

Rules and Regulations

ADAC Junior Cup *powered by KTM*

2018

(21/03/2018)

General provisions

1. General provisions / governing rules / preamble

1.1 The competition

ADAC is calling for entries to the 2018 ADAC Junior Cup *powered by KTM* in motorcycle road racing.

1.2 Rules governing the competition

The above series shall be governed by the following rules, which all competitors and riders recognise upon entering:

- the German motorcycle racing code (Deutsches Motorrad-Sportgesetz) and other DMSB regulations and decisions
- the present ADAC Rules and Regulations, as amended during the series
- the DMSB Road-Racing Regulations incl. Appendices
- the FIM/FIM EUROPE international regulations unless the above regulations specify otherwise
- the DMSB environmental guidelines
- the NADA anti-doping regulations
- the event hosts' calls for entries/special regulations and any bulletins

2. Meeting / event host

ADAC shall arrange for each entrant/competitor or participant in the ADAC Junior Cup *powered by KTM* the opportunity to participate in **at least 7 events**.

The schedule shall be published by ADAC on the Internet at www.adac-motorsport.de/adac-junior-cup. DMSB and/or ADAC shall announce changes to the schedule, if any.

Also, ADAC shall organise a training course for all participants. **Attendance shall be mandatory for first-time starters.**

The series shall consist of 8 events.

The schedule shall be published by ADAC on the Internet at www.adac-motorsport.de/adac-junior-cup. DMSB and/or ADAC shall announce changes to the schedule, if any.

Should any meetings be cancelled, ADAC reserves the right to reduce the number of events or designate replacement meetings.

Depending on the number of entries, the competitions counting towards the ADAC Junior Cup *powered by KTM* shall be run pursuant to the event rules below:

- a) meetings for which the number of entrants to the ADAC Junior Cup *powered by KTM* is within the maximum number of starters admissible pursuant to the track homologation protocol:

- At least 2 x 25 minutes of timed practice.
 - 1 pre-start sighting lap.
 - “Grand Prix” style start from a staggered grid reflecting the timing from practice. The best times achieved by each rider in the 1st or 2nd timed practice session shall count. Should two riders be tied, their second-best practice times shall count.
 - Races must cover at least 55 and no more than 60km.
 - Riders shall qualify if they achieve best practice time +15% (qualifying time).
- b) meetings for which the number of entrants to the ADAC Junior Cup *powered by KTM* exceeds the maximum admissible number of starters:
- Timed practice pursuant to a), run in two groups (even and uneven competition numbers).
 - Overriding the provisions in a) under changing weather conditions, the Clerk of the Course in consultation with the Stewards of the Meeting may determine the riders qualified and the starting grid for the race taking into account the standings in the two timed practice groups based on the practice times achieved and separate qualifying times for each of the two practice groups. In such cases, the starting grid shall be filled alternately with the fastest riders in each group (50/50). If pursuant to the general qualification criteria, the available starting places cannot be filled with riders from one group they shall be allocated to the qualified riders of the other group.
 - Should 15 or more riders fail to qualify, an extraordinary race covering at least 40km may be held for them in consultation with the event host.
 - In timed practice, the fastest riders shall qualify for the A final (taking into consideration the 115% rule). At least 32 riders shall be admitted, up to the maximum number of starters. ADAC shall determine the number of starters prior to each race. Should 15 or more riders fail to qualify, they shall start in the B final (albeit without scoring any points).

Unless specified otherwise, a) above shall apply without restrictions.

Riders shall qualify based on the times they achieve in at least two timed practice sessions. Riders who fail to complete at least one timed practice lap shall not be allowed to start.

The starting grid positions shall be filled pursuant to the rules of the Stewards of the Meeting (see event hosts' notice boards) based on the times achieved in practice (all timed practice sessions). The fastest rider from timed practice shall take the pole position, the runner-up the second starting position etc.

Unless advised otherwise, riders may practice during the racing season.

