



Kartsportverein Saterland e.V.
at DMV eV.

DNKM

Dutsch-German-Karting-Championship

 Kartsportverein Saterland e.V.

Guidelines 2026

1 Promoter

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

Postal adress: KSV Saterland e.V.
 Schützenstr. 6
 46459 Rees
 Germany -

Website: www.ksv-saterland.de

Mail: vorstand@ksv-saterland.de
 sven.krogull@ksv-saterland.de

2 General

- 2.1** The DNKM is a 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 5 starter. KSV Saterland keeps the right for an exceptional rule.
- 2.3** If a driver turns out during warm up (no attendance at qualification or race) the entry fee for one racing day, during ongoing season
- 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.
- 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 racing suit must be worn for the award ceremony. If a racing suit is not worn, the participant will not receive a trophy and will not be allowed on the podium. However, the participant will receive the points for the championship. Rain races are an exception to this rule.
- 2.8** Drivers who do not take part in the award ceremony will not receive any points. Exception: The driver has notified the race management of his absence for important reasons before the start of the race day.
- 2.9** 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. When protest note is accepted the deposit 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** If a driver does not participate in qualifying or does not set a time, they must start from the last position on the grid. If several drivers did not set a time, the last positions will be assigned by the race director. The order is determined by the order in which the drivers arrive at the pre-start area.
- 3.3** 10min before race starts, driver and kart must be at pre-start, maximum 2 assistants 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 starting. Beginning of formation lap will be announced by race director, by signboard.
- 3.5** With beginning of the formation lap the driver is under supervising of the starter. External assistance is not allowed. Only when driver arrives in the pit, without assistance. At pit assistance is allowed.
- 3.6** The specified time window for the race begins when the formation lap(s) commences, regardless of whether the race is started by the race director or not.
- 3.7** During formation lap no overtaking, except a driver in front get slower with a technical problem.
- 3.8** 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.
- 3.9** 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.
- 3.10** 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 can take his lost position before passing the red line.
- 3.11** Slow Zone, this is indicated by the marshals with a slow sign and simultaneous waving of the yellow flag. Within the slow zone, speed must be reduced considerably, the distance to the vehicle in front must be maintained and overtaking is prohibited. The Slow Zone is lifted by a green flag. The Slow Zone can cover individual sectors (from marshal to marshal) or be declared for the entire track.
- 3.12** Each violation will be suspended with demotion, time penalty or black flag.

- 3.13** 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 original starting position.
- 3.14** No other track than racetrack is allowed to use when getting back original position.
- 3.15** Starter will give starting signal as soon as he checked the formation. Trying to circumvent or delay the start will be sanctioned.
- 3.16** 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 drivers use external assistance, DSQ
Exception: Recovery of kart to a safe place. Driver must stay at Kart till end of race. Own security must be ensured.
- 3.17** 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.
- 3.18** Groups 1-9 rolling starting procedure.
- 3.19** Groups 10 and 11 standing start.
- 3.20** If two groups are 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.
- 3.21** „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 reserves the right to release new safety rules, instructions and equipment during the running season.

All drivers are committed wearing the below mentioned clothing.

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 proper neck support.

Driver till 12 years age

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

5 Terms and conditions and technology

- 5.1** Participation at drivers 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 „6.12“
- 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 it starts, if not, DSQ.
- 5.4** Technical checks are 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 and 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 with CIK/FIA/DMSB is required. The pumper must, seen from back, cover the tire tread.
- b) Front spoiler must be mounted with fix set of mounting kit for front spoiler FIA/2022-2023.
- c) Class 1 and 2: (only mini chassis are permitted)
Rear axle 30.0 mm outer diameter, length 960 mm (+/- 10 mm)
Max. width for the rear axle, with wheels 1100.0 mm
Max. tyre width 120-150 mm
- d) Class 3-11
Minimum width for rear axle is, with tires, 1360mm and max. 1400mm.
Max. width of tires is 135-215mm

- e) Overflow tank or tank cap with valve is required.
- f) Transponder bracket is required, if not existing it can be bought at race day at nomination office.
- g) The transponder for timekeeping must be attached to the back of the seat back at a maximum distance of 25 cm from the floor, with the antenna surface facing downwards. Attachment of transponder bracket at kart
The transponder must be 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.
- h) 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.

Handicap drivers needs a red 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 4,5, 10 und 11 front and rear brake system required.
- b) Class 9 only rear brake system, race management reserve the right for individual case exemption.
- c) Class 3 front and rear brake system allowed.

d) All other classes, no front brake system allowed

5.9 Tires, ref.: „5.13“. If no tires are given all manufacturers with type Medium are allowed. For classes 1, 2, 4, 5, 6, and 7, which have a tire binding, one set of slicks of the corresponding type can be purchased per race day at KSV Saterland. These are prices subsidized by KSV Saterland

Marke	Typ	Price* ¹
Mojo	C2	150.-€ per set
Mojo	D2	180.-€ per set
Mojo	D5	185.-€ per set

*1 Each driver is limited to purchasing one set of slicks per race day. Purchasing tires is not mandatory; drivers may also participate in the event using Mojo tires of the appropriate type that they have purchased elsewhere.

