



Kartsportverein Saterland e.V.

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DNKM

Deutsch–Niederländische Kartmeisterschaft

 Kartsportverein Saterland e.V.

Rules of procedure 2025

1 Promoter

1.1 Promoter of the German-Dutch-Karting-Championship (DNKM) is the association Kartsportverein Saterland e.V., following named as KSV Saterland

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2 **General**

- 2.1** The DNKM is a racing license free club championship. Every driver who belongs to the club (daily or full membership) is entitled to score.
- 2.2** Each class requires a minimum of 3 starter. KSV Saterland keeps the right for an exceptional rule.
- 2.3** If driver turn out during warm up (no attendance at qualification or race) the entry fee for one racing day, during ongoing season, will be 10.-€ (in words "ten" Euro).
- 2.4** If the entry fee for a DNKM race has been paid in advance and the driver did not take part at the race, the entry fee will be credited for one race in the ongoing season, a handling fee of 10.-€ (in words „ten“ Euro) will be charged.
- 2.5** Each racing day consist of:
1 (one) warm up
1 (one) qualification
3 (three) races
If a Winter trophy is advertised, it is as follows.
1 (one) qualification
3 (three) races
No warmup
- 2.6** Maximum speed in pit walk is walking pace. In case of disregarding the driver will charged with a starting suspension. Driving in paddock is forbidden. This is also valid for the changeovers of the paddocks at Vledderveen, between the races.
- 2.7** A protest note, general in written form, must be submitted latest 30 minutes after result publication of the race at the race management direction. A fee of 200.-€ (in words „twohundred“ Euro) must be deposited (150.-€ (in words „onehundredandfifty“ Euro) as protest charges and 50.-€ (in words „fifty“ Euro) as handling fee. When protest note is granted 150.- € (in words „onehundredandfifty“ Euro) will be refunded.

3 Starting grid, start and false start

- 3.1** Grid for each race is based on qualification time resp. position of last race. If two classes start at the same race this rule is valid for each class single. Every class starts as a cluster. The Pole setter starts, double formation, always at inner side of first turn after Start/Finish.
- 3.2** No participation at qualifying or no set of time, driver will start from last place at grid. If several drivers are without time, race director will place them in accordance to the order of their arrival at pre-start.
- 3.3** 10 before race start, driver and kart must be at pre-start, maximum 2 assistant per driver. If driver is delayed at pre-start, grid place is not occupied at starting grid.
- 3.4** Minimum one Complete formation lap must be driven before start. Beginning of formation lap will be announced by race director, signboard.
- 3.5** Driver is under control of start with beginning of formation lap. External assistance is not allowed. Only when driver arrive pit without assistance. At pit assistance is allowed.
- 3.6** During formation lap no overtaking, except a driver in front get slower with a technical problem.
- 3.7** Each driver is responsible for his position at starting grid. Before passing the red line the driver, who lost based on a technical problem his position, can take his position back. Starter is not obligated to call an additional formation lap so that driver can take back his position.
- 3.8** If a driver stops during formation lap at track, independent from reason, he is allowed to get back on track after the starting field passed him. His starting position is behind the grid, it is not allowed for him to try taking back lost position, if he tries, he will get the black flag and DSQ for the race.

- 3.9** A driver who dropped back behind the starting grid, without stopping on track (technical problem) must start from his position, he is not allowed to take back his former position. Exception, he is able to take his lost position before passing the red line.
- 3.10** Each violation will be suspended with demotion, time penalty or black flag.
- 3.11** If race directors become convinced that driver was forced to stop by another driver, they can stop the formation lap and start race new. In this case all drivers capture their origin starting position.
- 3.12** No other track than racetrack is allowed to use when getting back origin position.
- 3.13** Starter will give starting signal as soon as he checked the formation. Trying to circumvent or delay the start will be sanctioned.
- 3.14** After starting signal, with flag or starting lights, the racing regulations are valid. If a kart stopped at track, no external assistance is allowed to bring it back on track. When driver use external assistance, DSQ.
Exception:
Recovery of kart to a safe place. Driver must stay at Kart till end of race. Own secureness must be ensured.
- 3.15** In case of false start the race director demotion the initiator 3 places at the race result. Shown to initiator by Red panel with starting number and -3.
- 3.16** Groups 1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 13 rolling starting procedure.
- 3.17** Groups 10 and 11 standing start.
- 3.18** 2 groups in one heat, driver in front get a blue Flag if the driver behind him is from the other group and race director reached the opinion that the back driver is much faster than the driver in front.
- 3.19** „Parc fermè”
To check engines and Karts, Race director reserve right to place Karts at „Parc fermè”. Release from „Parc fermè” will be given from Race Management/Technical inspector`s.

