

DKM-Regulations 2021

As at: 17.12.2020 – changes are printed in *italics*

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 *generally* not register for several DMSB Karting Championships.

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) or to apply the following procedure.

If less than 18 participants have registered for the DSKM or the DSKC until 01.04.2021, both championships will be combined into one championship DSKM (with integrated DSKC classification pursuant to Art. 12 of these Regulations). In case of an amalgamation, the DSKC registrations will be converted into DSKM registrations (with DSKC status), unless the affected DSKC participants notify their withdrawal by 07.04.2021.

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:

DKM: International Karting Licence Grade C-Senior (incl. C-Restricted) or higher

DJKM: International Karting Licence Grade C-Junior

DSKM / DSKC: International Kart Licence Grade C-Senior or higher

The following applies moreover to drivers registered in the DSKC and DSKC guest drivers:

- Drivers who have scored championship points during the years 2019 and 2020 in a CIK-FIA Championship are not eligible in the DSKC;

- Drivers who have qualified for the final runs in a CIK-FIA World Championship (OK, OK-Junior, KZ) during the years 2019 and 2020 are not eligible in the DSKC;
- *Drivers who have qualified for the final runs in a CIK-FIA KZ2 Supercup during the years 2019 and 2020 are not eligible in the DSKC;*
- Drivers who finished in the top 10 in the DSKM in *2019 and/or* 2020 are not eligible to participate in the DSKC;
- Drivers who finished in the top 5 in the DSKC in *2019 and/or* 2020 are not eligible to participate in the following year in the DSKC and have to switch to the DKM, *DEKM* or DSKM;

Tickets

Permanent tickets incl. Parc Fermé access authorization will be issued for:

Driver: 1 pass

Mechanic A: 1 pass

Officials

Permanent tickets without Parc Fermé access authorization will be issued for: Competitor, Industry, Organisation, TV, Press etc.

These are the only tickets accepted at the Championship Events. The tickets remain the property of the DMSB.

2. Vehicles

2.1. General

DKM: In accordance with the 2021 CIK-FIA Technical Regulations for class OK.

DJKM: In accordance with the 2021 CIK-FIA Technical Regulations for class OK-Junior.

DSKM: In accordance with the 2021 CIK-FIA Technical Regulations for class KZ2.

DSKC: In accordance with the 2021 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.7" 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. 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

Slick tyres:

For Qualifying Practice, Qualifying Heats, Warm up and Final Run, the maximum of 4 front tyres and 4 rear tyres (OK/KZ2: single tyres VEGA XM3 CIK Prime) are admitted. For class OK-Junior the maximum of 3 tyres respectively are authorised (OK-Junior: single make tyres VEGA XH3 CIK Option).

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.

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).

On Friday before the respective Event and according to the timetable, a voucher must be acquired from the authorised tyre manufacturer/tyre supplier for Qualifying Practice, Qualifying Heats, Heat and Final Run. The 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 are 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 tyre contingent is damaged, this tyre may, with the permission of the Stewards, be replaced by another tyre previously used in the Free Practice, provided that no more spare tyre from the quantity of his six (OK-Junior) or eight (KZ2, OK) allocated tyres is available.

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 Spoiler

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 spoiler with the regulations.

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

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

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

2.4. Fuel (except DEKM)

The use of the single fuel KART RON 102 of the company PANTA Distribuzione S.p.A. is mandatory. The fuel will be distributed in accordance with the timetable at each Event exclusively by the company PANTA Distribuzione S.p.A. 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.cikfia.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 2020. 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 until *1st April 2021*. *A later registration application is generally possible but not later than 2 weeks before a corresponding DKM event.*

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 2021,**
#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 be paid by bank transfer before the first event. These fees (entry fees and VAT included) are as follows:

Registration fee DKM/DJKM/DSKM/DSKC	€ 3,200
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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.

Competitors who have not paid the registration fee until the 1st Event are not admitted to participate in the 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 Qualifying 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 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. Registered participants move up in the classification for the allocation of championship points.

The entry fee for each Guest Driver is **€ 600** 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 the Sunday before the corresponding DKM Event. Late entries will generally not be accepted.

For each Driver, the number of participations as Guest Drivers is limited to 3.

6. DKM Championship Events

07-09/05/2021

Int. ADAC Kartrennen Kerpen

04-06.06/2021

Int. ACV Kartrennen Wackersdorf

30/07-01/08/2021

Int. ADAC Kartrennen Genk

10-12/09/2021

Int. DMSB Kartrennen Mülsen

01-03/10/2021

Int. ADAC Kartrennen Ampfing

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.*

From Monday 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 the access to the Start Servicing Park for a class is permitted by the Organiser, all Drivers of this class may enter the area with max. 2 karts and max. 1 mechanic per Driver.

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 max. one (1) kart, which must be ready for the Race, and one (1) mechanic per Driver. Once the pre-start area has been entered with a kart ready to race, the kart may no longer be exchanged (Exception: The Race Director orders "Start Delayed" if the weather conditions change).

