

The DMSB - Deutsche Motor Sport Bund e.V. organises the

## **"DSKM - Deutsche Schalt Kart Meisterschaft 2010"**

which is governed by the following regulations:

### **Preamble**

The present Regulations are governed by the International Sporting Code (ISC) of the FIA (Fédération Internationale de l'Automobile), the DMSB Regulations, the General Championship Regulations, the General Standard Supplementary Regulations, the Special Championship Regulations, the DMSB Legal Order and Code of Procedure ("RuVO"), the DMSB Environmental Code and all the other FIA/CIK- and DMSB Regulations. In case of a dispute concerning the interpretation of the present Regulations the German text alone shall be considered as the official text.

The DMSB reserves the right to cancel the „DSKM 2010“ in the case of less than 12 registered participants.

### **1. Participants**

Eligible are drivers holding at least an International Kart Licence Grade C issued by the DMSB or by another ASN affiliated to the FIA, in compliance with the CIK Licence Regulations valid for the year 2010.

Generally, only registered drivers are eligible to take part in the DSKM.

### **2. Vehicles**

#### **2.1. General**

Eligible are only Karts of CIK categories KZ2 (in accordance with the CIK and DMSB Regulations).

For the timed practice, the qualification heats, the repechage, warm up, sprint and final, 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 DSKM series 2010 follows the CIK regulations Art. 12 (without the tyre regulations) and the Art. 2.3.4.3 requirements (such as: rear shaft). The used exhaust system must be homologated.

The entrant shall specify the chassis, engine and tyre makes on the registration/entry form. If no make is specified, a late entry is considered to be a change of the entry. It is allowed to change the corresponding make only once during the complete DSKM series 2010. Any change of a chassis and engine must be indicated by the entrant at administrative checks of a DSKM event at the latest. Any change of the tyre make must generally be indicated by the entrant in writing to the DMSB co-ordinator at least 10 days before the corresponding event. The change of an entrant of a driver is subject to the written consent of the former entrant.

**The entrant has to ensure that the sealing of his engines technically is possible.** Marking of the chassis and sealing of engines will generally take place in accordance with the timetable (DMSB standard Championship timetable) for the event concerned.

#### **2.2. Tyre Regulations**

**Slick tyres:** For timed practice, qualification heats and repechage, the maximum of 3 front tyres and 3 rear tyres (CIK/FIA homologated, specification Medium) are admitted.  
For Sprint and Finale 1 front tyre and 1 rear tyre (CIK/FIA homologated, specification Medium) are admitted in addition.

**Rain tyres:** For timed practice, qualification heats and repechage, the maximum of 3 front tyres and 3 rear tyres (CIK/FIA homologated, specification Wet) are admitted.  
For Sprint and Finale 1 front tyre and 1 rear tyres (CIK/FIA homologated, specification Wet) are admitted in addition.

The Stewards may admit in addition 1 front tyre and 1 rear tyre (CIK/FIA homologated, specification Wet), if this is regarded necessary due to meteorological conditions.

A Parc fermé according to the CIK regulations will be organised for the slick tyres. On Friday before the corresponding event the coupons for the timed practice, the qualification heats and the repechage, Sprint and Finale are available at the correspondingly authorised tyre manufacturer/tyre supplier according to the time schedule. The tyres will be distributed and marked in the Parc fermé according to the time schedule. The additional tyres (1 front tyre and 1 rear tyre) for the Sprint and the Finale will be distributed and marked in the Parc fermé according to the time schedule. This means that the tyres are fitted to the rims by the drivers or their authorised mechanics in the start servicing area. All marked tyres must be stored in the start servicing area throughout the complete duration of the event (in accordance with the CIK Regulations).

Only rain tyres which have been properly marked in the Parc fermé at a previous **season** DSKM event may also be used at subsequent events, if the marking from a previous event can undoubtedly be identified. **An additional marking of these tires in the Pre-start area is possible if required.**

### **2.3. Fuel**

Only fuel of the make Aral ultimate, available at public fuel Aral stations all over the country of Germany, may be used. 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 karts so that a sample with the minimum quantity of 2 litres can be taken upon instruction of the Stewards. Any protest against the remaining fuel quantity is not admissible.

Only a lubricant specified in the official CIK list 2010 (see CIK Regulations) may be added to the fuel.

### **2.4. Start Numbers**

Start numbers 1 to 20 will be allocated based on the positions in the DSKM 2009. Subsequent start numbers will be allocated in the order of arrival of the registration application forms. There are permanent start numbers for all DSKM events.

