

DMSB Karting Championships

CONDITIONS OF THE FUEL SUPPLY AND PUBLICITY PARTNERSHIP CONTRACT FOR THE 2018 SEASON OF THE DMSB KARTING CHAMPIONSHIPS

1. DEFINITIONS

In the CONTRACT as defined hereunder, the following terms must be understood as follows:

1.1 CHAMPIONSHIP:

The events in the DMSB Karting Championships include 5 events per year and will have the following classes:

- DKM – Deutsche Kart Meisterschaft (CIK Category OK)
- DJKM – Deutsche Junior-Kart Meisterschaft (CIK Category OK-Junior)
- DSKM – Deutsche Schalt-Kart Meisterschaft (CIK Category KZ2)
- DSKC – DMSB Schalt-Kart-Cup (CIK Category KZ2)

comprise what shall hereunder and in the ensuing CONTRACT be referred to as the CHAMPIONSHIP.

The CHAMPIONSHIP is governed by:

- the FIA International Sporting Code and the Appendices thereto,
- the DMSB Regulations,
- the General Championship Regulations,
- the General Standard Supplementary Regulations,
- the Special Championship Regulations (SPORTING REGULATIONS),
- the DMSB Legal Order and Code of Procedure (“RuVO”),
- the DMSB Environmental guidelines,
- the CIK-FIA Technical Regulations concerning the Categories OK, OK-Junior, KZ2,
- all the other CIK-FIA and DMSB Regulations

This combined set of texts constitutes the legal, administrative and technical framework of the CHAMPIONSHIP and the conditions set forth therein shall have binding force and prevail among the parties to the CONTRACT.

1.2 DMSB has entrusted DMS Widi GmbH with the marketing of the DMSB German Kart Championship (DKM) and DMSB grants to the DMS Widi GmbH the herewith related rights and proxies. DMS Widi GmbH shall promote the DKM independently and exclusively. The DMSB has as well the sole and exclusive Sporting Power and will oversee the tender procedure.

1.3 The COMPETITORS shall mean all the COMPETITORS taking part in the CHAMPIONSHIP who are required by regulation to compete using only the FUEL defined by the SPORTING REGULATIONS and which is the subject of the present invitation to tender.

1.4 The MANUFACTURER shall mean the FUEL MANUFACTURER which tenders for the classes DKM, DJKM, DSKM and DSKC and enters into the CONTRACT to supply FUEL for the 2018 season of the CHAMPIONSHIP, and does not cover any subcontractor or affiliated company which is not a direct subsidiary.

The CONTRACT term is basically for one year, there is a possibility for the DMSB to renew the contract annually for another year (after agreement with the MANUFACTURER), the CONTRACT can be renewed two times as maximum. The MANUFACTURER will be informed about the decision regarding the renewal until 30.09. of each year.

No “regulatory advantage“ will be afforded by the DMSB to the MANUFACTURER, i.e. the DMSB, in the performance of its role as sports authority, will not offer any special treatment or concession to the MANUFACTURER other than that which is mentioned in the current CONTRACT.

1.5 The PRODUCTION SITE shall mean the factory which will produce all the FUEL sold over the duration of the CONTRACT that will result from this tendering procedure, in order to guarantee a strictly uniform quality of manufacture.

1.6 The FUEL shall mean the subject of this invitation to tender. The FUEL must comply to the regulations of the CIK-FIA as well as the DIN EN 228 (Appendix I).

1.7 SUPPLY CONDITIONS: This term shall mean the conditions under which the MANUFACTURER shall supply the FUEL to the COMPETITORS.

Each MANUFACTURER wishing to tender must describe in an appendix the specific SUPPLY CONDITIONS it is proposing.

The SUPPLY CONDITIONS must respect the absolute equality of all COMPETITORS and must define the price for supplying the FUEL for the whole duration of the CONTRACT per class.

A single price scale in Euro, including all the relevant taxes that are applicable for all the destinations, must be proposed and shall not exceed a retail price maximum of € 3,- incl. VAT per litre for the COMPETITORS.

Notwithstanding compliance with all the conditions set out in the present invitation to tender, each tenderer must obligatorily fill in the form given in Appendix II and enclose it with the tender.

The FUEL must be made available at the venue of each event in the CHAMPIONSHIP including free practice sessions on each Friday.

1.8 DMSB ENGINEER means the technician appointed by the DMSB to carry out all technical checks and controls.

1.9 CONDITIONS OF THE PUBLICITY PARTNERSHIP: this term implies the conditions under which the MANUFACTURER commits to giving his financial support to the CHAMPIONSHIP in the form of a publicity partnership.

Each MANUFACTURER that wishes to tender must submit a firm and complete proposition concerning a publicity partnership, including significant advantages for the COMPETITORS and the DMSB and to describe in an Appendix the precise PARTNERSHIP CONDITIONS that it proposes. Each petitioner must complete the form in Appendix III and add it to the bid.

