

# DRIVERS' BRIEFING

(DKM)

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DKM RACE DIRECTOR  
*Horst SEIDEL*



# Welcome

to the 2023 edition of DKM Series.

- MÜLSEN (DEU)
- GENK (BEL)
- **WACKERSDORF (DEU)**
- KERPEN (DEU)
- FRANCIACORTA (ITA)



# Official Posting Board in 2023:



**Sportity**

For direct event information please download the Sportity app and insert this password:

**DKM2023**

Sportity app is available in

Available on the  **App Store**      Get it on  **Google play**

[www.sportity.com](http://www.sportity.com)



Any important details of the competitions of the DKM series are written in the General Briefing Notes.

These you have received by email before beginning of the DKM series and are published on virtual Posting board in SPORTITIV APP.

As usual, the Event Notes are published in SPORTITIV APP:

- DKM2023
- DKM 3 WACKERSDORF
- RACE DIRECTORS INFORMATION



## REVIEW OF THE PREVIOUS EVENT (Genk):

- *In general, good driving behavior (no serious incidents)*
- *In both KZ2 categories the number of incorrect front fairing was too high*
- *For DSKC category (KZ2 CUP): Respect the minimum weight (178 kg)*



## NEWS IN 2023 IN WACKERSDORF:

- *No changes in track layout from last year.*
- *More safety equipment is installed in some run off areas*



## THE MAIN OFFICIALS OF THE COMPETITION:

Organizer Club:	ACV Automobil-Club-Verkehr
DKM-Promoter:	Stefan WAGNER / Alexander GEIER
DKM-Administration:	Gabriele MEITZNER
DKM Race Directors:	Horst SEIDEL
Clerk of the Course:	Uwe FUCHS
Deputy Clerk of the Course:	Markus PESKE
Chief Safety Officer:	Camillo RÖBIGER
DKM Chief Scrutineer:	Hans-Jürgen DANGERS
Scrutineers:	Clemens SCHMIDT, Dietmar PIETZKO, Michael AMBROSIUS, Gerhard MITSCHERLING



## THE MAIN OFFICIALS OF THE COMPETITION:

Secretary of the Meeting: Jens KLINGENBERG  
Judges of Facts: Marius HEINLEIN / Kevin MEINHARDT /  
Kevin MEINHARDT (Race Control)  
Hans-Jürgen DANGERS (Front fairing)

## THE STEWARDS OF THE MEETING:

Nikolas SPADERNA	Chairperson of the Stewards
Ulrich BELL	2 <sup>nd</sup> Steward
Gerhard VERLAAN	3 <sup>rd</sup> Steward

