



Date and version briefing: Sunday, Oktober 20, 2024 Version 20241020.1.0

Event Date: 16 & 17 November 2024

Event: GK4 event 7

Circuit: Karting Genk

Organizer: C.POINT

Classes: Saturday Honda Cadet
IAME Mini
IAME Mini Rookie
IAME X30 Junior
IAME X30 Senior
IAME X30 Senior National

Sunday Rotax Max Junior
Rotax Max Senior
Open Shifter, class KZ2 & X30 Super Shifter
Formula Honda 9PK Junior
Formula Honda 9PK Senior

Race Director: Edgar Dobbelsteen

License Number: 42494

Regulations/ Protocols

- GK4 Kart Series Sporting Regulations 2024
- GK4 Kart Series Technical Regulations (participating classes)
- GK4 Protocol Behavior

+ other regulations referred to in the regulations above

Downloads
(regulations and forms) <https://www.gk4kartseries.com/downloads/>

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§1 Foreword

The purpose of this digital briefing is to draw attention to specific points of the event and circuit. We expect the participants (drivers, mechanics and other supervisors) to take note of the content of this briefing.

This document mentions points of attention for the course, the competition and the relevant rules. This briefing only emphasizes specific points that the Race Direction wants to draw extra attention to. For the other points and rules, we refer to the regulations offered on the site(s) as mentioned on page 1.

§2 Important: knowledge of regulations

Every participant - including mechanics, supervisors and team members - is expected to know the applicable regulations.

§3 Startprocedure

Signal on the pre-grid 1 minute before the start and delay a start.

A whistle is blown by a marshal and/or a sign is shown as a signal that the warm-up lap will start in 1 minute. After that minute, the green flag will be waved as a sign that the warm-up lap begins. The moment this signal occurs, the technicians must leave the pre-grid. It is then no longer allowed to provide assistance to the driver unless otherwise indicated by the race directors. If it is not possible to start for various reasons and the start is postponed for any reason, the sign "start delayed" will be displayed. In that case, the Race Director has determined that the start will be postponed by 5 minutes or longer than the time indicated on the timetable. After showing the sign, the drivers/participants will be told how many minutes the start is guaranteed to be delayed. The Race Director can then decide to postpone the start by a number of minutes to be determined.

§3.1 Start procedure (rolling start)

- Low constant speed
- Two contiguous rows
- Red lights are on, if it is not possible to start with lights, the starter with the national (Dutch) flag, further called 'starting flag', will be ready.
- Number two must remain behind number one at all times before the starting lights are extinguished or the starting flag is waved
- Starting lights go out (or start flag is waved) between the moment the first karts cross the yellow line and before they cross the starting line.
- From that moment on, racing is allowed. NOT before. That means: until then, stay within the white lines of the respective starting row!
- Up to the yellow line, keep a moderate and constant pace! Accelerate only from the yellow line.
- For visual details see Figure 2 and 3.

Restart rolling start

If a restart is needed, the yellow lights will come on and/or the starter will put his index finger in the air so that the drivers know that the formation lap will be held again.

If the start is aborted twice, in both cases caused by the driver on pole position, he will be penalized and the start can be aborted with the help of the red flag. In that case, the drivers will be stopped at the start-finish line.

A restart is given when the starter feels safety is compromised, the driver at pole position accelerates too early, or does not maintain a constant speed. Other situations can be assessed by means of a penalty or by further investigation at the start. This is indicated by the "start under investigation" sign. The results of this research will be published in the results of the heat in question.

§3.2 Starting procedure (stationary)

- Low constant velocity on formation lap.
- Drivers will be stopped at formation line to be redirected.
- Red (statically shown) flag at start-finish line.
- Open spaces remain open.
- When the line-up is approved and the green flag is waved, the red flag for the starting field will drop and the starting procedure will begin.
- Starter controls the lights (or starting flag). At that moment, no kart is allowed to move until the lights go out (or the starting flag is waved).

Restart stationary start

Has something happened that prevents you from starting and creates an unsafe situation?

Raise your hand clearly in the air. The start is aborted. If the Race Director is of the opinion that there is intent, or if this occurs several times, a penalty may be given. If a driver is positioned incorrectly, if safe, a restart will take place or the karts will be moved on the spot.