4 Driver Equipment

KSV reserve right to release new safety rules, instructions and equipment during the running season.

4.1 All drivers are committed to wear the below mentioned clothing.

4.2 All

- Full face helmet
- Racing overall
- Gloves
- Driver shoes
- Rib protector, correct size in relation to body height of driver or one size smaller/bigger.
- It is recommended to use a proper neck support.

4.3 Driver till 12 years age

- Rib protector, correct size in relation to body height of drover or one size smaller/bigger.
- Proper neck support is required and mandatory.

4.4 For award ceremony racing overall is mandatory. If driver appear without racing overall, he will not get a cup and also no place at the podium. Scores for championship will be noted. Exception from racing overall rule are wet races.

4.5 Driver who does not take part at the award ceremony won't get scores.
Exception: He checked out for important reasons at race management.

5 Terms and conditions and technology

- 5.1** Participation at driver meeting is mandatory for each driver. All drivers till and incl. junior class must be accompanied by an adult.
- 5.2** Age of driver, see „5.12“
- 5.3** It is not allowed to change Kart in a heat. When chassis is changed for heat 2 or 3 the engine must be mounted as per classification. In this case and if new Kart is not checked, Kart must be presented to technical check before start, if not, DSQ.
- 5.4** Technical check is mandatory. Seal from technical check must be mounted at left side front at supporting rod of front bumper. Without seal it is not allowed to enter the track.
- 5.5** Choice of chassis is free, valid homologation is not necessary. Only Karts with former or valid homologation from manufacturer are allowed. No sharp angles or spikes at chassis, it must be in proper condition.
- a) Rear pumper in accordance to CIK/FIA/DMSB is required. The pumper must, seen from back, cover the tire tread.
Old rear bumper of DD2" (with rolls) are no longer authorized
- b) Front spoiler must be mounted with fix set of mounting kit for front spoiler FIA/2022-2023.
- c) Class 2;3;4;6;10;11;12;13;14
Minimum width for rear axle is, with tires, 1360mm and max. 1400mm.
Max. width of tires is 135-215mm
- Class 7 and 8 (only mini chassis is allowed)
Rear axis:
30mm OD, rear axle length 950mm
max width 1100mm
Max. width of tires 120-150mm
- d) Overflow tank or tank cap with valve is required.
- e) Transponder bracket is required, if not existing it can be bought at race day at nomination office.

- f) Attachment of transponder bracket at kart
The transponder für time measurement must be fixed at the backrest of the seat (outer far side of the driver) with a gap of 25 +/-5cm to soil, antenna downwards. The transponder must fixed in manufacturer bracket, secured with splint at the top. Bracket must be fixed at seat with bolts, dies with large washers or zip ties. Each driver is responsible for the correct fastening.

- g) Seat must grant that, in curves or breaking, a side-and/or forward movement of the driver is prevented. It can be made of compound. FIA standard seats 8873-2018 for class 7 and 8 are highly recommended.

- 5.6** Each kart needs his own single competition number. If two drivers get the same number the race management decides who needs to change his number, competition number is valid for the whole season.

Competition number:

Minimum size is 12 cm height

Fixed on all 4 sides of the Kart, color is black at yellow base plate

Yellow number plate (approx. 15x20cm) must be clear to see under competition number.

Shared groups will get marking point stickers from KSV, given at technical check.

- 5.7** Onboard cameras

Onboard cameras during competition are allowed under following guidelines:

Camera is to be fixed with manufacturer case and kit. Camera and kit must be cleared by technical inspector. Competition number does not be covered. Camera systems at helmet are not allowed, expectance helmet manufacturer give confirmation that a camera can be fixed at helmet.

Recordings will not be accepted from race management as proof. Race management keeps the right to check recordings from drivers.

- 5.8** Brakes, additional to brake bar a safety rope is required. All moving parts must be secured.

a) Class 4, 10 und 11 front and rear brake system required.

b) Class 2 only rear brake system, race management reserve the right for individual case exemption.

c) Class 3 front and rear brake system allowed.

d) Class 5, 6, 7, 8, 12 und 13 no front brake system allowed

- 5.9** Tires, ref.: „5.12“. If no tires are given all manufacturers with type „Medium“ are allowed.