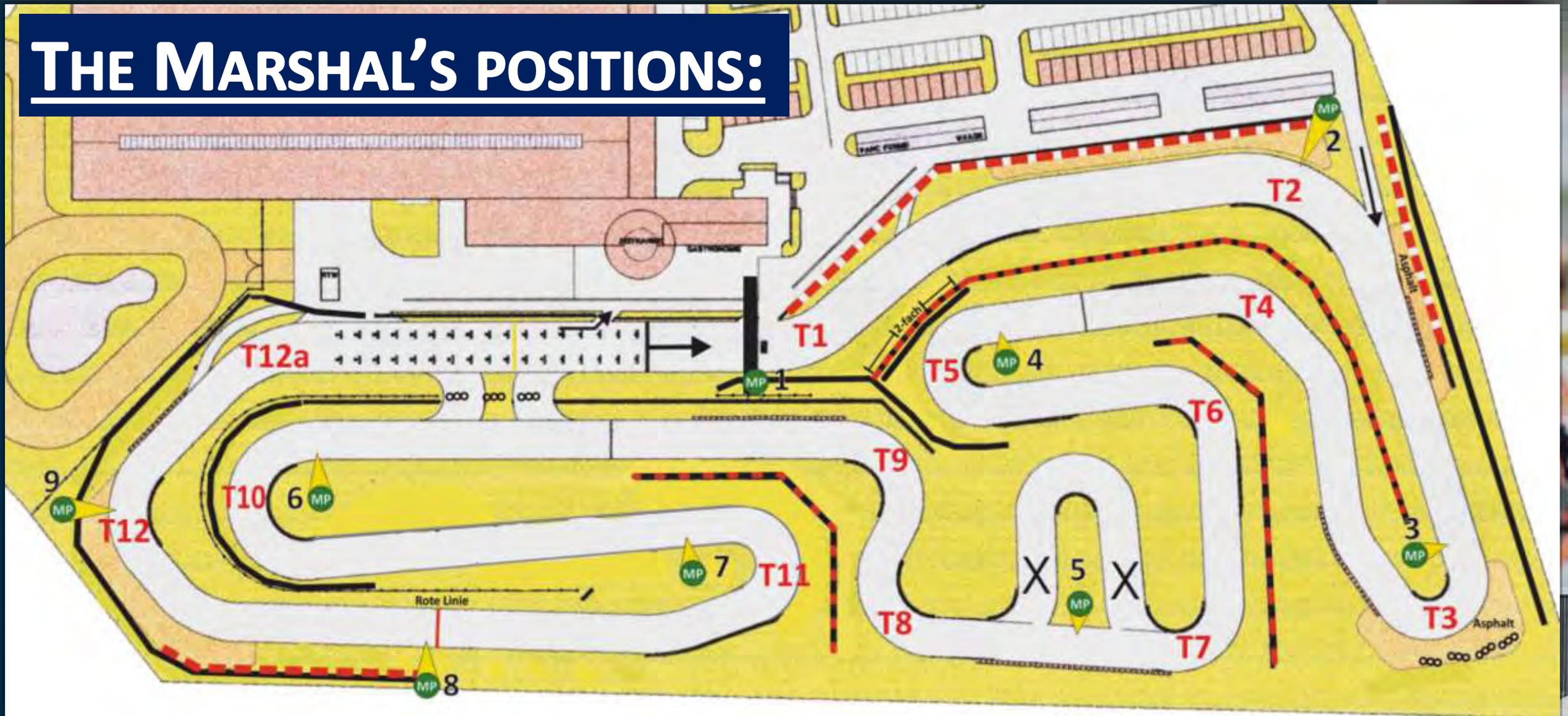


## MAIN DATA OF THE COMPETITION:

Length of the lap:	1.190 m
Pole position:	right
Pre grid / Start Servicing Parc:	<b>behind the “tire hall”</b>
Repair area:	in Pit lane (working lane)
Entrance into Pit Lane:	before the Line on the left
Exit from Pit Lane:	in Turn 2, left
Official Time table:	Version 1 ( <i>issued on 25/08/23</i> )
<b>Race Office &amp; Stewards' Office:</b>	Container ( <i>nearby Park Fermé</i> )



## THE MARSHAL'S POSITIONS:



RESPECT THE TRACK LIMITS:



APEX T9 /  
LEFT



## START PREPARATION FOR THE SESSIONS:

- Free practice / warm up: through pre grid area
- Qualifying sessions: waiting area in pre grid
- Heats: pre grid → into warm up lap  
(gate closes 5 min before scheduled start time)
- Entrance into Start-Servicing-Parc: 10 min
- R1 / R2 / PF / Final: from pre grid area with trolleys on track in start positions  
(gate into pre grid closes 5 min before scheduled start time or 10 min before on Sunday afternoon)



## NUMBER OF LAPS:

**DJKM: Heats: 8 Races: 17**

*plus 1 warm up lap*

*and 1 formation lap (at least)*



ENTRANCE INTO REPAIR AREA:





SEPARATE WAY:      RIGHT: TO REPAIR AREA  
LEFT: TO THE SCALE





SEPARATE WAY:      RIGHT: TO REPAIR AREA  
LEFT: TO THE SCALE



## REPAIR AREA (IN PIT LANE):

RESPECT THE SIGNS FOR BEGINNING AND ENDING OF REPAIR ZONE



## QUALIFYING PRACTICE

According to the schedule, it is one session of 8 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.