- In case of the Honda 9PK classes: Time will not be stopped and it is up to the participants to ensure that the starting procedure is safe and correct. The match always ends, regardless of the circumstances, at the time of the time schedule.
- In case of the Open Shifter class: The person who caused the restart (the person who raises his or her hand) must start at the back of the grid during a restart. If a driver is positioned incorrectly, and there are no safety issues, the start will continue. The perpetrator will be penalized afterwards.

§3.3 Trial starts Open Shifter class

In addition to the Open Shifter class:

At the end of the 'warm-up session', the opportunity is offered to make a trial start. This trial start is optional and not mandatory. The trial start may only take place on the start-finish straight and only one lap later, counted from the moment the finish flag is waved. For this, the drivers of the Open Shifter class will have the opportunity to pass the pit entrance (only once) after the finish flag is showed, to perform one test start at the starting grid.

§4 SLOW procedure & interruption of heat

SLOW-procedure

If a yellow flag is not sufficient and/or does not achieve the desired result and the red flag does not (yet) apply, the race control can proceed to a neutralization ('slow procedure'). If this is the case, the following steps will be taken:

1. From start-finish, the driver in position 1, the leader, will be the first to be shown the waving yellow flag in combination with the "SLOW" sign. This driver then has to visibly reduce his speed considerably and thus sets the moderate pace for the drivers who follow and join.
2. This signal (waved yellow + "SLOW") is shown sequentially at each manned post as soon as the first driver arrives at the next flag post.
3. From the frontrunner, this combination of a waved, yellow flag and a "SLOW" sign is shown to every driver crossing the start-finish line and then at every manned flag post.
4. The frontrunner is responsible for a correct moderate speed. If the speed is too high, this can be indicated by hand signals from the race directors. If the speed remains too high, a penalty may follow, incorporated into the result.
5. The frontrunner is responsible for ensuring that the entire field is in one group so that a clear situation is created.
6. It is strictly forbidden to overtake and/or weave. The entire field must drive in a straight line at a moderate speed in one, continuous group.
7. As soon as the Race Director has determined that the SLOW procedure can be lifted, the SLOW sign in combination with a stretched yellow flag will be displayed to the entire field for one lap instead of a waved yellow flag. This indicates that the next round of the SLOW procedure will be lifted.
8. Acceleration is then allowed as soon as the green flag is waved from start/finish.

Interruption of the heat

If the conditions on the track require it, the Race Director can interrupt the heat. The red flag will be used for this. When this flag is waved, the speed must be reduced immediately and completely and the kart should be driven at a reduced pace to the point where a stretched red flag is shown.

Depending on the elapsed time of the heat in question, the race will be resumed/restarted or terminated in accordance with the underlying regulations applicable to the relevant class.

§5 Job-specific details and points of attention

- The format of the competitions depends on the number of participants.
If the race is held in series, the rules in the sporting regulations apply.
- Qualifying: when a qualifying session has started, no drivers will be allowed on the track after 1 minute! Access to the track will then be denied and the driver(s) in question will be placed at the back of the qualifying results.
- During the warm-up lap and formation lap, the driver on pole position is responsible for bringing/keeping the group of drivers together. In the formation lap, the entire group must drive together in the red zone as marked on [Figure 2](#). If this does not happen, the Starter can choose to abort the start prematurely and hold the driver on pole position responsible for this.
- In the formation lap, overtaking is not allowed after the red line. The location of the red line is shown in [Figure 2](#) and [Figure 3](#).
- Accelerating (rolling start) is only allowed from the yellow line. Only AFTER the starting lights have been switched off (or the starting flag has waved) may the white lines of the starting row be crossed.
- Missing a lap because the transponder does not make contact with the transponder line: the timing is leading. The race direction cannot and may not make any changes to this.
- Be careful with defensive line during the race. If someone is driving next to you, you're not allowed to steer in the direction of that driver. The race direction will strictly monitor this.
- Defending is deviating from your line a maximum of once. If it is more than once, this can result in a warning or other punishment.
- Pay close attention to yellow flags and reduce your speed so that you can assess the situation in time. Don't forget the safety of the marshals!
- If a (single) yellow flag is not sufficient, a SLOW procedure will be initiated.
- In case of a red flag situation, a red, waved flag will be displayed at each manned post. From that moment on, drivers must reduce their pace. Stop at the point where the red flag is shown statically, after which each participant remains seated in the kart. At that moment, the parc-fermé rules are also in force and the race director decides what will happen.
- Front bumpers. Does the click bumper rule apply in your class? Then we don't look at the cause, but only at the condition of the front bumper and whether it is (partially) clicked in. There is a penalty for this as stated in the regulations, against which no protest is possible due to a factual finding.
- Blue flags are given for support only. The drivers are responsible for their position on the track and to take into account drivers who are one lap ahead or behind.
- Pay attention to track limits! These are strictly assessed for danger and advantage and will be punished if they are noticed. For details see ATTACHMENT BRIEFING GENK at page 9 & 10.

