

# **KARTING BERLIN**

## Regulations



at the Go-Kart and Recreation Centre Niedergoersdorf  
on 09th, 10th and 11<sup>th</sup> of september 2011

For the 8th time the 24h race will take place on one of the largest and fastest outdoor tracks in Germany (1200m) at the Go-Kart and Recreation Centre Niedergoersdorf close to Jueterbog. The track, with it's famous Bridgestone chicane, offers many possibilities for overtaking and therefore exciting positioning fights, due to it's spacious routing. The karts to be used are 390ccm Sodi-Karts. All participating teams will receive a trophy and all drivers will receive a medal. The winning team will receive the "Challenge Cup".

**Registration fee: EUR 2.500,00 per team**

**Registration deadline: Friday, 15 July 2011**

**Karting Berlin – Krausnickstr. 13 – D-10115 Berlin**  
**Tel. +49-30-40053653 - Fax +49-30-40053654 - Mobil +49-172-9909999**  
**E-Mail [info@karting-berlin.de](mailto:info@karting-berlin.de)**  
**Bank details: Commerzbank Berlin - Bank code 12040000 - Account number 070233202**  
**IBAN: DE28120400000070233202 SWIFT/BIC : COBADEFFXXX**

**Additional Information at [www.karting-berlin.de](http://www.karting-berlin.de)**





# Schedule

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## The 24h of Berlin

at the Go-Kart and Recreation Centre Niedergoersdorf  
on 09th, 10th and 11th of September 2011

<b>Friday, 09.09.</b>	17:00 - 22:00 h	Enrolment Team manager meeting
	19:00 h	Kart drawing
	19:30 - 20:00 h	Preparation of Karts
	20:00 - 22:00 h	Free practice
	22:15 h	Parc Fermé
	21:00 h - ? h	„Drivers Party“
<b>Saturday, 10.09.</b>	9:00 h	Opening Parc Fermé Drivers briefing
	9:30 - 10:00 h	Free practice
	10:30 - 11:00 h	Qualifying
	11:10 h	Closing of pit lane
	11:15 - 11:45 h	Team presentation
	12:00 h	<b>Start “The 24 h of Berlin”</b>
<b>Sunday, 11.09.</b>	12:00 h	Finish of race
	13:00 h	Award ceremony

# **1. Standard regulations**

## **1.1. Registration**

The registration for this long distance race will only become valid with the payment of at least 50% prepayment. The complete data (including pictures) of all drivers need to be submitted by 15. July 2011. Only teams, which have paid the full registration fee before the start of the event, are entitled to participate. A deposit of € 100 for possible damage to the seats, the steering-wheel and eventual cleaning of the pit needs to be paid at registration. The race will only take place with a participation of at least 15 teams. Only 30 teams are authorized to start. In case a team does not show up for the race, the registration fee will not be refunded.

## **1.2. Liability exclusion**

Each team member is obliged to sign the registration form. This form also contains the liability exclusion. With this signature the team members confirm their understanding and their approval of the liability exclusion as well as the standard regulations and commit to have read the rules & regulations before driving on the track.

## **1.3. Event**

The organiser can change, postpone or cancel the race as circumstances demand. In case of a cancellation before the start of the event, the registration fee will be reimbursed.

## **1.4. Drivers meeting**

The participation at the drivers meeting is compulsory for every driver. The times for the meeting can be found in the schedule.

## **1.5. Track rules**

Additionally the track rules, which can be found in the area of the ticket counter next to the Restaurant „Sir Henry“, apply.

## **1.6. Flag signals**

Awareness and strict observation of the flag signals is mandatory for every driver. Those are also found in the area of the ticket counter next to the Restaurant.

## **1.7. Discipline**

Disagreements or lack of discipline on the track or in the paddock need to be reported to the race management immediately. In case of profound violations against the rules the race management is entitled to expel drivers or teams from the event. The communication between teams and race management occurs solely between the team manager or his representative and the race management. Penalties will be announced directly to the driver by the race management. Decisions of the race management are definite and unchallengeable.

## **1.8. Health**

After consultation with the race doctor the race management reserves the right to take drivers which are overstrained or have obvious health problems out of the competition. In those cases the team is entitled to reimbursement of the registration fee.

## **1.9. Announcements**

All official announcements (incl. time of announcement) from the race management can be found at the notice board. Each team is responsible to check the notice board on an hourly basis. Those announcements are part of the regulations. The notice board is placed at the race office.