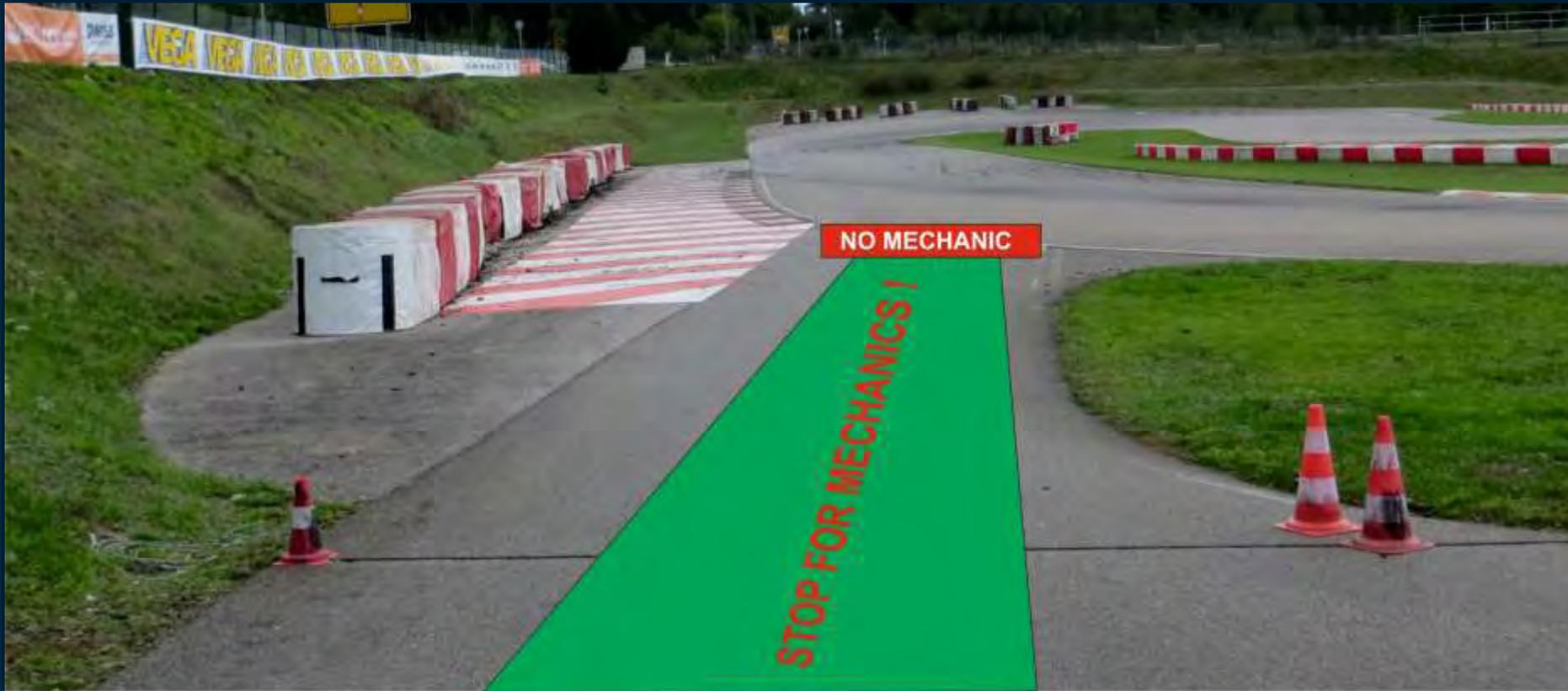
**Late started Drivers must always keep the ideal line clear and must not impede other Drivers.**





## PIT LANE EXIT:

Be careful when entering the track  