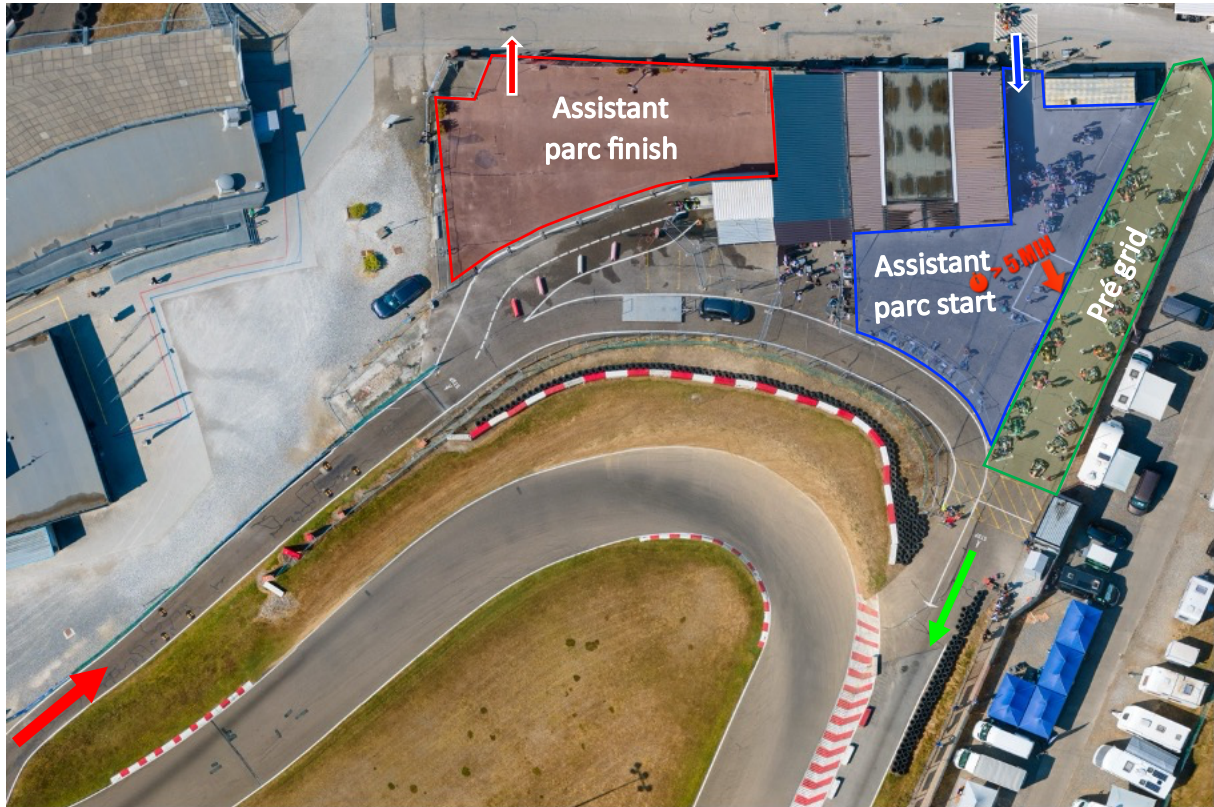


Figure 1. Top view Genk: Assistant Park Start, Pre-grid and Assistant Park Finish.



Figure 2. Top view Genk. Formation details.