## **1.10. Protests**

Protests on demand have to be submitted in writing for a fee of € 100,--. Gathered protests are not allowed. In case a protest is granted the fee will be reimbursed. The affected team will be sentenced to pay a fine of € 100,-- if the protest was justified (additionally to the sportive penalty). Protests and objections have to be reported to the race management within 30 minutes from the time of the occurrence.

## **1.11. Pit area**

All drivers, team chefs and max. 4 coaches of each team will get an admission card. As a precaution only this persons are allowed to be inside the pit area. For all other non authorized people inside the pit exist exclusion of liability from the side of the promoter.

## **2. Reglement**

### **2.1. The race**

The race lasts 24 hours. The race management can abort the race if circumstances arise or else if the majority of the team leaders have decided it. If such a case occurs one does not have the right to get a reimbursement of the registration fee. The start time can be found in the schedule. A maximum of 30 Karts are permitted.

### **2.2. Sponsors**

Sponsor stickers placed by the organiser are not to be removed. Individual sponsor stickers can be used but the identification number as well as space for contracted promotion partners need to be left free – after the race all karts need to be returned free of stickers and other added parts. The creation of additional advertising space is prohibited. Advertisement on the site with respect to the promotion partners of the organiser is only allowed in one's own pit or rather in prior consultation.

### **2.3. Radio- and Mobile phone communication**

Any wireless communication (radio) between team and driver is only permitted if the technical equipment (e.g. time measurement) is not affected. In case of eavesdropping or radio interference the concerned team can be disqualified. This also applies for the use of mobile phones in the track area.

### **2.4. Drivers**

Each team must consist of min. 5 and max. 12 drivers. An age limitation does not exist but up to the age of 16 a declaration of consent by the legal guardian needs to be provided. Those drivers are not allowed to drive at night between 10pm and 6am.

Each team has to designate a team chef and a representative; only one of these is allowed to take part in a team chef conference, which is convened by the racing chief.

### **2.5. Driving times**

The driving time of a driver should not exceed 90 minutes per stint. A minimum driving time per turn does not exist. The breaks between each turn should last at least 90 minutes. In case of a race break-up (neutralization), driver changes, repairs or refuelling are not permitted. Each driver has to drive the same length of time. The variance within a team between the drivers should not exceed 20 minutes. Variances will be penalised with 1 lap per minute after the race. If a driver drops out due to health problems (confirmed by the race doctor) the remaining team needs to compensate his driving time.

### **2.6. Driver equipment**

Each driver needs to wear a closed helmet, firm clothes (Overall), gloves and firm sport shoes while he is driving.

### **2.7. The kart**

Each team will be provided with a kart and a pit. The number of the kart is also the number of the box. Technical equipment and wear parts like fuel, lubricants and tires are free of charge and will also be provided. Spare parts, which are needed due to self-inflicted accidents or improper handling (e.g. tires), need to be paid for. Only spare parts and lubricants from the organiser are to be used. It's not allowed to do any repair or lubrication in the own box. This has to be done only at the special place at the repair place in the gasoline station area. The following changes can be implemented during the whole event:

1. The tyre pressure can be defined and adjusted. The maximum inflation can be 2,0 bar. This will be spot checked. Any mechanical, thermal or chemical treatment of the tyres is prohibited.
2. The steering wheel can be replaced against a deposit of € 100,00. Alfanos or similar time measuring devices on the kart are permitted, if they don't interfere with the track time measurement.
3. The kart has to be supplied with a non glaring and not flashing tail light, which has to be bring along and mounted by each team themselves. The time of insertion will be announced by the racing chief during a team chef conference.

**2.8. The engine**

Any changes to the engine and its parts are strictly forbidden. Only the track staff are allowed to carry out changes to the engine.

**2.9. Minimum weight and weighting**

The minimum average team weight is 75kg. It will be measured as follows:

The weight of all drivers will be added and divided by the amount of drivers. This will result in the average team weight. If the average weight is passed over, rolled lead will be fastened in the seat and it's not allowed to put it aside for the whole race.

**2.10. Qualifying**

In a 20 minute qualifying 10 laps can be driven. The fastest driven lap counts. In the case of similar driven times, the team, which drove the time first, will get the better grid position. If a team drives more than 10 laps, the best time per too much driven laps will be cancelled. Driver changes are permitted. After qualifying, Parc Fermé will take place.

**2.11. The start**

The flying start will take place after two warm up lap behind the pace-kart.

**2.12. Pit lane**

Before entering the pit lane this has to be indicated by a raised arm well recognisable to the following drivers. At the stopping-line the kart has to be stopped with all wheels. The pit lane is subject to a walking speed limit starting at the mark (line)!!! and one team member has to go in front of the kart till the end of the change-over zone. It's only allowed to follow the traffic lane. When leaving the pit lane the driver is obliged to ensure himself that the track is free and he won't interfere other karts performance. In principle the following rule applies: the kart on the track has the right of way. An obstruction will be penalised with a stop & go penalty.