Never endanger the drivers on the main track!



## START PROCEDURE:



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

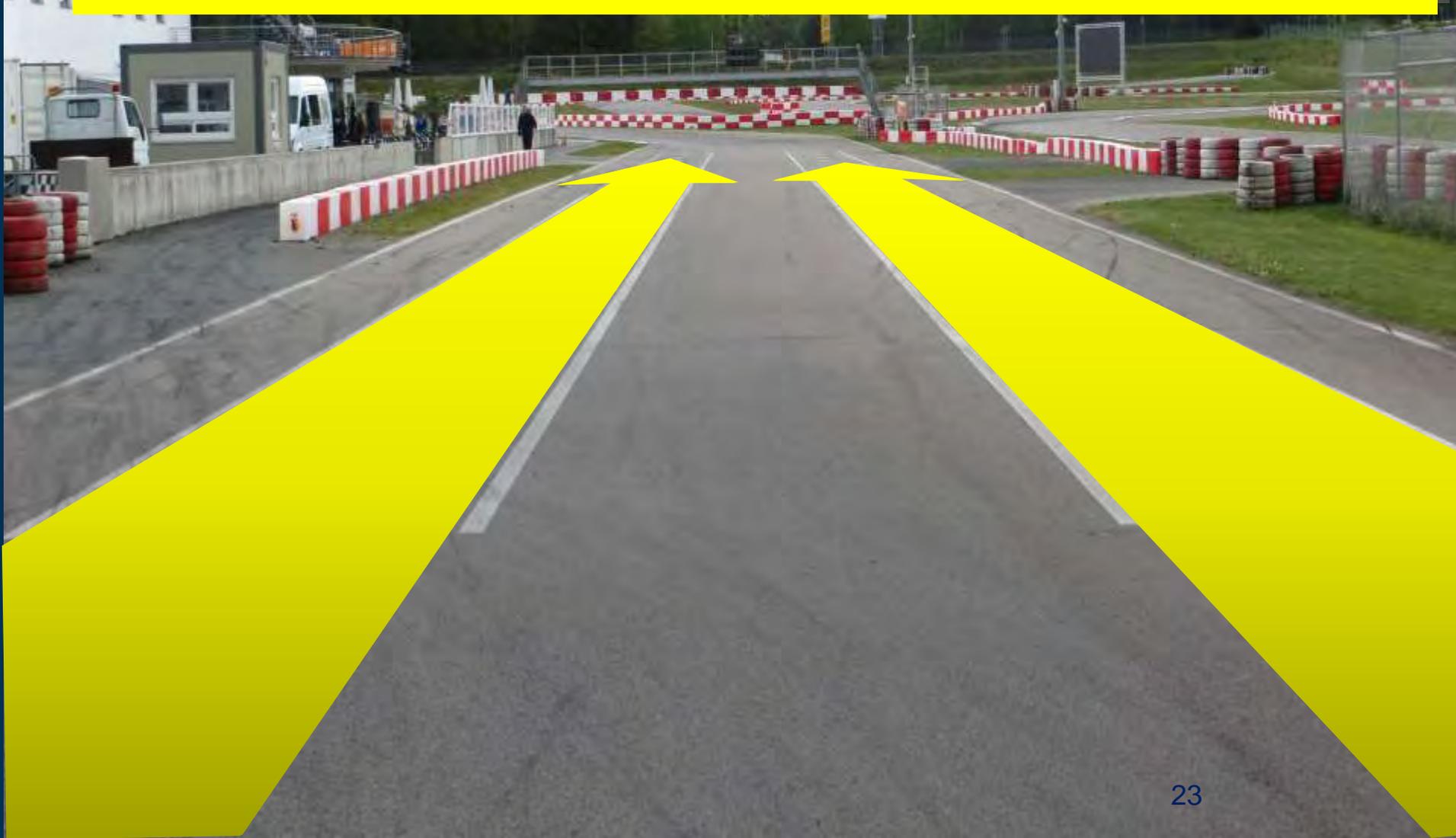
→ No extensive zigzag driving for warm up of tyres