In the framework of the CONTRACT, the MANUFACTURER is entitled to undertake advertising according to the conditions set down in Appendix III and for commercial reasons to make the most of the fact that it has received the suppliers CONTRACT; it will also be entitled to be recognised in all respects as an exclusive supplier of the CHAMPIONSHIP.

However, several conditions apply to the granting of this entitlement:

i. The right to advertise an association with the CHAMPIONSHIP is always subject to the right of the DMSB to protect the value and integrity of the CHAMPIONSHIP and the sport. For this reason (and for this reason only), the DMSB reserves the right to object to the content of any particular advertisement if the DMSB regards the content or nature of such advertisement or promotion to be detrimental to the interests of the CHAMPIONSHIP or the sport. In the event of such an objection, the MANUFACTURER will withdraw or modify the advertisement or promotion as appropriate. The MANUFACTURER will submit to the DMSB any proposed advertisement in advance for written approval.

ii. It is specifically acknowledged by the MANUFACTURER that entering into an arrangement with the DMSB which entitles the MANUFACTURER to advertise its association with the CHAMPIONSHIP will not prevent the DMSB from applying all sporting rules in a manner which is scrupulously fair. Therefore, nothing in this agreement will confer any advantage or right to any special treatment in the field of the DMSB's regulatory control over the CHAMPIONSHIP.

iii. To ensure that there can be no conflict of interest, the MANUFACTURER acknowledges that, if the CONTRACT goods fail in any respect to meet the DMSB's regulatory criteria, the DMSB will apply whatever sanction or penalty is appropriate notwithstanding the terms of this agreement. Nothing in this CONTRACT may be cited as any defence to an infraction of any of the DMSB's rules or the International Sporting Code and no warranty or expectation arises as a result of this agreement that the CONTRACT goods comply with any sporting rule. Nothing in this agreement can be regarded as limiting in any way the DMSB's discretion to take regulatory decisions.

1.9 The CONTRACT shall mean the FUEL supply and publicity partnership CONTRACT to be signed between the selected MANUFACTURER and DMSB upon completion of this tendering procedure.

In order to ensure that the FUEL is available on the date set out in the present invitation to tender, the selected FUEL MANUFACTURER has four weeks counting from the notification of the draft CONTRACT in which to send any comments and to supply the documents necessary for the finalisation of the CONTRACT. If this time limit is not respected, the DMSB reserves the right to revise its position on the awarding of the CONTRACT resulting from the invitation to tender, without it being possible for any legal action to be taken against it.

In any case, the selected FUEL MANUFACTURER must make all due haste to ensure that the CONTRACT is finalised before the date on which the FUEL is to be available, as set out in this invitation to tender.

2. RELATIONS BETWEEN THE MANUFACTURER AND THE COMPETITORS

This invitation to tender does not govern the private relationship between the COMPETITORS and the MANUFACTURER.

However, this invitation to tender does require that the MANUFACTURER sells the COMPETITORS the FUEL necessary for the free practise on Friday before each CHAMPIONSHIP event at the same price as the FUEL for the EVENTS.

The solvency of the COMPETITORS is not in any way guaranteed by the CONTRACT which shall result from this invitation to tender.

3. SUBCONTRACTING

The CONTRACT may not be assigned or transferred under any circumstances whatsoever without the express agreement of the DMSB; this condition also applies to subcontracting.

However, this express agreement is not required in the case of the assignment, transfer or subcontracting of the CONTRACT to a direct subsidiary of the MANUFACTURER.

4. GUARANTEE OF THE CORRECT EXECUTION OF THIS CONTRACT

4.1 The MANUFACTURER which enters into the CONTRACT once its tender has been accepted must produce an attestation certifying that an insurance policy has been contracted in its name with a top-ranking international insurance company, these document covering both its liability as MANUFACTURER for any and all action which might be taken to obtain compensation for prejudice caused by a manufacturing defect affecting the FUEL used pursuant to the CONTRACT, and its liability in the event that it fails to supply the quantity of FUEL required for the CHAMPIONSHIP (see article 6.2).

4.2 The insurance cover is to guarantee the solvency of the MANUFACTURER in the event that the MANUFACTURER is held liable and must compensate third parties pursuant to a court decision or an amicable settlement following legal action taken to enforce the guarantee of either the MANUFACTURER or the DMSB.

5. GOVERNING LAW AND LANGUAGE

5.1 All documents in connection with this invitation to tender shall be drafted in English or German. The language which shall prevail for the Interpretation of the provisions of the CONTRACT will be determined according to the selected supplier.

5.2 The governing law shall be German Law. It shall apply to this invitation to tender, as well as to the CONTRACT.

5.3 The Court having jurisdiction to settle any dispute which may arise between the DMSB, the MANUFACTURER and the COMPETITORS in connection with this invitation to tender and the ensuing CONTRACT, regardless of which parties are in dispute, shall be the responsible authorized court in Frankfurt a. M. / Germany.