5.10 Engine, no homologation is required, restrictions and class selection ref.„5.13“. If not clear, ask race management.

Shifter and 4stroke engines require a venting tank.

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 0,1 kg 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 provided 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	Engine / Description ^{*2}	Min.-age ^{*1}	Min.-weight	Tyre type Slick	Tyre-type Rain
1	Rotax Micro Max in accordance to RMC guidelines	7	105 kg	Mojo	Free choice
2	Rotax Mini Max In accordance to RMC guidelines	9	115 kg	Mojo ^{*3}	Free choice
3	Single-cylinder 4-Stroke 340 - 405 ccm	12	180 kg	Free choice ^{*3}	Free choice
4	Rotax Max DD2	15	180 kg	Mojo D5 ^{*3}	Free choice
5	Rotax Max DD2 Master	Ü32	180 kg	Mojo D5 ^{*3}	Free choice
6	Rotax Max Junior In accordance to RMC guidelines	12	145 kg	Mojo D2 ^{*3}	Free choice
7	Rotax Max Senior	14	165 kg	Mojo D5 ^{*3}	Free choice
8	Rotax Max Pre-Evo Senior	14	165 kg	Free choice ^{*3}	Free choice
9	2-Stroke 100-125 ccm, with clutch	14	158 kg	Free choice ^{*3}	Free choice
10	KZ2 125ccm	15	175 kg	Free choice ^{*3}	Free choice
11	KZ2 Master 125ccm	Ü35	190 kg	Free choice ^{*3}	Free choice
12	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 1/2/4/5/6/7/9 must comply max. rpm from manufacturer.

All Rotax Max Evo engines must be sealed with a valid Rotax seal; other seals are not permitted.

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.

Participants need 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: On each race day, only the scanned set of medium tyres is permitted at the start of qualifying:
The set of tyres used on race day is scanned during technical inspection or when the tyres are issued.

Should a tyre need to be replaced due to a defect, the replacement tyre must be approved by the TK/weighing station before fitting.

If a tyre has to be replaced due to a defect, the replacement tyre must be approved by the TK/weighing station before being fitted.

Only tyres that have been scanned and marked for the respective race day may be used.

Chemical softeners and contact spray are prohibited. The race management may carry out checks without prior notice control at any time.

5.14 Rotax Micro Max (Class 1)

Outlet max. 18.20 mm MicroMax radiator (small radiator)

Gap dimension: at least 2.40 mm Exhaust system: Micro exhaust with Micro inner pipe

Carburettor: The original Rotax inlet restrictor must be used Gear ratio: 14 - 72. The organiser reserves the right to change this during an event.

Starting numbers 2 digits, starting with a 1 (one)

5.15 Rotax Mini Max (Class 2)

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.

Starting numbers 3 digits, starting with a 1 (one)

5.16 One-cylinder 4-stroke (Class 3)

In class 3 is for all tracks a
exhauster with a diameter

of 100mm mandatory,

e.g.:



Starting numbers 3 digits, starting with a 7 (seven)

5.17 Rotax DD2 (Class 4)

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

5.18 Rotax DD2 Maser (Class 5)

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

5.19 Rotax Max Junior (Class 6)

Starting numbers 3 digits, starting with a 2 (two)

5.20 Rotax Max Senior (Class 7)

Starting numbers 3 digits, starting with a 3 (three)

5.21 Rotax Max Pre-Evo Senior (Class 8)

Starting numbers 3 digits, starting with a 6 (six)

5.22 2-Stroke 100-125ccm with clutch (Class 9)

Starting numbers 3 digits, starting with a 9 (nine)

5.23 KZ2 (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)

5.24 KZ2 Master (class 11)

KZ2 over 35 years, like class 10

Starting numbers, three digits starting with a 1 (one)

6 Placement

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 ranking

7.1 First, second and third heat day ranking:

Place	1	2	3	4	5	6	7	8	9	10	11 and plus
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 be given 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. Registration for the DNKM championship is possible until the closing date for entries for the first race of the 2026 DNKM season in Assen (2 May 2026). Late entries will not be accepted.
- 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 ranking (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) DQ

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.

10.2 Deliberately pushing another kart away or causing serious contact (DMSB 4.2 g)

- Demotion of race result 3 places
- Time penalties
- DQ

10.3 Causing an avoidable collision, forcing another kart off the track, unsafe re-entry onto the track (DMSB 4.2g)

- Demotion of race result 3 places
- Time penalties
- DQ

10.4 Demotion of 3 places in the related heat:

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

10.5 5 Seconds penalty in related heat:

- Moving kart forward bevor starting lights are out, standing start
- False start at standing start
- Start from an incorrect position, e.g. in front of pole setter at rolling start
- Repeated ignoring of specified given speed at rolling start
- Overtaking after red line at rolling start
- Front spoiler is in incorrect position after heat
- Overrun of starting corridor marks with 2 wheels before starting signal is given
- Track limits (DSMB B5 j)
- Leaving the track and rejoining with a time/position advantage
Failure to observe the blue flag, waved (DMSB B5 j) In practice: Faster competitor is close behind, allow them to overtake at the next opportunity.
In the race: If you are about to be lapped, allow the faster participant to lap you immediately.
- Ignoring the black and white chequered flag (DMSB B5c)
The flag may only be passed once.