## ROLLING START:



**Start in two lines (marked on track)**





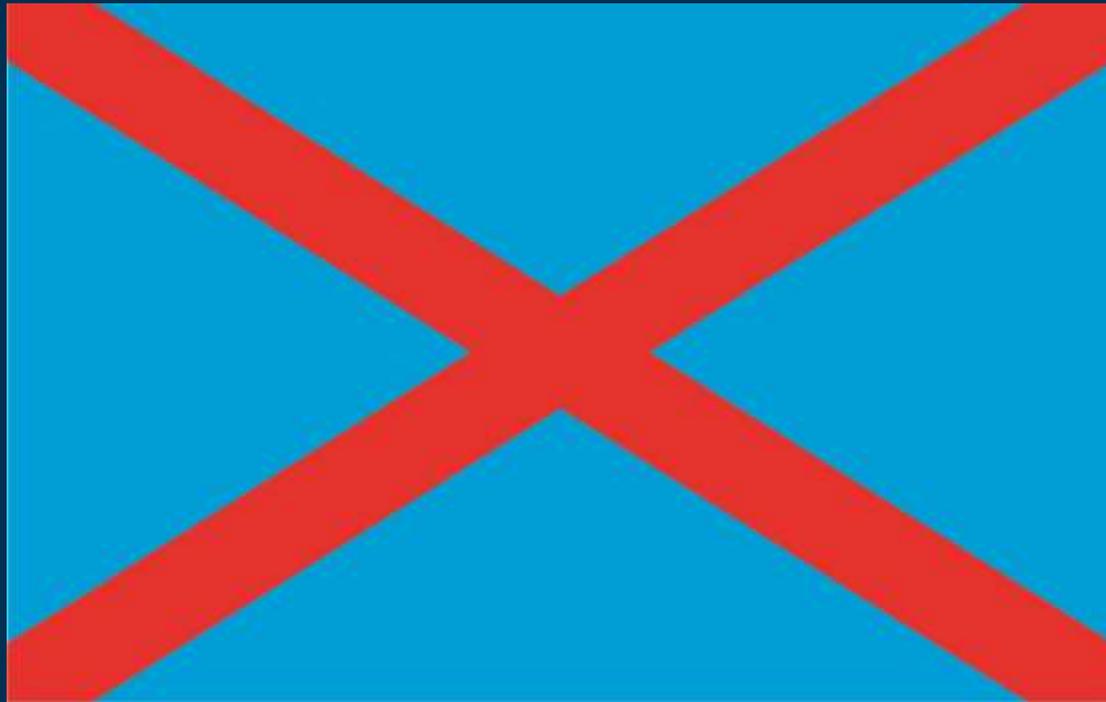
**START**



# Extra Formation Lap



## BLUE / RED FLAG SIGNAL:

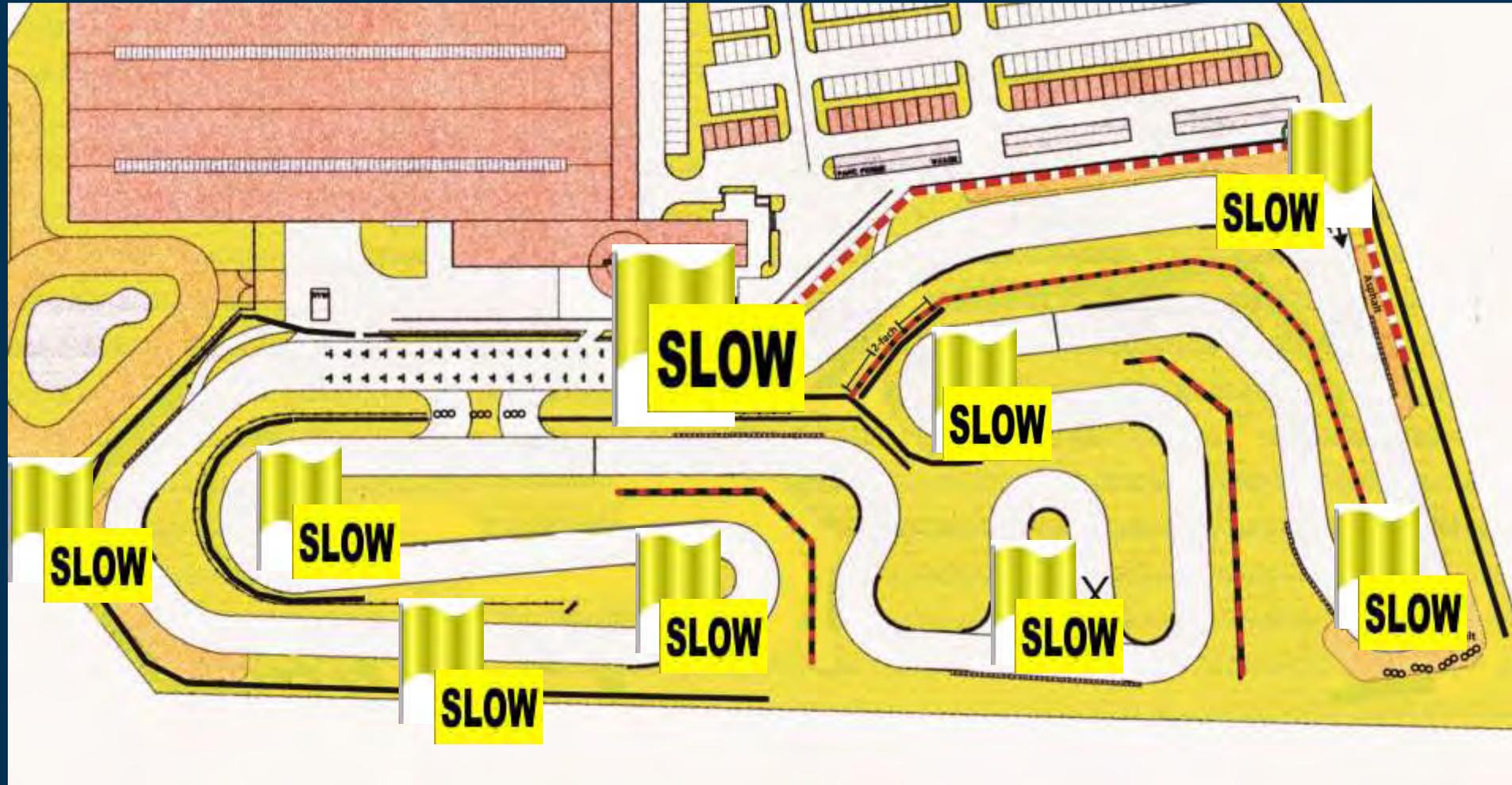


This flag signal is used  
in Final Phase:

- Race 1
- Race 2

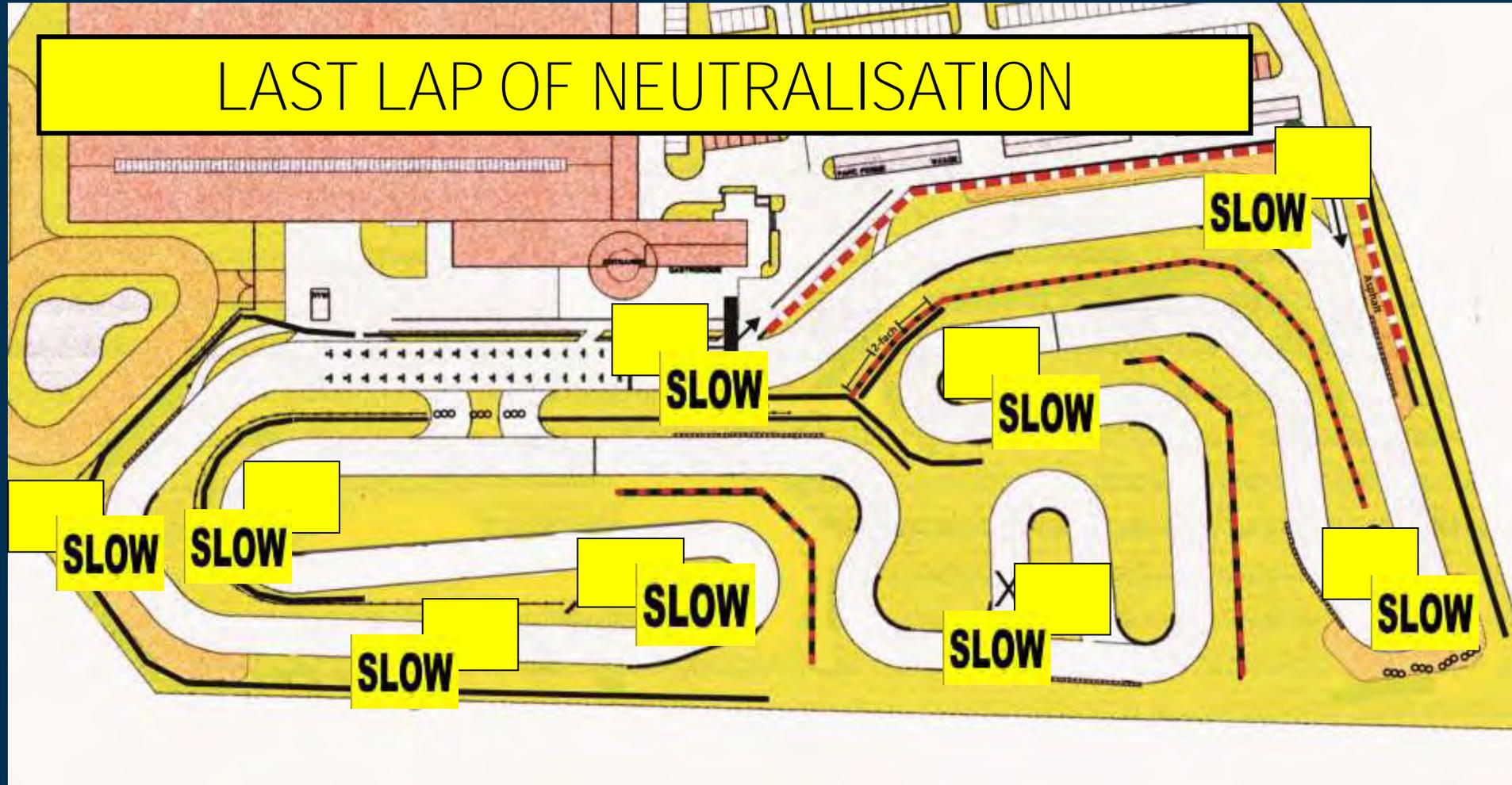


## NEUTRALIZATION (SLOW PHASE):



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LAST LAP OF NEUTRALISATION



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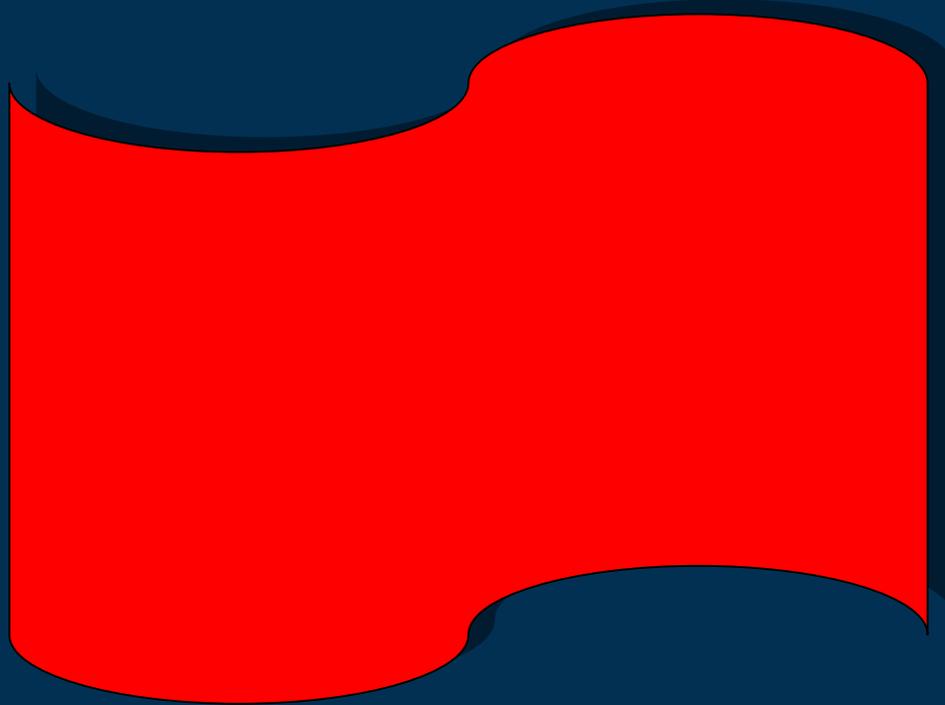
RESTART ENDS THE NEUTRALISATION