6. FAILURE TO SUPPLY

6.1 If the MANUFACTURER cannot meet the demand of the COMPETITORS and has not provided for a production capacity allowing it to meet the demand of the entered karts, the MANUFACTURER shall be liable for all costs, damages, legal expenses, etc., which this failure to supply has entailed.

Therefore, at the time the CONTRACT is entered into, the MANUFACTURER must present a blanket insurance policy covering its liability in the event that it fails to supply the quantity of FUEL required for the CHAMPIONSHIP (see Article 4.1).

6.2 The CONTRACT shall contain the following clause releasing the MANUFACTURER from liability if such failure to supply is due to a force majeure event:

“In the event that the MANUFACTURER is unable to supply the quantities of FUEL required for the competitions in accordance with the provisions of this CONTRACT, the MANUFACTURER shall not be liable if such failure to supply is due to a force majeure event, such as war, insurrection, earthquake, not, or depletion of stocks of raw materials, if such depletion affects all the companies which are rivals of the MANUFACTURER and blocks the entire industrial production of racing FUEL.

Depletion of stocks of raw materials which does not affect the entire FUEL manufacturing industry shall not be considered a force majeure event. Strikes and other social strike or problems which prevent manufacture of the FUEL in the factories of the MANUFACTURER are also not considered to be force majeure events.“

No occurrence other than the force majeure events referred to above shall release the MANUFACTURER from liability in case of failure to supply.

7. TENDERS

7.1 Tenders may be submitted in a closed and sealed envelope addressed to:

DMSB – Deutscher Motor Sport Bund e.V.
Silke Langhorst
Hahnstraße 70
60528 Frankfurt
Germany

or by e-mail to slanghorst@dmsb.de

and should arrive there no later than 5 pm on **1th March 2018**.

A receipt shall automatically be issued to the tenderer and shall serve as an acknowledgement of receipt.

The DMSW is entitled, at any time and without giving a reason, to extend or terminate the call for tenders.

Upon receipt of the FUEL tender from the MANUFACTURER and during the selection process, the MANUFACTURER shall be obliged to communicate only with the contact mentioned above (Mrs. Silke Langhorst) in all matters concerning this tender.

7.2 Any envelope received after this date shall not be opened and shall be sent back to the sender.

7.3 The selection of the candidate to be retained after this invitation to tender will be the responsibility of the DMSB.

7.4 Among other criteria, the DMS Widi GmbH will also consider the performance of the product in relation to the specific class.

7.5 The selected tenderer shall be informed by fax/e-mail no later than **09th March 2018**.

8. TECHNICAL CONDITIONS

8.1 Each MANUFACTURER wishing to tender must supply FUEL that are in conformity with the technical specifications (Appendix II) and the SPORTING REGULATIONS.

8.2 The quantity of FUEL necessary for the competition shall mean the quantity necessary for:

- all the COMPETITORS taking part in the CHAMPIONSHIP
- all the events in the CHAMPIONSHIP
- for the free practise on Friday before each CHAMPIONSHIP event

The corresponding quantities and delivery rates are specified in Appendix II.

The entire production of FUEL to be used for the CHAMPIONSHIP, which are the subject of this invitation to tender, must be of a strictly uniform quality throughout the CHAMPIONSHIP.

8.3 The DMSB does not guarantee the MANUFACTURER a minimum quantity of FUEL to be supplied.

9. DELIVERY OF THE FUEL

The MANUFACTURER must ensure the transportation and delivery of the FUEL under consideration of the relevant national law to each CHAMPIONSHIP event and COMPETITOR.

Concerning delivery, the DMSB will communicate the MANUFACTURER a FUEL distribution area within the precincts of each circuit. The MANUFACTURER has to ensure the compliance with all national regulations and laws regarding the FUEL distribution area (Thursday).

The DMSB may provide the MANUFACTURER a timeslot for the distribution of the FUEL to the COMPETITORS after agreement.

The MANUFACTURER responding to the current invitation to tender must present a note explaining the method of delivery to the place where the FUEL will be used, with the understanding that the final possible delivery date for the FUEL is the day before the technical verifications for the Championship events.

The delivery should be made in commercial containers (fuel drums according to ISO Standard) with an obligation for a free take-back of the empty barrels by the manufacturer (e.g. deposit system).

At least one representative of the MANUFACTURER must be available throughout each event of the CHAMPIONSHIP.

10. MANUFACTURING CONDITIONS OF THE FUEL AND TECHNICAL CONTROL

10.1 Before starting production of the FUEL to be supplied pursuant to the CONTRACT, the MANUFACTURER shall provide to the DMSB a detailed technical study and a 3-litre sample of such FUEL, for the approval of the DMSB ENGINEER. In the event that an amendment is made to the TECHNICAL REGULATIONS that requires an amendment to the FUEL supplied pursuant to the CONTRACT, the MANUFACTURER shall provide to the DMSB a detailed technical study and a 3-litre sample of the amended FUEL to be supplied pursuant to the CONTRACT to take account of such amendment.

10.2 The MANUFACTURER shall make such modifications to the FUEL to be supplied pursuant to the CONTRACT as the DMSB ENGINEER may require.