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 (according to the timetable) for all parts of the competition (except qualifying practice).

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 licence,
- ASN authorisation for licence holders of a different ASN,
- 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 be issued during the registration.

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 support provided for the transponder may be used.

7.4. 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 be announced to the competitors/drivers on the Thursday 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 fastest times, 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 st position
Place 1 in slower group	2 nd position
Place 2 in faster group	3 rd position
Place 2 in slower group	4 th position
Place 3 in faster group	5 th position
Place 3 in slower group	6 th 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, Race 1 and Pre-Finals are prepared in the Pre-Grid Area and for the final Races through the Pre-Grid Area on the racetrack.

The start count-down begins with the display of the 5 Minute Board, 3 Minute Board, 1-Minute Board and 30 second's 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 Heats, Race 1 and Pre-Finals:

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 final Races:

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, as a consequence of changed weather conditions, 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.

To exchange a kart, the kart to be replaced must however be removed from the Pre-Grid Area before the new kart may be brought into the Pre-Grid Area. A replacement is only allowed if the second kart is already in the Start-Servicing-Park.

7.7. Qualifying Heats

The Heats determine the qualification to the Final Run. 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 (1st place = Group A, 2nd place = Group B, 3rd place = Group C, 4th 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 st heat:	Groups B and C
2 nd heat:	Groups A and B
3 rd 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 is based on the 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 1st 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* 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* 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. Finals

Final-Run-Modus A (applicable up to 36 confirmed application registrations in a class 2 weeks 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.

Final-Run-Modus B (applicable by more than 36 confirmed application registrations in a class 2 weeks 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 2nd placed of Pre-Final A is on starting place 3 etc.

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.

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 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-Grid Area. Access will be refused to all karts and/or Drivers failing to display the obligatory advertising.

7.14. Onboard Cameras

The Stewards 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. 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.

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 be imposed 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 within the group of finals 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 warnings is reset to zero. No protest or appeal against the aforementioned automatic penalty of a drop of grid positions is accepted.

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

For the championship and cup classification, the result with the lowest number of points of a race in a Final will be deleted (Final-Run-Modus A: race 1/2; Final-Run-Modus B: Final).

9. Title

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

In DKM: "Deutscher Kart-Meister 2021"
 In DJKM: "Deutscher Junioren-Kart-Meister 2021"
 In DSKM: "Deutscher Schalt-Kart-Meister 2021"
 In DSKC: "Sieger DMSB-Schalt-Kart-Cup 2021"

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 if they register in the DKM/ DJKM/ DSKM in the following year.

The registration fee for the top five drivers 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. Team Classification

A Team Classification is organised by the DMSB in the DMSB Kart Championships DKM, DJKM and DSKM.

All Competitors which have registered at least 3 Drivers (the Competitor's name according the registration form is decisive) in any of the above championships will automatically participate in the Team Classification.

The championship points pursuant to Art. 8.2 and 8.3 for the top three drivers of a competitor in the day classification *generally* will be taken into consideration for the team classification. *Points from Qualifying Practice, Pre-Finals and Race 1 will not be considered for the Team Classification.* In order to be considered in the Team Classification of the Competition, at least 3 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 or 2 Driver/s of its registered drivers receive/s 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 Team Classification DMSB Karting Championships 2021"

The awarding of trophies for the winner of the Team Classification will take place at the last DKM Event according to the timetable. The team will receive a free start (free registration fee for one driver of the corresponding competitor) for the following year. This free start will not apply in case of an unexcused absence from the awarding of trophies.

Art. 11 Nation Classification

A Nation Classification is organised by the DMSB in the DMSB Kart Championships DKM, DJKM and DSKM.

All Nations (according to the driver's licence) which is registered at least with 1 Driver in each category in any of the above championships will automatically participate in the Nation Classification (at least 4 drivers per nation).

The championship points pursuant to Art. 8.2 and 8.3 for the best drivers of each category of a nation in the day classification *generally* will be taken into consideration for the Nation Classification. *Points from Qualifying Practice, Pre-Finals and Race 1 will not be considered for the Nation Classification.* The minimum requirement to be considered as participant in the Nation Classification is the start in the Qualifying (start= crossing the timing line after the session's start release). For the Nation Classification the nation will also be awarded points, if only 1, 2 or 3 driver/s from the necessary 4 registered drivers receive/s championship points.

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

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

"Winner Nation Classification DMSB Karting Championships 2021"

Art. 12 Integrated DSKC Classification

This integrated DSKC classification will only be applied if the DSKM/DSKC championships are merged according to Art. 1.

The DSKC classification will be drawn up in accordance with Art. 8.

The Top 5 in the DSKC classification will receive awards at the last DKM event according to the schedule.

The top 5 drivers of the DSKC classification will receive a 50% reduction of the registration fee in the following year when registering for the DKM/DSKM.

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