For events taking place outside the DMSB's jurisdiction, the rules and regulations of the respective FMNR shall apply. Should they differ from the provisions set forth in the present

Rules and Regulations or the DMSB provisions, the FMNR rules and regulations may take precedence. In cases of doubt, the decision shall be up to ADAC or the DMSB.

At least 2 x 25 minutes of timed practice and 1 race covering at least 55km shall be organised. In exceptional cases, practice times and racing distances may be shorter, especially when the ADAC Junior Cup *powered by KTM* is a supporting event at a high-profile championship.

3. Eligibility

The competition shall be open to ADAC members covered by ADAC Euro assistance booklets or ADAC Plus members holding valid B riders' licences issued by the DMSB (**when applying for the DMSB riders' licences, ADAC must be indicated as the sponsoring organisation**) and same-age riders from other FIM/FIM EUROPE federations holding category B riders' licences. Where warranted, ADAC may grant exemptions.

In 2018, riders born between 1997 and 2005 shall be eligible.

Riders who have never raced in the series must demonstrate the relevant motorcycle racing experience. ADAC membership shall not be required for non-German entrants/riders. However, ADAC definitely recommends a corresponding level of insurance coverage!

Riders must present written clearance from their legal guardians. This clearance must be confirmed by the guardians' signatures on the entry forms. Legal guardians must be present at each meeting unless they designate in writing other adults they deem competent to represent them, for instance the entrant/competitor.

Where an entrant/competitor is named on the entry form, this entrant/competitor must hold a national or international FIM/FIM EUROPE/DMSB competitor's/sponsor's or manufacturer's licence.

The maximum number of participants admitted to the series shall be based on the maximum number of riders admissible to timed practice for the circuit with the lowest capacity. All riders must register with ADAC.

If the ADAC Junior Cup *powered by KTM* is run together with another federation's competition, so that the maximum admissible number of starters in the race is exceeded, the riders with the slowest times may not be admitted to the race, even if they otherwise meet the criteria for qualification. In such cases, they shall have the respective part of their entry fee refunded.

Participants in motor sport events shall be required to show sportsmanlike and fair behaviour. They must be loyal to the DMSB, the DMSB affiliated organisations, the DMSB founding member and its regional and local clubs, the event hosts and officials and refrain from any acts or activities that could be detrimental to the interests of motor sport.

Non-compliance with this rule is punishable by one of the penalties listed in Art. 16 below.

3.1. Guest riders

ADAC may allow guest riders to start provided they hold the necessary riders' licences (B licences only) and do not take any registered entrant's starting place. Guest riders shall not receive prize monies. Neither shall they score points or be carried in the daily standings. The entry fee for each meeting shall be €290 (incl. VAT) for riders using their own motorcycles (VINs of registered motorcycles available on the Internet; motorcycles must meet the specifications of the ADAC Junior Cup *powered by KTM*). Guest riders who do not have their own motorcycles can rent a guest rider's package. In this case, the entry fee for each event shall be €1,090 (incl. VAT). It shall cover helmet rental and all costs related to participation in the race except material and labour costs etc. caused intentionally or by falling. If two races are held during the same event, an additional €100 will be added to the entry fee. Moreover, a €100 supplement shall be payable for events run alongside a MotoGP event.

The entry fee shall be €500 (incl. VAT) for the introductory course.

The guest riders' motorcycles shall have the names of the series sponsors affixed to them in accordance with Annex A. The leather two-piece suit need not correspond to Annex A. Guest riders' bikes must comply with the Technical Regulations of the ADAC Junior Cup *powered by KTM*.

Exceptionally, ADAC may admit guest riders over 21 years of age and/or holding higher licences. These riders shall neither be carried in the daily standings nor score any points or receive any prize monies.

4. Entries / entry fees / entry closing date

4.1 Entries

All riders shall register with ADAC using the official entry form. The official on-line entry form shall be available from ADAC e.V. at <http://adacmsptest.adrivo.com/online-nennung/adac-junior-cup/>. Entry forms must be completed on-line and then printed, signed and sent by mail to ADAC e.V., Munich. Both parents of underage riders must give their consent and sign the entry form.