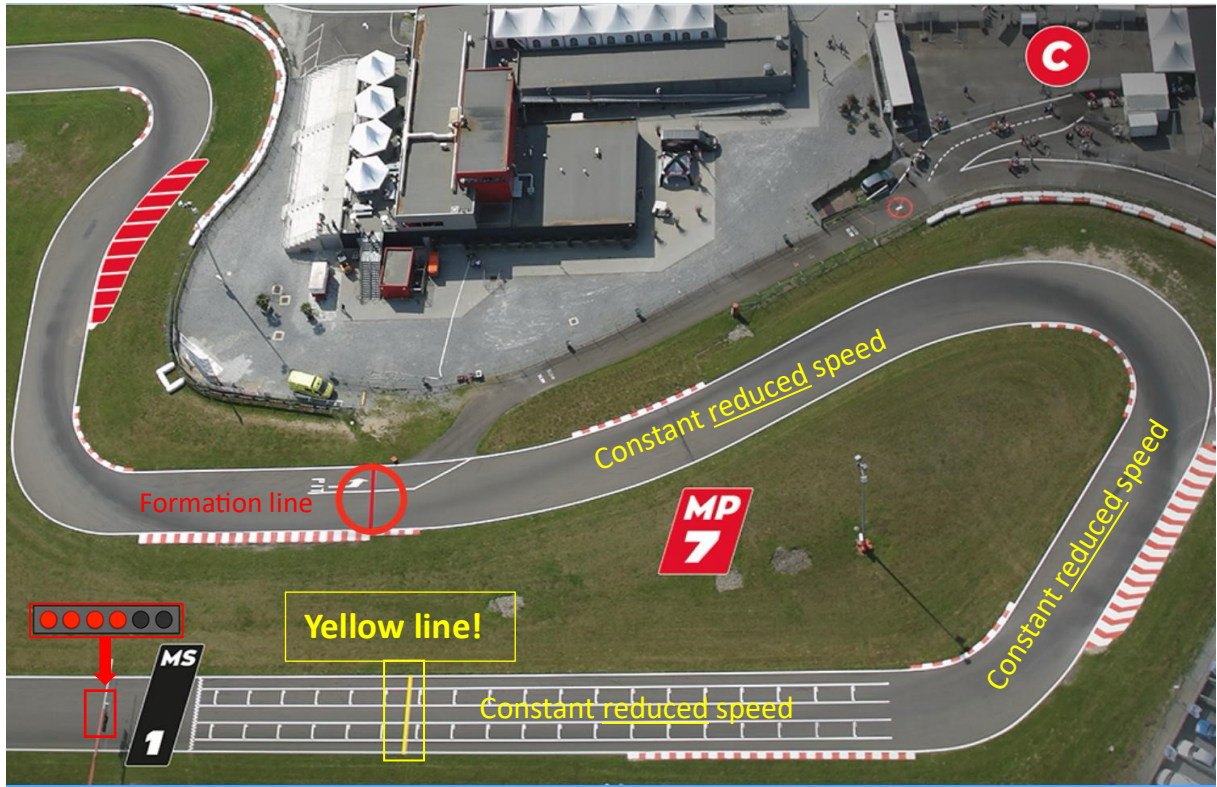


Figure 3. Top view Genk. Points of attention rolling start.



Figure 4. Top view Genk. Extra attention to reduce speed at yellow flag situation.



§6 Contact with secretariat, 'Contact person drivers' and 'protest possibilities'

The starting point for the secretariat is to keep the number of personal contacts to a minimum.

Registration: Registration shall be made in accordance with the procedures provided for in the notice.

Questions: only questions that are not related to the competition.

Questions about match-related situations: do you have a question about a match-related situation? Don't hesitate to ask! However, we only answer situations that you yourself relate to and we would like to ask you to wait for the results first. If you still have a question, you can ask the contact person drivers. Do you disagree with the explanation? Then you can lodge a protest. We don't deal with questions about whether or not we have seen something. What has been seen is assessed and, if necessary, incorporated into the results.

Consultation: if a one-on-one consultation is required, the driver(s)/person in question will be invited by telephone or via an employee.

Invitations by race directors: these take place via the public address system. If the public address system does not work, this will be done via a personal message by an employee of the organization. At that point, the invitee has 30 minutes to report to the tower. If this does not happen, the code of conduct will be applied.

Starting lists: these are posted at the bulletin board.

§7 Publication briefing

Available for download from:

<https://www.gk4kartseries.com/downloads/>

ATTACHMENT BRIEFING GENK

Track limits

Art. 8A GK4 Sporting Regulations¹:

5. Het is verboden om zogenaamde track limits - de uiterste belijning van de kartbaan - te overschrijden.

(5. It is forbidden to exceed so-called track limits - the extreme lines of the go-kart track.)

The expulsion surfaces in Genk are located outside the extreme lines of the track, the track limits, which means that under normal circumstances they may not be (structurally) ridden. The use of these will be judged by Race Control, looking at the advantage achieved and/or (potentially) dangerous driving behaviour.