All karts must be equipped with standard starting number foils and starting numbers for all events. They are only available by the DMSB. With the beginning of the "Freies Training" the standard starting number foils and starting numbers must be fixed on the kart in accordance with the DMSB Regulations whenever the circuit is used.

## **3. Registration / Entry**

Registrations application forms must be submitted on the official DMSB form. The application form must amongst others be accompanied by the registration and the entry fee and arrive at the DMSB secretariat until 31.03.2010.

Address: **DMSB e.V., Hahnstraße 70, 60528 Frankfurt/Main**

DMSB account for the transfer of the registration/entry fees and the deposit:

**Deutsche Bank Frankfurt**  
**Account-No.: 0923037**  
**Bank Code: 500 700 10**  
**BIC-CODE: DEUTDEFF**  
**IBAN: DE34 5007 0010 0092 3037 00**

Reference: **Deutsche Schalt Kart Meisterschaft 2010, #Driver's Name#**

The DMSB reserves the right to cancel the "DSKM 2010" (up to 31.03.2010) if less than 12 registration application forms are received.

The DMSB reserves the right to accept application forms which might arrive later than 31.03.2010.

The DMSB reserves the right to refuse application forms with having to give reasons.

The maximum number of DSKM participants is generally limited to 51.

An entrant must also specify his drivers until the above registration closing date and may in general not change the drivers after the registration closing date.

## **4. Registration Fees / Entry Fees**

The DSKM registration fees are (entry fees and VAT included)

<b>Registration of a driver <u>up to 31.03.2010</u></b>	<b>€ 1.350,-</b>
<b>Registration of a driver <u>after the 31.03.2010</u></b>	<b>€ 1.500,-</b>

In order to assure a consistent participation at all events, an additional deposit of € 500 is generally payable. This deposit is refunded to the registered participant after the last event if he/she has participated in at least 4 of the 5 events.

The registration fees / entry fees are not refunded, not even partially, if the entrant/driver stops to take part in the DSKM 2010.

## **5. Entries to the Qualifying Events**

With the submission of the entry form in compliance with Article 3, the entrant entrusts and authorises the DMSB and their representatives to submit the entries in his name to all 2010 DSKM qualifying events (block entry). **The organiser has the right to charge for the complete event a fee of € 30 per participant for the use of showers, electricity, waste and security agency.**

Guest drivers are generally admitted. Guest drivers will not be allocated any points or prize money. For the allocation of points and prize money, registration participants will move up.

Guest drivers submit their entries to the corresponding DSKM organiser. The entry fee for each guest driver is **€ 200,-**. Generally, the number of participations as guest drivers is limited to two per driver (all series and classes counted together) and per season.

## 6. Calendar

15./16. Mai 2010	Int. DMV-Kartrennen Erftlandring, Kerpen
29./30. Mai 2010	Int. ADAC-Kartrennen Oschersleben
19./20. Juni 2010	Int. Großer DMV Kartpreis von Wackersdorf
17./18. Juli 2010	Int. ADAC-Kartrennen Ampfing
21./22. August 2010	Int. ADAC-Kartrennen Hahn/Hunsrück

## 7. Running of the Events

### **7.1. General / Definitions**

All events will be organised in compliance with the timetable published in the Supplementary Regulations (DMSB Championship standard timetable). Any approved modifications will be published in Bulletins.

All DSKM events have the status "International".

There will be standing starts for all heats/Repechage/Sprints/Finales.

On Thursday before the corresponding event, tests are banned for all registered participants and for guest drivers.

The blue flag with red stripes arranged crosswise together with the start number (in accordance with DMSB Kart Regulations) will be shown, if necessary, during the repechage, the sprint and the final of a DSKM event.

#### Start Servicing area

The start servicing area is an area separated from the pre-start area and the paddocks with admission to authorised personnel only.

As soon as access to the start servicing area for a class is permitted by the organiser, all drivers of this class may enter the area with max. 2 karts and generally 1 mechanic per driver.

Each driver may bring his rain tyres marked for the event as well as tools into the start servicing area.

#### Pre-start area

The pre-start area and the start servicing area is an area separated from the paddocks with admission to authorised personnel only.

As soon as access to the pre-start area for a class is permitted by the organiser, all drivers of this class may enter the area with his kart (ready for race) and generally 1 mechanic per driver.

#### Repair zone

The location of this repair zone is defined by the organiser. It must have an access and an exit point to/from the circuit. Any repairs on the karts during the qualification heats and the races may only be carried out by authorised persons inside this repair zone.