To fill the maximum number of starting places, ADAC reserves the right to accept entries submitted at a later date. ADAC may decline any entry without providing reasons.

For safety reasons, all participants must attend an ADAC training course. Riders who have demonstrated their racing abilities in previous ADAC Junior Cup *powered by KTM* seasons may be exempted from this obligation. Should new riders be unable to attend the course, they must provide adequate proof of their abilities.

Participants may enter the ADAC Junior Cup *powered by KTM* in more than one season provided they meet the requirements set out in the Rules and Regulations (age etc.). However, the winner and runner-up of the previous ADAC Junior Cup *powered by KTM* may not start again in the Cup (where warranted, ADAC may grant exemptions).

By submitting their applications, entrants/riders authorise ADAC to submit entries on their behalf to meetings in which ADAC Junior Cup *powered by KTM* races shall be run (block entry).

By submitting their entries, the entrants/riders agree to have their names and results published on the Internet etc.

Entries for permanent starters can be submitted until the end of the first meeting. After that, only guest riders' entries will be possible.

Permanently registered riders who are absent from a meeting without excuse shall refund to ADAC e.V. the €290.00 entry fee (incl. fine) which ADAC was obliged to pay to the event host.

Entrants/riders must excuse themselves by e-mail or telephone no later than 18:00 hours on the Friday before a meeting.

Participants in the ADAC Junior Cup *powered by KTM* may not be entered for other meetings taking place on the same weekend as the Cup. Where warranted, ADAC may grant exemptions for the last race.

4.2 Entry fees

The entry fee of **€2,600 (incl. VAT)** per rider, covering participation in the ADAC Junior Cup *powered by KTM* meetings and the training course, shall be payable to ADAC. ADAC shall remit the entry fees and submit the block entries to the hosts of the individual meetings.

The participants shall be responsible for their own bed and board.

The amount must be remitted to the account of ADAC e.V. at Bayerische Landesbank München, IBAN: DE25 7005 0 0 558 30, BIC: BYLA DE MM, between 1 January 2018 and 11 February 2018 quoting "Nenngeld für ADAC Junior Cup *powered by KTM*" and the rider's name. A copy of the bank transfer receipt must be mailed or faxed to ADAC e.V. by 15 February 2018.

A €200 surcharge (incl. VAT) shall be applicable to entry fees paid after 11 February 2018.

4.3 Entry closing date

The entry closing date shall be 11 February 2018 (postmark date). Entries shall be valid once confirmed by ADAC e.V., Munich.

5. Classification

There shall be only one class in the ADAC Junior Cup *powered by KTM* (practice & races).

6. Technical requirements / personal equipment

6.1 Technical requirements

6.1.1 Vehicles

During a meeting, each rider shall use and present to scrutineering only one bike. In consultation with ADAC, the Scrutineer may allow exceptions (e.g. for damage to the frame). During practice and races, the bikes must be in impeccable technical and visual condition. Otherwise the respective riders may be barred from starting.

Only **KTM RC390 Cup bikes** meeting the specifications of the ADAC Junior Cup *powered by KTM* and delivered officially for the series either by KTM or ADAC shall be allowed.

The detailed requirements can be found in the ADAC Junior Cup *powered by KTM* Technical Regulations in the Appendix to the present Rules and Regulations.

During the ADAC Junior Cup *powered by KTM*, riders may not carry cameras (whether affixed to the bike, helmet or elsewhere). No camera mounts may be attached to the bikes nor to the helmet. Exceptions may be granted by ADAC only (after inspection and approval by the Scrutineer).

The mandatory ADAC decals or sew-on ADAC sport patches must be affixed to the bikes and/or rider overalls in the exact positions and sizes mandated by ADAC from the beginning of the racing season. Compliance with this requirement will be checked during scrutineering. Non-complying riders may be barred from starting.

All riders shall also affix their own timing transponders to their bikes. Each rider shall be personally responsible for the procurement/function of the transponder. There shall be no transponder rental at the meetings.