10.3 The samples taken during and at the end of the CHAMPIONSHIP must be subject to a control.

On the site of the CHAMPIONSHIPS designated by the DMSB ENGINEER, technical checks will take place to verify whether the FUEL used by the COMPETITORS during the CHAMPIONSHIPS is in conformity with the TECHNICAL SPECIFICATIONS AND THE TECHNICAL REGULATIONS. The MANUFACTURER hat to provide the full support for the DMSB ENGINEER concerning FUEL checks.

List of appendix

- Appendix I: Technical Specifications
- Appendix II: Delivery conditions form
- Appendix III: Partnership conditions form
- Appendix IV: Keydata
- Appendix V: Provisional Timetable DKM event 2018

Appendix I

TECHNICAL SPECIFICATIONS APPLICABLE TO THE INVITATION TO TENDER FOR FUEL SUPPLY

FUEL - The FUEL is defined in point 1.6 of the general conditions of this invitation to tender.

PRODUCT

FUEL according to the following specifications:

| Property | Units | Minimum | Maximum | Test Methods |
|---------------------------|-------------------|---------|---------|-------------------|
| RON | | 98.0 | 103.0 | ASTM D2699-86 |
| MON | | 85.0 | 90.0 | ASTM D2700-86 |
| Oxygen | %m/m | | 2.7 | ASTM D4815 |
| Elemental Analysis | | | | |
| Nitrogen | %m/m | | 0.2 | ASTM D 3228 |
| Benzene | %v/v | | 1.0 | EN 238 |
| RVP | Kpa | | 90 | ASTM D 323 |
| Lead | g/l | | 0.005 | ASTM D3237 |
| Density (15°C | kg/m ³ | 720 | 780.0 | ASTM D4052 |
| Oxidation stability | minutes | 360 | | ASTM D525 |
| Existent gum | mg/100ml | | 5 | EN 26246 |
| Sulphur | mg/Kg | | 150 | EN-ISO/ DIS 14596 |
| Distillation | | | | |
| at 70°C | %v/v | 10.0 | 50.0 | ISO 3405 |
| at 100°C | %v/v | 30.0 | 71.0 | ISO 3405 |
| at 150°C | %v/v | 75.0 | | ISO 3405 |
| Final Boiling Point | °C | | 215.0 | ISO 3405 |
| Residue | %v/v | | 2.0 | ISO 3405 |
| Composition | | | | |
| Aromatics | %v/v | | 35.0* | Gas Chromat. |
| Olefins | %v/v | | 18.0* | Gas Chromat. |
| Total di-olefins | %m/m | | 1.0* | GCMS |

*Values corrected according to the FUEL oxygenate compounds contained
As well as the specifications given in the DIN EN 228.

TECHNICAL INFORMATION

CHARACTERISTICS OF THE PROPOSED PRODUCTS

| | FUEL | |
|------------------------------|------|--|
| commercial name | | |
| product identification | | |
| RON (min. 98.0 / max. 103.0) | | |

Appendix II

CONDITIONS OF DELIVERY APPLICABLE TO THE INVITATION TO TENDER FOR THE SUPPLY OF FUEL

INFORMATION ON THE MANUFACTURER

INFORMATION ON SALES PRICES*

FUEL

| | Price before Tax (in Euro) | Price inclusive of VAT and all other taxes and charges (in Euro) |
|----------------------------|----------------------------|--|
| Price for the COMPETITORS* | | |

Financial contribution for the CHAMPIONSHIP (In Euro): _____

*The Price shall not exceed a retail price maximum of € 3,- incl. VAT per litre for the COMPETITORS.

INFORMATION ON THE PLANNED SERVICE

- The logistics concerning the proposed delivery
- Type of team in charge of the logistics (importers' Service provider, etc.)
- Methods of transporting the products to the facilities used by this team.
- Methods put in place to the CHAMPIONSHIP events
- Methods of disposal

The human resources put in place to run this program:

- Organisation chart
- Numbers
- Availability

The commercialisation diagram:

- Order methods
- Payment methods
- Delivery delay after ordering
- Other points

Appendix III

PARTNERSHIP CONDITIONS APPLICABLE TO THE INVITATION TO TENDER FOR THE FUEL SUPPLY

As part of this invitation to tender, the implication of the MANUFACTURER in terms of a publicity partnership for the benefit of the COMPETITORS and the CHAMPIONSHIP will be evaluated according to the following criteria:

FUEL:

At each CHAMPIONSHIP event all COMPETITORS of this event must buy the following FUEL from the MANUFACTURER:

- **DKM / DJKM / DSKM / DSKC**
FUEL for Qualifying Practice, Qualifying Heats and Final Phase plus optional for the COMPETITORS: FUEL for the free practice on Friday before each CHAMPIONSHIP event

PARTNERSHIP CONCERNING VISIBLE SPACES

In order to increase the value of its presence as exclusive supplier of the CHAMPIONSHIP, the DMSB reserves the following visible spaces for the MANUFACTURER:

- frontal position on the karts
- one embroidered patch on the drivers overalls at chest level (120 x 50 mm)
- a conspicuous space on the podiums back
- at each CHAMPIONSHIP event the MANUFACTURER will get the possibility to brand himself with minimum 2 flags and 4 banners (max. 4m x 1m) on the circuit
- Logo to be used on all result list and forms of communication from the CHAMPIONSHIP
- Logo (and link to the MANUFACTURER) on the DKM Homepage www.kart-dm.de
- Insertion of a MANUFACTURER promotional video/logo in the DKM live-stream (if available)

The DMSB grants the MANUFACTURER that the visible spaces mentioned will be mandatory in the SPORTING REGULATIONS.