- 5.10** Engine, no homologation is required, restrictions and class selection ref.„5.12“.

If not clear ask race management.

Shifter and 4stroke engines require a venting tank.

a) Radiator flow must end in a catchment tank.

5.11 Minimum weight, ref. „5.12“. Additional weight needs to be secured by bolts. If weight be will 0,5kg under minimum weight following penalties take place:

a) Qualifying:

time will delete and qualifying is marked with “no time set”, starting position last place.

b) Heat 1,2 or 3:

DSQ. If DSQ will be called in heat one, driver can start in heat two again, last starting place, same procedure from heat one when DSQ in heat two for heat three, last starting place.

5.12 The maximum noise at all tracks is 95 db (noise value). Track guidelines are also during the races from KSV Saterland and obligatory e.g. tarpaulin under kart 2x3m. Offences can be restricted with start ban.

5.13 Starting classes

Class	Min.-age ^{*1}	Engine / Description ^{*2}	Min.-weight	Tire type
1		Not labeled		
2	15	2-stroke 125 ccm . with clutch KF2 125ccm..... 2-Takt 175ccm..... 1-Zylinder 4-Takt 250-ccm..... 4-Takt SwissAuto SA250..... 4-Takt Biland SA250..... 4-Takt Honda GX360.....	158 -kg 180 kg 180 kg 180 kg 180 kg 180 kg 180 kg	Free choice ^{*3}
3	12	Single cylinder 4-stroke 340 - 405 ccm.....	180 kg	Free choice ^{*3}
4	15	Rotax Max DD2 Senior 125ccm	175 kg	Free choice ^{*3}
5		Not labeled		^{*3}
6	12	Iame X30 Junior (max. 29mm Restrictor) RotaxMax Junior Vortex Rok GP Junior (max. 28mm Restrictor) KF3 Junior	145 kg 145 kg 145 kg 150 kg	Free choice ^{*3}
7	7	Rotax MiniMax accordance to RMC guidelines (5.13).....	115 kg	Free choice ^{*3}
8	7	2-stroke 60 ccm 2-stroke 60 ccm (Safety seat) Starting speed clutch max. 3600 RPM	108 kg 105 kg	Free choice ^{*3}
9		Not labeled		
10	15	Shifter 125 ccm (5.14).....	175 kg	Free choice ^{*3}
11	Ü35	Shifter 125 ccm (5.15).....	190 kg	Free choice ^{*3}
12	14	Rotax Max Senior 125ccm.....	165 kg	Free choice ^{*3}
13		Free for guest classes		

Remarks:

*1: Required age must be reached at event year.

*2: All used engines need to be in accordance of homologation sheets.

This data sheet needs to be shown to race management.

All engines in class 5 / 6 / 7 and 8 must comply max. rpm from manufacturer.

All 60ccm engines in class 8 with CDi control max. 14.000 rpm.

Iame X30 junior, outtake max. 29mm, Vortex ROK GP max. 27mm.

Race management reserves the right for none announced control. This content also opening of sealed engines. Race management can mandate inspection and retention of engines for further technical checks. All costs, in case of violation, will charge on sufferer.

Retention engines will be given to a specialist firm for investigation.

Participant needs to deposit a safety deposit in amount of **200.-€**

If at further investigation a scoring exclusion will be announced is this not to use as strike result

*3: With beginning of qualifying only one new tire set (slick, type medium) per racing day is allowed Tire kit at race will be market or scanned. If a tire is damaged it can be replaced. Damage tire and new tire needs to be proofed by technical inspection to get clearance. Only for the race day registered tires can be used Chemical softener and contact spray are restricted. Race management can do control at any time.

5.14 Class 3

In class 3 is for all tracks a
exhauster with a diameter of
100mm mandatory, e.g.:



5.15 Class 4

Starting numbers, three digits starting with a 4 (four)

5.16 Class 41

Starting numbers, three digits starting with a 5 (five)

5.17 Class 7

RotaxMax Mini Outtake max. 22,20mm
MicroMax-radiator (small radiator) clearance min 1,2mm
Exhauster: Mini exhauster with inner pipe
Carburator: Origin Rotax restrictor
Transmission 13-80
Organizer reserves the right for changes during the event.