Appendix A to the present Rules and Regulations contains a diagram with the exact requirements for affixing decals and/or sew-on patches. The FIM/DMSB advertising rules shall apply (see DMSB Yearbook/German Motorsport Code, Art. 7: Advertising on motorcycles).

Companies whose logos or advertising riders wish to display on their bikes, overalls and helmets must not be competitors of the corporate sponsors designated by ADAC. **Riders may place such advertising only on surfaces released for this purpose by ADAC.** Riders may paint the front mudguards, tanks, rear and rims of their bikes as they please. All other parts must be kept in the original design and paint scheme.

For any prescribed decal/sew-on patch missing during the meetings, a €50 fine shall be due.

Unauthorised advertising, for instance on vehicles, competition numbers, riders' equipment, semitrailers, and at ADAC Junior Cup *powered by KTM* meetings etc.

Products, brands, names etc. belonging to sponsors from the following areas or industries may not be represented on/at any ADAC Junior Cup *powered by KTM* surfaces or meetings:

- tobacco and tobacco products
- alcohol
- pornography
- politics
- religion
- social or insulting ads
- private betting and gambling operators holding no licence for the Federal Republic of Germany

By entering the above series, riders agree to allow their results to be used in advertising.

6.2 6.2 Personal equipment / team uniforms

6.2.1 Personal equipment

Rider equipment must comply with Art. 01.65 of the FIM Technical Regulations.

For motorcycle racing, helmets must comply with the recognised standards pursuant to Art. 01.70 of the FIM Technical Regulations (see DMSB helmet regulations).

For identification purposes, the name of the rider must appear in 2cm capitals on the inside of the lower right overall sleeve.

6.2.2 Team uniforms

Throughout the racing series and all subsequent engagements and meetings related with the ADAC Junior Cup *powered by KTM*, participants and their mechanics shall wear only the team uniforms provided by ADAC. Non-compliance with this rule is punishable by one of the penalties listed in Art. 16 below.

The team uniforms shall be the riders' after the last meeting of the season. Damaged team uniforms shall be replaced at the riders' own cost.

The stickers or patches of the riders'/teams' sponsors may be placed on team uniforms. The size and position of the stickers/patches must be cleared with ADAC in advance.

At the introductory course, ADAC shall give the participants umbrellas/parasols for the season whose use in the starting grid shall be mandatory.

7. Document check and scrutineering

Riders must present themselves for document checks and scrutineering before each meeting.

At the document checks, the riders must hand in their licences. Transponders must be affixed to the bikes for the whole duration of a meeting. Non-compliance with this rule is punishable by one of the penalties listed in Art. 16 below.

Riders must present their bikes, transponders and personal equipment to the Scrutineers.

Riders can only be admitted to the start after successfully passing the document check and scrutineering.

The appearance of the bikes must absolutely not compromise the good name of motor sport. ADAC alone shall determine where this is the case.

ADAC shall put a DMSB-accredited Scrutineer in charge of motorcycle scrutineering.

In addition to scrutineering, the event host may have the bikes checked at any time during and after a meeting. The appointed DMSB Scrutineer shall select vehicles for checking in consultation with the Clerk of the Course, the Chief Scrutineer and/or the other Scrutineers and the Stewards of the Meeting and an ADAC representative.

Should any irregularities be noticed, ADAC reserves the right to have the bike in question checked on or off the premises in the presence of a Scrutineer. After careful inspection, the DMSB Scrutineer shall communicate any findings to the Stewards of the Meeting who shall make a decision. Until such decision is taken, the results shall be pending.

Competitors and riders must comply with the Scrutineer's instructions with regard to the scrutineering and follow-up checking of their motorcycles.

After timed practice and races, the bikes must be taken directly to scrutineering. The route from the racetrack to scrutineering and from scrutineering to the Parc Fermé shall be subject to the Parc Fermé rules.

8. Procedure

Participants must comply with the instructions of the event host and of the event host's officials. In all other respects, the event host shall only be liable if no Release and Waiver of Liability is provided in the Rules and Regulations or entry forms.