The MANUFACTURER is requested to make a financial offer as compensation for the availability of these areas, with an amount for the duration of the CONTRACT.

OTHER PARTNERSHIP SUGGESTIONS

The MANUFACTURER is free to suggest to the DMSB any other forms of increasing the value of its presence in the CHAMPIONSHIP. These suggestions will be studied, taking into account the item under consideration (banners on the circuit, billboards, driver promotion, TV, communication etc.).

Appendix IV

KEYDATA FUEL TENDER – DMSB KARTING CHAMPIONSHIPS

The FUEL TENDER is valid for the year 2018 and can be renewed optionally by the DMS Widi GmbH two times as maximum.

The MANUFACTURERS have to submit their offer for the FUEL SUPPLY AN PUBLICITY PARTNERSHIP CONTRACT until 14th December 2017.

Number of registered participants:

2014 were in the three DMSB Karting Championships 124 participants registered for the whole season (DKM: 37; DJKM: 37; DSKM: 50).

2015 were in the three DMSB Karting Championships 93 participants registered for the whole season (DKM 25; DJKM: 29; DSKM: 39).

2016 were in the four DMSB Karting Championships 132 participants registered for the whole season (DKM 21; DJKM: 40; DSKM: 38; DSKC: 33).

2017 were in the four DMSB Karting Championships 149 participants registered for the whole season (DKM 37; DJKM: 41; DSKM: 39; DSKC: 32).

Number of effective participants including guest drivers at 5 DKM-Events 2015:

- Int. ADAC Kartrennen Ampfing: 113
- Int. ADAC Kartrennen Wackersdorf: 101
- Int. ADAC Kartrennen Oschersleben: 81
- Int. ACV Kartrennen Kerpen: 82
- Int. ADAC Kartrennen Genk (BEL): 123

Number of effective participants including guest drivers at 5 DKM-Events 2016:

- Int. ADAC Kartrennen Ampfing: 143
- Int. ADAC Kartrennen Wackersdorf: 140
- Int. ADAC Kartrennen Oschersleben: 103
- Int. ACV Kartrennen Kerpen: 112
- Int. ADAC Kartrennen Genk (BEL): 189

Number of effective participants including guest drivers at 5 DKM-Events 2017:

- Int. ADAC Kartrennen Ampfing: 160
- Int. ADAC Kartrennen Kerpen: 153
- Int. DMSB Kartrennen Wackersdorf: 160
- Int. ACV Kartrennen Wackersdorf: 152
- Int. DMSB Kartrennen Lonato (ITA): 170

Number of scheduled events 2018:

5 events are held per year

DKM Calendar 2018:

13-15.04.2018 DKM Lonato (ITA)

11-13.05.2018 DKM Wackersdorf (DEU)

01-03.06.2018 DKM Ampfing (DEU)

27-29.07.2018 DKM Kerpen (DEU)

24-26.08.2018 DKM Genk (BEL)

Scheduled classes 2018:

- DKM (OK)
- DJKM (OK-Junior)
- DSKM (KZ2)
- DSKC (KZ2)

Delivery of the FUEL 2018:

The delivery of the FUEL to the respective events must be made with a vehicle from the MANUFACTURER.

Issue of FUEL 2018:

The MANUFACTURER must ensure that all participants have the opportunity to be able to relate the FUEL to each free practice on Friday before each championship event. This FUEL must comply with the event FUEL.

The distribution of FUEL takes place on Friday and is carried out by the MANUFACTURER. The sale of the voucher (according to the timetable) is performed by the MANUFACTURER.

Services by the DMSB 2018:

- Logo (and link to the MANUFACTURER) on the DKM Homepage www.kart-dm.de
- Logo to be used on all result lists and forms of communication from the CHMPIONSHIP
- at each CHAMPIONSHIP event the MANUFACTURER will get the possibility to brand himself with minimum 2 flags and 4 banners (max. 4m x 1m) on the circuit
- a conspicuous space on the podiums back by agreement
- attach labels of the MANUFACTURER on every kart
- attach of a patch on the drivers overalls
- Insertion of a MANUFACTURER promotional video/logo in the DKM live-stream (if available)

Advertising (such as logo, sticker, patch, etc.) shall be available in time by the MANUFACTURER.