10.6 10 Seconds penalty in related heat:

- a) False start at rolling start
- b) 'Unsportsmanlike behave
- c) Ignoring/overtaking yellow flags (DMSB B5 h)

Yellow flag (waved):

signal for danger! There are two possibilities with the following meanings:

Simply waved:

Reduce speed and do not overtake. Be prepared to drive an unusual line. There is a hazard in a bend or part of the track.

Waved twice:

Reduce speed and do not overtake. Be prepared to drive an unusual line or even stop.

Great danger! The track is completely or partially blocked.

Yellow flags are only shown by the marshal immediately in front of the danger.

Overtaking is prohibited from the yellow flag until the green flag after the danger zone

has been passed.

The yellow flag is also displayed during the neutralisation phase (waved or held still).

The driver must indicate acknowledgement by hand signal and significantly reduce speed

- d) SLOW phase (ignoring, overtaking, violation of procedure) (DMSB B14 1)

Neutralisation of a race

The race director/race manager may neutralise a heat or a race. This is done when the race track is blocked or drivers or officials are in danger, but an interruption of the race does not appear necessary.

When this decision has been made, the race director/race manager and the track marshals will display waved yellow flags and a board with the word 'SLOW' (black on yellow) to the marshals for as long as the neutralisation remains in effect.

If available, the orange flashing light at the start/finish line will be switched on during this time.

All karts in the competition must drive in a line behind the leader and overtaking is prohibited, unless a kart slows down due to a problem and can no longer keep up with the speed of the formation.

During the neutralisation phase, the driver of the leading kart determines the speed, which must

be greatly reduced. All other karts must follow in a line and in close formation.

It is permitted to drive into the repair zone, but the exit may only take place when this is permitted by an official. The kart re-entering the track may follow the formation at moderate speed until it has caught up with the last kart.

When the race director/race manager decides to end the neutralisation phase, the

orange flashing light is switched off. This is the signal that the restart will take place the next time the start line is crossed. During this lap, the 'SLOW' signs continue to be displayed and the yellow flags are held steady.

The leader maintains a constant speed during this lap. The race director/race manager waves the green flag at the start line, allowing the karts to accelerate again and overtaking is permitted once the respective driver has crossed the start line.

The marshals withdraw the signs and yellow flags and wave green flags for one lap. Every lap driven during the neutralisation phase counts as a race lap.

- e) Overrun of starting corridor marks with 4 wheels before starting signal is given

10.7 DQ of driver

- a) External assistance, in case it was not required for safety rules (recovery)
- b) Illegal moving of kart against driving direction
- c) Slow phase (10.6), a DQ or time penalty is at the discretion of the race director
- d) Red flag (ignoring/overtaking/violation of procedure) (DSMB 14.2a)

Interruption of a practice session or race/heat

If it becomes necessary to interrupt a race/heat, the race director/race manager shall display the red flag at the start and finish line. Immediately from this point onwards, red flags shall be displayed simultaneously at the marshals' posts.

Interruption of a practice session

All drivers must immediately reduce their speed and drive slowly into the service park. Overtaking is prohibited. The race director/race manager shall decide whether and for how long the interrupted practice session will be continued.

Interruption of a race/heat

All drivers must immediately interrupt the race, reduce their speed and drive slowly to the start line or another location announced in the drivers' briefing, or follow the instructions of the marshals responsible for track safety. Overtaking is prohibited.

From the moment the red flags are shown until they are lifted by the race director/race manager, parc fermé regulations apply, i.e. any work on the kart is prohibited. The race director/race manager shall determine whether the parc fermé regulations will be lifted during the interruption period until the race is resumed and repairs can be carried out.

A chassis change (provided this is permitted by the series regulations) is only permitted

if the reason for the interruption is changed weather conditions. Drivers whose kart is not ready to race by the time the race resumes may only restart from the repair zone.

e) **Disregarding the black flag with an orange dot (DMSB B5 e)**

The driver must – except during the last lap – stop at the next opportunity in the repair zone. Once the technical problem has been rectified, the driver may continue the competition. Ignoring of black flag with orange point, return to pitlane within one round

f) **Violation against guideline**

g) **Unsportsmanlike behave**

10.8 DQ and indefinite suspension

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

10.9 Direct DQ and lifetime suspend

Physical violence against race management, executive board, participants, and guests of KSV Saterland e.V.

Obscene, provoking gestic against contestants and organizer or from organizer assigned staff.

Lack of sportsmanship