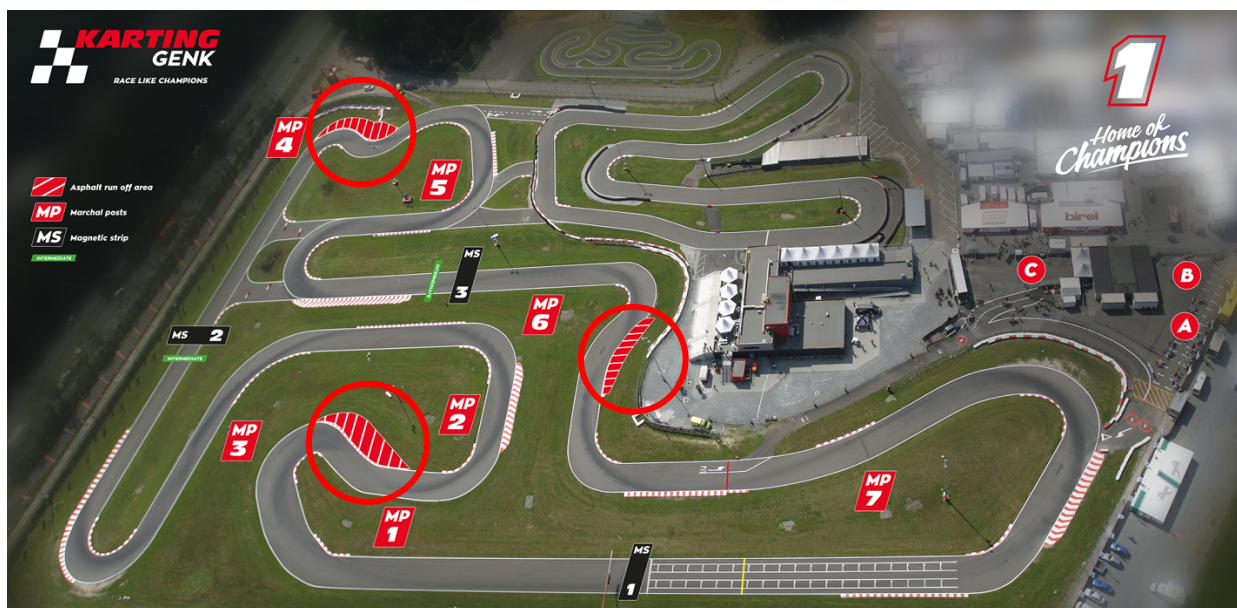


Figure 1 Overview of Genk, with emphasis on the circled expulsion surfaces marked in red

Underlying articles GK4 Sporting Regulations¹:

Art. 8A under 1, 4 and 5

Art. 18.1 under a, b, c

Bijlage 3 – Overzicht definities en toelichting

¹ GK4 KART SERIES - Sporting Regulations 2024, Approved by KNAF under Permitnr. 0107.24.050

18. BIJZONDERHEDEN BAAN

18.1 RIJRICHTING

- a. De rijrichting is vastgesteld in de baanlicentie, afgegeven door betreffende ASN.
- b. Het is voor de rijders verboden om met hun kart anders dan in de vastgestelde richting van de baan te rijden.
- c. Het is voor de rijders verboden om een ander traject te volgen dan dat van de volledige lengte van de baan.

8A. BAAN EN TOEGANKELIJKHEID

1. Onder baan wordt verstaan een gesloten omloop voor snelheidswedstrijden, een rondlopend, verhard wegparcours, waarbij het begin en einde op elkaar aansluiten. De zogenaamde kerbstones en verdrijvingsvlakken maken geen onderdeel uit van de baan.
2. Enkel de GK4 officials en de door de GK4 organisatie aangewezen personen hebben toegang tot die delen van het terrein, waarop de baan gelegen is, die voor het publiek verboden zijn.
3. De persvertegenwoordigers hebben daar slechts toegang indien zij de toelating ontvingen van de GK4 organisatie. Zij dienen de algemene- en veiligheidsvoorschriften opgelegd door of vanwege de GK4 organisatie na te leven.
4. Het is voor de rijders ten strengste verboden om met hun kart in de tegengestelde richting van het circuit te rijden.
5. Het is verboden om zogenaamde track limits - de uiterste belijning van de kartbaan - te overschrijden.
Deze bijzonderheid kan per baan van toepassing en verschillend zijn en wordt in de briefing toegelicht indien van toepassing. Het overschrijden van de track limits wordt als gevaarlijk rijgedrag beoordeeld.

Bijlage 3 – Overzicht definities en toelichting