Rider briefings shall be held at every meeting, the time and place of which shall be communicated in good time. Riders shall be under the obligation to attend the briefings. Failing to attend or lateness shall be subject to penalties of €30 or €10 respectively, payable to ADAC. The area in front of the ADAC Junior Cup *powered by KTM* series meeting point must be kept clear of vehicles, bicycles or any other type of means of locomotion.

Non-compliance with this rule is punishable by one of the penalties listed in Art. 16 below.

9. Standings

The first rider in a race to cross the Finish line shall be the winner. The winner and all subsequent riders must wait for the "chequered flag" signal before they finish the race.

Only riders who complete at least 75% of the winner's distance or receive the "chequered flag" signal within 5 minutes of the winner shall score points.

If the racing distance is reduced or a race is stopped and not resumed after the interruption, the riders shall be awarded the following percentage of points if they complete the percentages of the minimum racing distance below:

- more than 50% = 100% of points
- more than 25% = 50% of points
- up to 25% = 0% of points

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

Scores shall not be valid until the protest deadline has elapsed and/or the Scrutineers have confirmed the outcome of the bike scrutineering to be correct pursuant to the Technical Regulations.

The year-end standings shall be computed based on the racing-day results from each meeting. There shall be no scratch results.

10. Sanctions

Depending on the severity of their violations of the present Rules and Regulations, the Technical Regulations or any Special Regulations, as well as for un-sportsmanlike behaviour, including but not limited to unfair riding practices or negative remarks about ADAC or the partners/sponsors, riders may have their points for the meeting deleted or be disqualified from the ADAC Junior Cup *powered by KTM*.

At all ADAC Junior Cup *powered by KTM* meetings, riders shall be personally responsible for the actions of their assistants or attendants and shall be liable under the relevant sporting statutes.

During meetings, riders shall not use motor vehicles other than their competition bikes inside the paddock. The ban shall apply from the moment of arrival in the paddock until departure. This does not apply to automobiles, provided the drivers are properly licensed. Non-compliance with this rule is punishable by one of the penalties listed in Art. 16 below.

11. Exclusion of legal recourse / release and waiver of liability

There shall be no legal remedy against decisions by the DMSB, DMSB affiliated organisations, ADAC regional or local clubs or the event host.

The FIM, DMSB, their presidents, governing bodies, secretaries general, and any legal representatives or agents of the above persons or bodies, the DMSB affiliated organisations, motor sport divisions, ADAC regional or local clubs or the event host shall not be held liable for their decisions or actions, except where damage or harm to life, body or health result from the intentional or negligent breach of duty by the group of persons released from liability, their legal representatives or agents, and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons released from liability or their legal representatives or agents.

The release and waiver of liability shall apply to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability.

Any implied waivers of liability shall remain unaffected by the above non-liability clause.

12. Insurance

The DMSB insurance rules shall apply.

During races including the required practice sessions, the event host shall cover the participants against mandatory third party liability (sports liability).

The event host shall be covered under an event insurance. However, this does not cover third party liability among participants.

Holders of DMSB licences are personally covered against accidents under the DMSB accidental injury cover for licence holders. The DMSB insurance covers the legal maximums.

Furthermore, ADAC covers each participant in the ADAC Junior Cup *powered by KTM* against accidental injury with the following cover amounts:

€15,500.00	for death
€31,000.00	for disability (225% progression)
€69,750.00	for total disability

The insurance shall be valid for the race and the associated practice sessions and qualifications held in connection with the meeting.

13. Entrants/riders' release and waiver of liability

The participants shall take part in the event at their own risk. They shall bear the sole responsibility under civil and criminal law for any damage or injury caused by them.