5.18 Class 10

KZ2, approved are engines, water cooled, with max. 125ccm and mechanical
shifting (3-6 gears)
Starting numbers, three digits starting with a 3 (three)

5.19 Klasse 11

KZ2 over 35 years, like class 10
Starting numbers, three digits starting with a 1 (one)

6 Positioning glaces

6.1 Alle drivers placed in accordance to completed laps. Winner is driver who will
be first at finish after intended completed laps or time.

6.2 Positioning of following drivers is in accordance to their completed laps and passing
finish line. All laps not made by own driving will be deleted.

6.3 If more drivers than permission, number of drivers of track, several heats will be
done, qualified will be the fastest ones and second fastest. Rest will be in
accordance to finish of the single heats, up to max. number of karts on track.

7 Scores and score board of day cup

7.1 First, second and third heat day cup:

Place	1	2	3	4	5	6	7	8	9	10	11
Points	12	10	9	8	7	6	5	4	3	2	1

7.2 If two drivers at end of the race day have same score the third heat will be assessed as final heat. Driver who will be best there is winner of the day trophy

8 Scores and score board DNKM

8.1 All scores for the championship will be taken from day result of day cup

8.2 Guest drivers, no championship driver, will get scores for the day cup but not for the championship. Scores for championship will only give to registered championship drivers., e.g. Championship driver will score for day cup at place two he will get the full scores of place one for the championship. The score board of the championship is corrected by remove of guest drivers.

8.3 Only registered drivers of the championship will be evaluated for the DNKM.

8.4 All scores of the single heats (7.1) will be incurred for DNKM score board and added up during the season.

8.5 If there will be, at end of season, a tie, all places will be counted from the day cup (number of wins, seconds places...). When there is still a tie the overall placement of the last racing day will be considered.

8.6 All registered drivers will get the worst three single heat results as cancellation result at championship score board.

9 Race cancellation

9.1 If race director cancels the race, following scoring will be used:

Assumed that min 60% of racing distance is completed, the drivers will get scores from position they take at last completed round before cancellation.

10 **Penalty**

10.1 Penalties are:

- a) Demotion of race result 3 places
- b) Time penalties
- c) DSQ

10.2 Penalization will be disposed by race management without special process. They can be shown to driver by sign during the heat or after the heat. Consultation can be scheduled from race management. An arbitration tribunal will be named by race management for each race day. Tribunal do final decisions in complex cases. Decisions made by tribunal are final and cannot be challenged.

10.3 Demotion of 3 places in the related heat:

- a) Improvement of starting position in formation at rolling start. By massive infringement scoring exclusion will take place.
- b) Disrespect of flag signals
- c) Front spoiler in incorrect position after qualification
- d) Overtaking before start signal is given at rolling start
- e) Leaving formation corridor, if existing, before start signal, rolling start

10.4 5 Seconds penalty in related heat:

- a) Moving kart forward bevor starting lights are out, standing start
- b) False start at standing start
- c) Start from an incorrect position, e.g. in front of pole setter at rolling start
- d) Repeated ignoring of specified given speed at rolling start
- e) Overtaking after red line at rolling start
- f) Front spoiler is in incorrect position after heat
- g) Overrun of starting corridor marks with 2 wheels before starting signal is given

10.5 10 Seconds penalty in related heat:

- a) False start at rolling start
- b) 'Unsportsmanlike behave
- c) Ignoring of flag, when flag is slewed or shown.
If yellow is shown:
Driver has to lift his hand to show that he notice
Substantial decrease of speed in the sector
- d) Overtaking under yellow flags
- e) Ignoring of blue flag
- f) Overrun of starting corridor marks with 4 wheels before starting signal is given

10.6 DSQ of driver:

- a) External assistance, in case it was not required for safety rules (recovery)
- b) Illegal moving of kart against driving direction
- c) Hindering at overtaking and over lap
- d) Intentional "causing a collision" during the heat
- e) Ignoring of black flag with orange point, return to pitlane within one round
- f) Violation against guideline
- g) Unsportsmanlike behave

10.7 DSQ and suspending!

- a) If race management will assault by a companion of driver or hindered the driver will be DSQ and can be suspended for unlimited time.

10.8 Direct DSQ and lifetime suspend

- a) Physical violence against race management, executive board, participants, and guests of KSV Saterland e.V.
- b) Obscene, provoking gestic against contestants and organizer or from organizer assigned staff.
- c) Lack of sportsmanship