Services by the MANUFACTURER 2018:

- It must be set a consumer final price by the MANUFACTURER for the period of the tender. This price shall not exceed a price maximum of € 3,- incl. VAT per litre for the COMPETITORS
- The MANUFACTURER will pay a sponsor sum to the DMSB for the above mentioned services

Zeitplan / Time Schedule

Entwurf / Draft

| Freitag / Friday xx.xx.2018 | | | | |
|---|-----------|--|--|---|
| Bis / Until 08:00 Uhr MOTORENRUHE IM FAHRERLAGER !! No Engine Run in Paddock!! | | | | |
| 08:00 Uhr | 08:15 Uhr | DJKM (OK Junior) | ungerade / odd No. | |
| 08:18 Uhr | 08:33 Uhr | DJKM (OK Junior) | gerade / even No. | |
| 08:36 Uhr | 08:51 Uhr | DSKM (KZ 2) | ungerade / odd No. | |
| 08:54 Uhr | 09:09 Uhr | DSKM (KZ 2) | gerade / even No. | |
| 09:12 Uhr | 09:27 Uhr | DKM (OK) | ungerade / odd No. | |
| 09:30 Uhr | 09:45 Uhr | DKM (OK) | gerade / even No. | |
| 09:48 Uhr | 10:03 Uhr | DSKC (KZ 2) | ungerade / odd No. | |
| 10:06 Uhr | 10:21 Uhr | DSKC (KZ 2) | gerade / even No. | |
| 10:25 Uhr | 10:40 Uhr | DJKM (OK Junior) | ungerade / odd No. | |
| 10:43 Uhr | 10:58 Uhr | DJKM (OK Junior) | gerade / even No. | |
| 11:01 Uhr | 11:16 Uhr | DSKM (KZ 2) | ungerade / odd No. | |
| 11:19 Uhr | 11:34 Uhr | DSKM (KZ 2) | gerade / even No. | |
| 11:37 Uhr | 11:52 Uhr | DKM (OK) | ungerade / odd No. | |
| 11:55 Uhr | 12:10 Uhr | DKM (OK) | gerade / even No. | |
| 12:13 Uhr | 12:28 Uhr | DSKC (KZ 2) | ungerade / odd No. | |
| 12:31 Uhr | 12:46 Uhr | DSKC (KZ 2) | gerade / even No. | |
| | | Session 1 | Test (ungezeitetes Training) (untimed practice) | |
| 12:50 Uhr | 13:40 Uhr | Mittagspause / Lunch time | | |
| 12:50 Uhr | 13:30 Uhr | MOTORENRUHE IM FAHRERLAGER !! No Engine Run in Paddock!! | | |
| 13:40 Uhr | 13:55 Uhr | DJKM (OK Junior) | | ungerade / odd No. |
| 14:00 Uhr | 14:15 Uhr | DJKM (OK Junior) | | gerade / even No. |
| 14:20 Uhr | 14:35 Uhr | DSKM (KZ 2) | | ungerade / odd No. |
| 14:40 Uhr | 14:55 Uhr | DSKM (KZ 2) | | gerade / even No. |
| 15:00 Uhr | 15:15 Uhr | DKM (OK) | | ungerade / odd No. |
| 15:20 Uhr | 15:35 Uhr | DKM (OK) | | gerade / even No. |
| 15:40 Uhr | 15:55 Uhr | DSKC (KZ 2) | | ungerade / odd No. |
| 16:00 Uhr | 16:15 Uhr | DSKC (KZ 2) | | gerade / even No. |
| 16:20 Uhr | 16:35 Uhr | DJKM (OK Junior) | | ungerade / odd No. |
| 16:40 Uhr | 16:55 Uhr | DJKM (OK Junior) | | gerade / even No. |
| 17:00 Uhr | 17:15 Uhr | DSKM (KZ 2) | | ungerade / odd No. |
| 17:20 Uhr | 17:35 Uhr | DSKM (KZ 2) | gerade / even No. | |
| 17:40 Uhr | 17:55 Uhr | DKM (OK) | ungerade / odd No. | |
| 18:00 Uhr | 18:15 Uhr | DKM (OK) | gerade / even No. | |
| 18:20 Uhr | 18:35 Uhr | DSKC (KZ 2) | ungerade / odd No. | |
| 18:40 Uhr | 18:55 Uhr | DSKC (KZ 2) | gerade / even No. | |
| | | Session 3 | Test (gezeitetes Training) (timed practice) Transponder is obligatory Reglement 7.2 und 7.3 beachten pay attention to regulations 7.2 and 7.3 | |
| 09:00 Uhr | 12:00 Uhr | Erwerb / acquisition der Tyre Coupons by VEGA and also on Thursday from 13 until 18 o'clock | | |
| 10:00 Uhr | 10:45 Uhr | DSKM (KZ 2) | | Registrierung der Teilnehmer registration participants |
| 10:45 Uhr | 11:30 Uhr | DSKC (KZ 2) | | |
| 11:30 Uhr | 12:15 Uhr | DJKM (OK Junior) | | |
| 12:15 Uhr | 13:00 Uhr | DKM (OK) | | |
| 16:10 Uhr | 16:30 Uhr | DSKM (KZ 2) | | Briefing |
| 16:45 Uhr | 17:05 Uhr | DKM (OK) | | |
| 17:20 Uhr | 17:40 Uhr | DSKC (KZ 2) | | |
| 17:55 Uhr | 18:15 Uhr | DJKM (OK Junior) | | |
| 11:00 Uhr | 12:30 Uhr | DKM (OK) | | Reifenausgabe und scannen Distribution and scanning of tyres |
| 12:45 Uhr | 14:15 Uhr | DSKM (KZ 2) | | |
| 14:30 Uhr | 16:00 Uhr | DSKC (KZ 2) | | |
| 16:15 Uhr | 17:45 Uhr | DJKM (OK Junior) | | |
| 16:00 Uhr | 19:00 Uhr | alle Klassen / all classes | Technische Abnahme / Scrutineering | |
| 18:00 Uhr | 19:00 Uhr | Nachzügler / latecomer | Reifenausgabe und scannen / Distribution and scanning of tyres | |
| 19:15 Uhr | 19:45 Uhr | Meeting DMSB Organisation Teamchefs | | |