ACCELERATION NOT BEFORE LAST CORNER !!

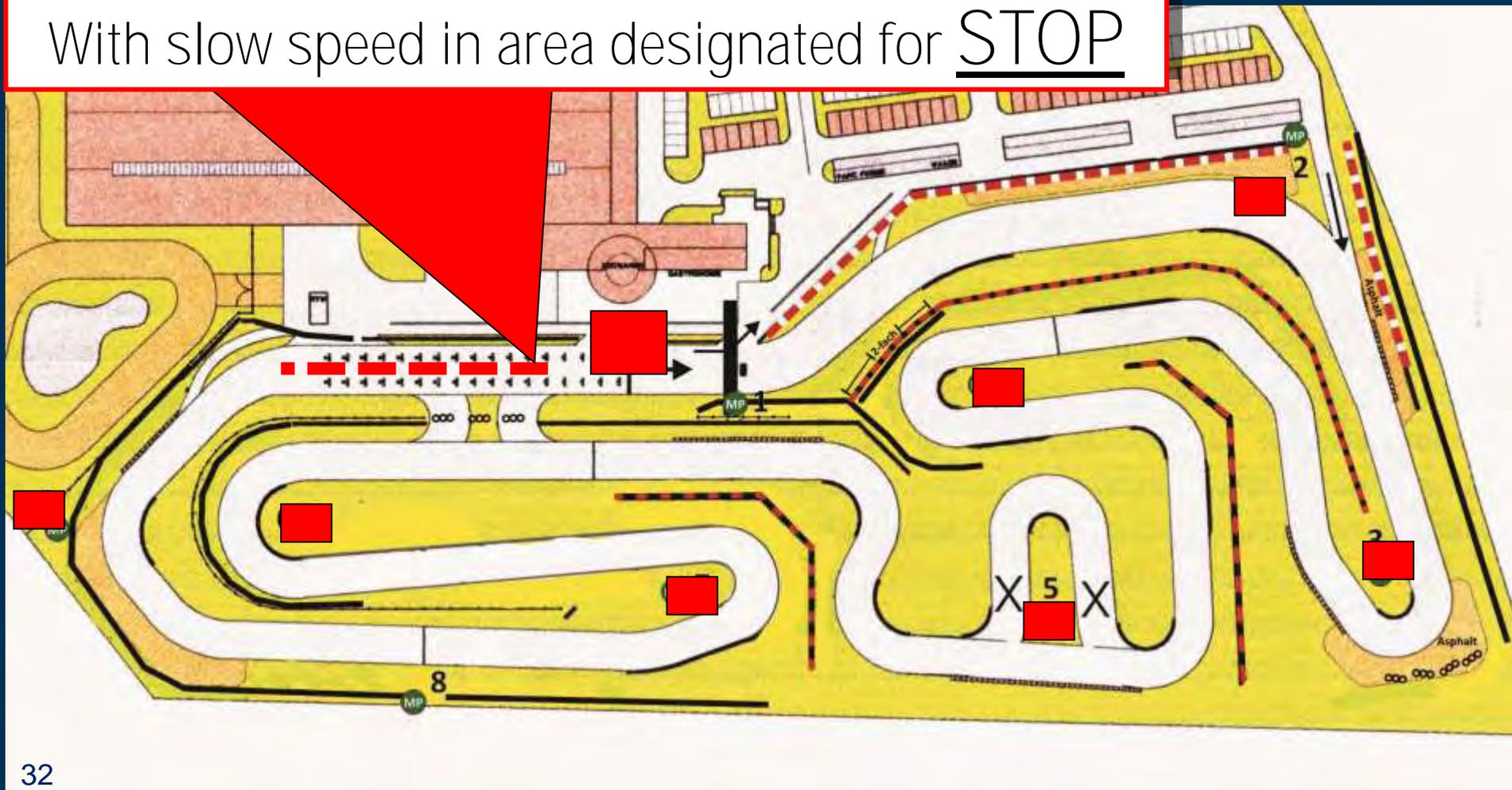
REMINDER: At the end of each Neutralisation  
overtaking is only allowed after passing the Line !