### **7.2. Registration / Scrutineering**

Registration will take place on Friday before the race in accordance with the DMSB Championship standard timetable.

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.

The timekeeping transponders will be distributed at the registration. With the beginning of the "Freies Training" the transponder must be carried on board the kart in accordance with the DMSB Regulations whenever the circuit is used.

### **7.3. Free Practice**

The practice session will take place in compliance with the CIK Regulations and the DMSB Championship standard timetable.

Within the practice time window, the start and duration of practice is free for each driver.

### **7.4. Briefing**

A briefing will be organised on the Friday of each event, in accordance with the DMSB Championship standard timetable. Attendance for all participants is compulsory. An additional briefing may be scheduled for the participants in the Sprint and the Finale on Sunday before the Sprint or the Final. Attendance is compulsory.

Non-attendance (according to the list of signatures) will result in a fine of € 100 without following any particular procedure.

If an organiser wishes to communicate an information relating to the event to the participants, he must do so in writing and circulate any such information at administrative checks to each participant / entrant..

### **7.5. Timed Practice**

The timed practice session will take place on the day before the race. Between the free practice and the beginning of the timed practice, a minimum pause of 45 minutes must be respected.

A timed practice (10 minutes) will be organised. Should there be more than **20** participants at an event, the field will be divided into two practice groups, on a random basis.

Within the scheduled practice time, each driver may freely choose the moment he starts his practice and its duration. The timed practice for a driver ends after he has started his session and as soon as he returns with his kart from the track to the repair or the service zone.

- a) If the timed practice takes place in one group, the positions will be based on the fastest times, starting with the fastest.
- b) If the timed practice takes place in two groups and the fastest practice time is not over 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 is over 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:

Results in the timed practice groups	Position in total timed practice
Place 1 Group 1 (fastest time)	1 <sup>st</sup> position
Place 1 Group 2	2 <sup>nd</sup> position
Place 2 Group 1	3 <sup>rd</sup> position
Place 2 Group 2	4 <sup>th</sup> position
Place 3 Group 1	5 <sup>th</sup> position
Place 3 Group 2	6 <sup>th</sup> position
Etc..	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 time and so on).

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

The starting grids for the heats, print and races will be set up on the race track.

The start count-down begins with the display of the 5 Minute Board.

The starting grid will be set up in accordance with the DMSB Championship Time Schedule 10 minutes before the official start time. At this moment, the access to the pre-start area will be closed.

Marshals shall move karts which cannot start their formation lap after the display of the green flag to the pre-start area or to the repair zone (as indicated by the Race Director during the briefing) where mechanics may assist.

These drivers may start the race after the complete field has taken the race start. If the access point from this point 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.

There will be standing starts for the heats/repechage/sprint/final. At least one formation lap will be completed before the start.

### **Start Delayed**

If as a consequence of varying climatic conditions, the Race Director shows the "START DELAYED" Board, repairs/modifications may be carried out on the kart in the start servicing parc. If any such area does not exist, the Race Director indicates the location of this parc. Under these circumstances, the pre-start area may also be defined as start servicing parc.

To exchange a kart, the previously used kart must be removed from the Pre-Start area to the [Start Servicing area](#) before the new kart may be brought into the Pre-Start area.

## **7.7. Qualification Heat**

The heats determine the qualification to the sprint. Each heat will be run over the distance of 13 +/- 1 km (race laps only).

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 heats are made up on basis of the pairing of various groups according to the following principle:

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

In the case of less than 21 starters, 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 will be allocated for the position of each driver (1. = 0 points, 2. = 2 points, 3. = 3 points, etc.). The positions will be made up in dependence 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 which have received the "black flag" or which 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 according to the starting grid.

A points' scale will be established after the end of the heats (addition of heat points). The participant with the lowest number of points will be into 1<sup>st</sup> position etc. In the case of a tie, the better position in the timed practice will be taken into consideration.

All participants which have achieved positions 1 to 28 in this points scale are directly qualified for the Sprint and for the Finale.

If no repechage in accordance with Article 7.9 is carried out, all participants up to 34<sup>th</sup> position in this points scale are qualified for the sprint and for the final.

### **7.8. Warm up**

A warm-up open to all participants qualified for the sprint and for the final will be organised on race Sunday. Participation is optional. Only the tyres are free.

### **7.9. Repechage**

A repechage will only be organised if, after the heats, at least 9 drivers are qualified for the repechage. A repechage is open to all participants starting with position 29 of the points scale after the heats. The starting grid will be in the order of the points scale after the heats.