Zeitplan / Time Schedule

Entwurf / Draft

Samstag / Saturday xx.xx.2018

Bis / Until 08:30 Uhr MOTORENRUHE IM FAHRERLAGER !! No Engine Run in Paddock!!

| | | | | |
|-----------|-----------|------------------|--------------------|--|
| 08:15 Uhr | 08:30 Uhr | DJKM (OK Junior) | Gruppe 1 / Group 1 | Freies Training free practice |
| 08:35 Uhr | 08:50 Uhr | DJKM (OK Junior) | Gruppe 2 / Group 2 | |
| 08:55 Uhr | 09:10 Uhr | DSKM (KZ 2) | Gruppe 1 / Group 1 | |
| 09:15 Uhr | 09:30 Uhr | DSKM (KZ 2) | Gruppe 2 / Group 2 | |
| 09:35 Uhr | 09:50 Uhr | DKM (OK) | Gruppe 1 / Group 1 | |
| 09:55 Uhr | 10:10 Uhr | DKM (OK) | Gruppe 2 / Group 2 | |
| 10:15 Uhr | 10:30 Uhr | DSKC (KZ 2) | Gruppe 1 / Group 1 | |
| 10:35 Uhr | 10:50 Uhr | DSKC (KZ 2) | Gruppe 2 / Group 2 | |

**letzte Möglichkeit der Materialumkennzeichnung 30 Minuten nach dem jeweiligen Freien Training !!
last possibility for changing of material marking 30 Minutes after the free practice group !!**

| | | | | |
|-----------|-----------|------------------|--------------------|---|
| 10:55 Uhr | 11:03 Uhr | DJKM (OK Junior) | Gruppe 1 / Group 1 | Zeittraining Qualifying practice |
| 11:07 Uhr | 11:15 Uhr | DJKM (OK Junior) | Gruppe 2 / Group 2 | |
| 11:20 Uhr | 11:28 Uhr | DSKM (KZ 2) | Gruppe 1 / Group 1 | |
| 11:32 Uhr | 11:40 Uhr | DSKM (KZ 2) | Gruppe 2 / Group 2 | |
| 11:45 Uhr | 11:53 Uhr | DKM (OK) | Gruppe 1 / Group 1 | |
| 11:57 Uhr | 12:05 Uhr | DKM (OK) | Gruppe 2 / Group 2 | |
| 12:10 Uhr | 12:18 Uhr | DSKC (KZ 2) | Gruppe 1 / Group 1 | |
| 12:22 Uhr | 12:30 Uhr | DSKC (KZ 2) | Gruppe 2 / Group 2 | |

Mittagspause / Lunch time

12:35 Uhr 13:20 Uhr MOTORENRUHE IM FAHRERLAGER !! No Engine Run in Paddock!!

| | | | | |
|-----------|-----------------|---|------------------|-------------------------|
| 13:35 Uhr | Rennen 1 | Schließen Vorstart / Closing Pre-Grid | DJKM (OK Junior) | Heat B-C |
| 13:40 Uhr | | Start zur Formationsrunde / Formation Lap | | 9 Runden / Laps |
| 13:55 Uhr | Rennen 2 | Schließen Vorstart / Closing Pre-Grid | DSKM (KZ 2) | Heat B-C |
| 14:00 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |
| 14:15 Uhr | Rennen 3 | Schließen Vorstart / Closing Pre-Grid | DKM (OK) | Heat B-C |
| 14:20 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |
| 14:35 Uhr | Rennen 4 | Schließen Vorstart / Closing Pre-Grid | DSKC (KZ 2) | Heat B-C |
| 14:40 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |

| | | | | |
|-----------|-----------------|---|------------------|-------------------------|
| 15:05 Uhr | Rennen 5 | Schließen Vorstart / Closing Pre-Grid | DJKM (OK Junior) | Heat A-C |
| 15:10 Uhr | | Start zur Formationsrunde / Formation Lap | | 9 Runden / Laps |
| 15:25 Uhr | Rennen 6 | Schließen Vorstart / Closing Pre-Grid | DSKM (KZ 2) | Heat A-C |
| 15:30 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |
| 15:45 Uhr | Rennen 7 | Schließen Vorstart / Closing Pre-Grid | DKM (OK) | Heat A-C |
| 15:50 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |
| 16:05 Uhr | Rennen 8 | Schließen Vorstart / Closing Pre-Grid | DSKC (KZ 2) | Heat A-C |
| 16:10 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |

| | | | | |
|-----------|------------------|---|------------------|-------------------------|
| 16:35 Uhr | Rennen 9 | Schließen Vorstart / Closing Pre-Grid | DJKM (OK Junior) | Heat A-B |
| 16:40 Uhr | | Start zur Formationsrunde / Formation Lap | | 9 Runden / Laps |
| 16:55 Uhr | Rennen 10 | Schließen Vorstart / Closing Pre-Grid | DSKM (KZ 2) | Heat A-B |
| 17:00 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |
| 17:15 Uhr | Rennen 11 | Schließen Vorstart / Closing Pre-Grid | DKM (OK) | Heat A-B |
| 17:20 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |
| 17:35 Uhr | Rennen 12 | Schließen Vorstart / Closing Pre-Grid | DSKC (KZ 2) | Heat A-B |
| 17:40 Uhr | | Start zur Formationsrunde / Formation Lap | | 13 Runden / Laps |

**Schließen Start-Servicing-Park jeweils 5 Minuten vor Schließen Vorstart
Closing Start-Servicing Park always 5 minutes before Closing Pre-grid**

Zeitplan / Time Schedule

Entwurf / Draft

| Sonntag / Sunday xx.xx.2018 | | | |
|---|------------------|---|-------------------------|
| Bis / Until 08:00 Uhr MOTORENRUHE IM FAHRERLAGER !! No Engine Run in Paddock!! | | | |
| 08:30 Uhr | 08:40 Uhr | DJKM (OK Junior) | warm up |
| 08:45 Uhr | 08:55 Uhr | DSKC (KZ 2) | warm up |
| 09:00 Uhr | 09:10 Uhr | DKM (OK) | warm up |
| 09:15 Uhr | 09:25 Uhr | DSKM (KZ 2) | warm up |
| <hr/> | | | |
| | Rennen 13 | DJKM (OK Junior) | RENNEN / RACE 1 |
| | | | 17 Runden / Laps |
| 09:35 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 09:40 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| | Rennen 14 | DSKC (KZ 2) | RENNEN / RACE 1 |
| | | | 21 Runden / Laps |
| 10:10 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 10:15 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| | Rennen 15 | DKM (OK) | RENNEN / RACE 1 |
| | | | 21 Runden / Laps |
| 10:50 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 10:55 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| | Rennen 16 | DSKM (KZ 2) | RENNEN / RACE 1 |
| | | | 21 Runden / Laps |
| 11:30 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 11:35 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| 12:00 Uhr | 12:50 Uhr | Mittagspause / Lunch time | |
| 12:00 Uhr | 12:35 Uhr | MOTORENRUHE IM FAHRERLAGER !! No Engine Run in Paddock!! | |
| | Rennen 17 | DJKM (OK Junior) | RENNEN / RACE 2 |
| | | | 17 Runden / Laps |
| 12:50 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 12:55 Uhr | | Fahrerpräsentation / Drivers Presentation | |
| 13:00 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| | Rennen 18 | DSKC (KZ 2) | RENNEN / RACE 2 |
| | | | 21 Runden / Laps |
| 13:30 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 13:35 Uhr | | Fahrerpräsentation / Drivers Presentation | |
| 13:40 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| | Rennen 19 | DKM (OK) | RENNEN / RACE 2 |
| | | | 21 Runden / Laps |
| 14:15 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 14:20 Uhr | | Fahrerpräsentation / Drivers Presentation | |
| 14:25 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| | Rennen 20 | DSKM (KZ 2) | RENNEN / RACE 2 |
| | | | 21 Runden / Laps |
| 15:00 Uhr | | Schließen Vorstart / Closing Pre-Grid | |
| 15:05 Uhr | | Fahrerpräsentation / Drivers Presentation | |
| 15:10 Uhr | | Start zur Formationsrunde / Formation Lap | |
| anschließend / afterwards | | inoffizielle Siegerehrung Plätze 1 - 5 / unofficial Podium place 1-5 | |
| bis/until | 16:05 Uhr | Abgabe der Altreifen / return of old tyres !! | Vega Truck |
| Schließen Start-Servicing-Park jeweils 5 Minuten vor Schließen Vorstart | | | |
| Closing Start-Servicing Park always 5 minutes before Closing Pre-grid | | | |