers of the 1988 (and older) will automatically participate in the Masters Classification.*

*The evaluation of points is according to the championship points pursuant to Art. 8.1-8.3.*

*Each DKM-Event will be taken into consideration for the final Masters Classification (no no-score results).*

*The Driver having thus achieved the highest number of points will be declared:*

*In DSKM:*

**"Winner DMSW-Masters Classification DSKM 2023"**

*In DSKC:*

**"Winner DMSW-Masters Classification DSKC 2023"**

*The awarding of trophies for the winners of the Masters Classification will take place at the last DKM Event according to the timetable. The winners will receive a free start (free registration fee) for the following year. This free start will not apply in case of an unexcused absence from the awarding of trophies.*

### **12. DMSW-Team Classification**

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 2 Drivers (the Competitor's name according to the registration form is decisive) in any of the above championships will automatically participate in the Team Classification. The drivers could be entered in one or more classes/predicates.

The championship points pursuant to Art. 8.1-8.3 for the top two drivers of a competitor in the day classification generally will be taken into consideration for the team classification. In order to be considered in the Team Classification of the Competition, at least 2 Drivers of the Team must have participated in the Competition. The minimum requirement to be considered as participant is the start in the Qualifying (start= crossing the timing line after the session's start release). The Team will also be awarded points for the Team Classification, if only 1 Driver of its registered drivers receives championship points.

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

The Competitor having thus achieved the highest number of points will be declared:

**"Winner *DMSW*-Team Classification DMSB Karting Championships  
2023"**

The awarding of trophies for the winner of the *DMSW*-Team Classification will take place at the last DKM Event according to the timetable.

In addition, the top 10 teams will receive the following prize money based on their placement within the *DMSW*-Team Classification:

Place	Price Money <i>from 100 to 150 registered drivers (until Monday 24:00) before the 1<sup>st</sup> event.</i>	Price Money <i>from 150 registered drivers (until Monday 24:00) before the 1<sup>st</sup> event.</i>
1	15,000.00 €	17,000.00 €
2	10,000.00 €	12,000.00 €
3	8,000.00 €	10,000.00 €
4	5,000.00 €	7,000.00 €
5	4,000.00 €	6,000.00 €
6	3,000.00 €	5,000.00 €
7	2,000.00 €	4,000.00 €
8	1,000.00 €	3,000.00 €
9	1,000.00 €	3,000.00 €
10	1,000.00 €	3,000.00 €

As a rule, all the prize money will be transferred by the DMSW GmbH to the competitor's bank account after this has been properly invoiced in line with the local laws applicable for the prize winner (depending on his entrepreneurial status according to § 2 UStG).

If the prize money is paid to foreign competitors, i.e., to competitors who neither have their place of residence or usual domicile in Germany, the DMSW GmbH are obliged to retain the taxes due according to § 50a para. 1 no. 1 EStG on the foreign competitor's behalf and to pay this to the tax office. The competitor will receive the prize money net of the deductible taxes. The DMSW GmbH will issue the foreign competitor a corresponding tax certificate for the deductible taxes upon request.

The VAT treatment of the prize money and invoicing for this prize money must be reviewed in advance by the recipient of the prize money, in particular with regard to the statutory requirements for the respective venue. Corresponding information must be included in the invoices, for example information on the reverse charge mechanism for the recipient of the services according to § 13b UStG (German law).

Note: Only the German and DMSB approved text of the Regulations will be binding