The repechage has a distance of 13 +/- 1 km (race laps only).

The winner of the repechage will take up position 29 on the starting grid, the second placed position 30 etc. up to the maximum number of eligible starters.

The following participants may move up until 1 hour before the start time of the Sprint, provided that a qualified participant has submitted his/her withdrawal in writing to the organiser. This withdrawal is final. The starting grid may subsequently be completed.

### **7.10. Opening Ceremony**

The opening ceremony will take place in accordance with the DMSB Championship standard timetable. All qualified participants shall take part in this ceremony in race equipment. The running of the ceremony will be determined by the DMSB co-ordinator in agreement with the organiser.

### **7.11. Sprint**

The distance of the Sprint will be 13 +/- 1 km (race laps only).

The starting grid for the Sprint will be based on the points scale after the qualification heats (Art. 7.7) and the result of the repechage (Art. 7.9).

### **7.12. Finale**

The distance of the Sprint will be 25 +/- 1 km (race laps only).

The starting grid for the Finale will be in the order of the Sprint result. The winner will be on grid position 1 etc.

### **7.13. Checks after Practice / Heat / Sprint / Final**

Immediately after the end of the practice / heats / sprint / final, all participants must proceed to Scrutineering. Parc Fermé rules apply from the display of the chequered flag until the completion of the end of the technical checks.

Up to the moment of leaving the 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.

### **7.14. Prizegiving**

Immediately after the end of the last Finale of the event, the prizegiving ceremonies for the corresponding final heats only will take place. All participants must be on stand-by in accordance with the timetable or immediately after the weighing procedure.

All concerned participants must attend the prizegiving ceremony in their drivers' overalls (displaying the obligatory advertising stickers/embroidery). Notwithstanding the DMSB General Championship Regulations, failure to attend the prizegiving ceremony will result in a fine of 100 € without following any special juridical procedures. No prize money will be paid out to any drivers failing to display the obligatory advertising stickers/embroideries on his/her overall.

### **7.15. Permanent Tickets**

Permanent tickets will be issued for:

Driver:	1 pass
Mechanic A:	1 pass
Mechanic B:	2 pass
Entrant, Industry, Organisation, TV, Press	

These are the only tickets accepted at the Championship events. The tickets remain the property of the series organiser.

In addition, CIK Industry tickets and CIK Officials tickets are also accepted at the Championship events.

### **7.16. Advertising Spaces / Prize Money**

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-start area. Access will be refused to all karts and/or drivers failing to display the obligatory advertising.

**Prize money DSKM for each Final Heat (VAT included in all amounts)**

1 <sup>st</sup> place	€ 400,-
2 <sup>nd</sup> place	€ 300,-
3 <sup>rd</sup> place	€ 150,-
4 <sup>th</sup> place	€ 100,-
5 <sup>th</sup> place	€ 50,-

It is reminded that in the case of payment of prize money to foreign drivers, the DMSB is obliged to retain the applicable tax in accordance with § 50a of the income tax law relating to invoices for foreign drivers to be paid by the drivers and to forward this amount to the tax offices. The driver will receive the prize money deducted by the applicable tax.

### **7.17. TV Onboard Cameras**

The karts to be fitted with an onboard camera, provided the participant concerned agrees, will be determined after timed practice.

The camera weight is considered to be part of the total race weight.

## **8. Allocation of Points**

### **Timed Practice**

Points for the timed practice will be allocated as follows:

Place	1.
Points	2

### **Sprint**

Points for the Sprint will be allocated as follows:

Place	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Points	13	10	8	7	6	5	4	3	2	1

### **Finale**

Points for the Finale will be allocated as follows:

Place	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

The worst result of one sprint heat and one final heat in relation to points will not be considered for the final classification at the end of the year. A result for which no Championship points were allocated, the results of guest starters and the non-participation may be claimed to be a deleted 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 deleted result. Exclusion pronounced by the Stewards or by the Clerk of the Course may not be considered to be a deleted result.

In the case of a tie after the last qualifying event (ex aequo), the greater number of first, than, if necessary, of second and further places of the ex-aequo drivers achieved in the final heats will be taken into consideration to decide about their final positions in the DSKM classification. In the event of a further tie, the greater number of first, than, if necessary, of second and further places of the ex-aequo drivers achieved in the sprint heats will be taken into consideration to decide about their final positions in the DSKM classification. In the event of a further tie, the better position in the last Final will decide.

**9. Title**

The driver having achieved the greatest number of points as per Article 8, will be declared:

**"Deutscher Schalt Kart-Meister 2010"**