**2.13. Driver changes**

The amount of driver changes is not limited but the max. driving- and resting time of the drivers needs to be considered. The driver change is only permitted in the marked changing area in the pit lane. Each driver change needs to be reported to the Pit Marshall after the change.

**2.14. Refuelling**

The kart will be total fueled on saturday morning and not refueled before start. The refuelling of the karts has to be done by the teams without assistance during the complete race. The driver pulls into one of the designated refuelling boxes, shuts off the engine and gets out of the kart. After completion of the refuelling process the driver gets back into the kart and will leave the refuelling station. A driver change in the refuelling station is not allowed.

**2.15. Technical defect on the track**

In case of a technical defect during the race, the driver remains seated in the kart and waves his hand clearly visible to the next infield personnel. After introduction to the yellow-phase the driver is allowed to leave the kart and to push it out of the danger zone. Subsequently the kart can be brought to the garage, if needed with help from the rescue-kart. Passing with reduced speed is permitted.

**2.16. Repairs**

In case of damage a replacement kart will be available; the decision belongs to the racing chief. The kart change can only take place if the defect kart is located in the service area. Once the kart has been fixed it has to be changed back within 3 laps after notification by the service personnel. Delayed changes will be penalized with 60 seconds penalty. The team is responsible for the respective change of transponders. Only the team manager or his representative is permitted to be present in the service area during the repair. Not reparable damages through one's own fault the team will be disqualified. If a driver will damage a kart of another team in such a manner that this is not reparable, the karts will be changed including the transponder and that team which is responsible will be disqualified.

### 2.17. **Obligatory service check**

During the 24h race each kart will be called in for a service check at least twice with a sign "oil check" plus kart number. The duration of those checks will be the same for all teams. After driving through the pit lane the kart has to stop at the service area and the engine has to be turned off. The time runs from the moment the engine is turned off and the driver left the kart. Next to the driver only the team manager or his representative is permitted. After the obligatory service check the same driver needs to go back on track without having changed tyres or refuelled. During a pace-kart phase an obligatory service check will be suspended. Should a technical defect arise during a service check, which might cause danger, a longer standing time has to be accepted. During the service check there is no claim to change the kart. If the brakes are eliminated before or during the service check the repair will be done after the check.

### 2.18. **Pace-Kart**

A pace-kart phase can be set off by the race management in case of a danger zone or in case of failure of the time measurement. The pace-kart can place itself in front of every individual kart. During this time all infield personnel will waive yellow flags. No overtaking is allowed and the speed has to be visibly reduced. All drivers need to follow the pace-kart speedy in one line with the leader in front. When re-entering the track from the pit-lane the personnel positioned at the pit-exit will indicate when the driver can return to the track. Before the restart the pace-kart will turn-off the flashing lights and returns to the pits. Afterwards the green flag will indicate the restart.

### 2.19. **Penalties**

A black flag plus start number at the start/finish line will indicate a penalty to the driver. The driver needs to come to the penalty zone within the next 3 laps otherwise he may be disqualified. The penalty zone is located in the pit- stop area. Time penalties will be assigned for the following reasons:

#### **Stop & Go:**

- false start
- complaining about the race management
- too many people in the service area
- obstructing another kart while exiting the pits

#### **30 sec.:**

- ignoring of blue flag
- not turning off the engine during refuelling

#### **60 sec.:**

- disregarding of the yellow flag
- offences on the track during pace-kart phase
- crossing the line stop-line at track entry and exit
- security specific mistakes on or next to the track
- unfair behaviour on the track
- late change of replacement kart

The race management reserves the right to assign adequate penalties due to other reasons. Severe violations can result in disqualification or scoring exclusion.

### 2.20. **Timing**

Timing & scoring (incl. driving through the pits) is done using a Computer-system. In case of a system breakdown the contest will be neutralised by a pace-kart. The last race status based on the back-up file applies. The drivers are responsible for the functional efficiency of the transponder. In cases of loss or damage, laps will not be credited. During 60 minutes a security print-out will be made.

### 2.21. **General**

As a basic principle the following applies: **Everything that is not explicitly permitted is prohibited!**

The race management can change, amend or renew the regulations during the team manager or driver meeting. Rule interpretations are under responsibility of the race director. The organiser cannot be held responsible for technical defects or failure of a kart for other reasons.

**.... each race is different – and full of surprises...**