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:

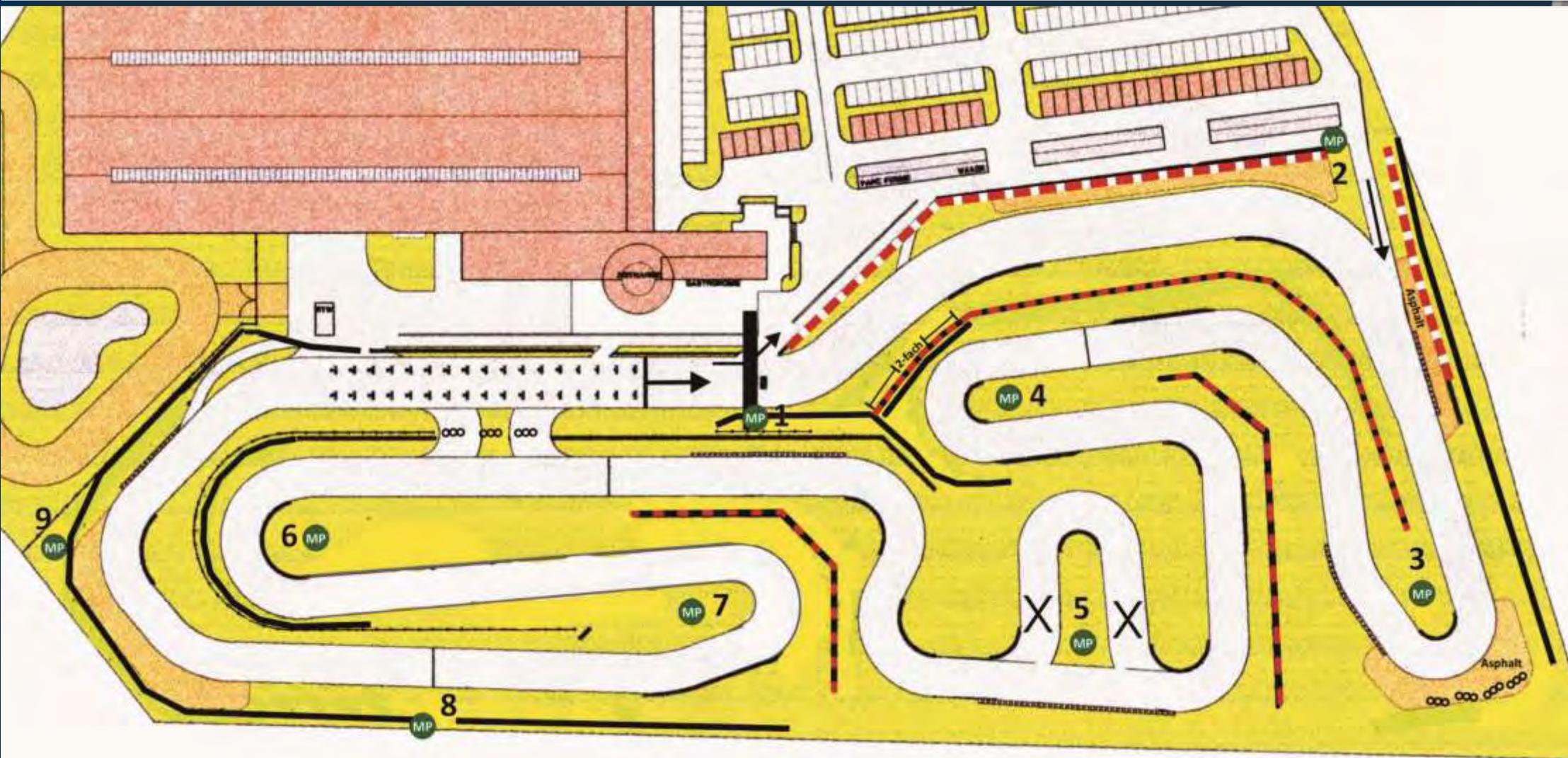
- Restart in single row formation after the GREEN FLAG is shown
- Min. one lap under SLOW-condition
- Green flag on the Line → the race is on again
- All laps under SLOW are counted as race laps





# ANY QUESTIONS ?







*Have a successful weekend  
here in  
Wackersdorf !*