They hereby release the entities and persons listed below from any liability for damages in connection with the event:

- their own participants (side agreements between the participants to any other effect shall take precedence!) and assistants,
- the other participants, the owners of the vehicles used in the meeting (if the meeting takes place on a permanent or temporarily closed circuit), and their assistants,
- the FIM, FIM Europe, DMSB, DMSB-affiliated organisations, DMSW GmbH, their presidents, governing bodies, managers, and secretaries general,
- ADAC e.V., the ADAC regional clubs, the ADAC local clubs and the ADAC e.V. subsidiaries and affiliates, their presidents, governing bodies, managers, and secretaries general,
- the promoter/series organiser,
- the event host, the officials, the race course owners, government agencies (or their respective legal entities), racing services and any other person involved in the organisation of a meeting,
- the organisations responsible for the construction and maintenance of roads, and
- the agents and workers, legal representatives, salaried staff and volunteers of all persons and authorities indicated above as well as their members.

This release and waiver of liability shall not include damage or harm to life, body or health or any other damage resulting from the intentional or grossly negligent breach of duty nor any damage resulting from material breach by the group of persons released from liability.

The liability for financial loss and loss of property in claims resulting from the slightly negligent breach of material obligations shall be limited to the extent of the foreseeable damage as is typical for this type of event.

The release and waiver of liability shall thus apply to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability.

Any implied waivers of liability shall remain unaffected by the above non-liability clause.

14. Changes to the Rules and Regulations, cancellation of a meeting

ADAC, the DMSB and the event hosts reserve the right to modify the Rules and Regulations as required by force majeure, or the authorities, and to cancel the series or individual meetings if required in extraordinary circumstances without assuming any liability. In all other respects, the event host shall not be liable unless no release and waiver of liability is stipulated in the Rules and Regulations or entry provisions.

15. Prize giving / podium ceremony

At least the first three riders in a race shall receive a trophy.

Prize money/year-end standings

#1 = €3,000

#2 = €2,500

#3 = €2,000

#4 = €1,500

#5 = €1,000

For prize monies paid to riders whose tax residence is outside Germany, ADAC Motorsport shall be under the obligation and authorised to withhold and pay to the German revenue office on behalf of such riders the amount of withholding taxes they are liable for under §50a EStG (withholding tax for persons with limited income tax liabilities). The riders shall receive the prize monies and any appearance fees minus the relevant withholding tax.

In the event that they shall not continue racing in an ADAC series, the riders finishing 1st to 5th in the year-end standings undertake to wear an 8x8cm ADAC patch on their leather racing outfit and affix an 8x8cm ADAC decal each to the sides and a 3x8cm ADAC decal each to the front and rear of their bikes during the next season.

The winner undertakes to accept any invitations to attend the ADAC Sport Gala or trade fairs, e.g. the Essen Motor Show.

Prize winners undertake to accept any invitations to attend events such as the Essen Motor Show for the prize giving ceremony. Non-attendance at the year-end podium ceremony/Sport Gala shall result in the prize money being reduced by 50% (ADAC may grant exemptions).

The highest-scoring rider in the year-end standings shall be:

“Winner of the 2018 ADAC Junior Cup *powered by KTM*”

The majority of better positions achieved in the standings shall break any ties. Should two or more riders still be tied, the better position in the last race shall break the tie.

Red Bull shall invite the best three riders in the year-end standings (national and international) meeting the entry criteria for the Red Bull Rookies Cup to a screening for the next season's Red Bull Rookies Cup.

In the subsequent season, no more than 4 riders shall be sponsored by KTM and ADAC in the SSP300 or the NEC Moto3.

No more than two eligible talents shall each receive a material package (worth €12,500) from KTM for retrofitting their KTM RC390 when changing to the SSP300 class. The total amount for both riders shall be €25,000.

No more than two eligible talents (DMSB licensees) shall receive seed money from ADAC for a promotion to a higher class. One talent shall receive €15,000, the other €10,000.

The choice of team and position on the team shall be subject to ADAC approval! The support in kind can neither be transferred to another team nor converted into cash funding.

Another young rider will be gifted with a KTM Duke 125.

16. Penalties

The participants shall be subject to the penalties below:

- warnings
- fines (up to €125 before taxes)
- time penalties
- deletion of the best practice time
- deletion of one practice session
- barring from the start
- exclusion from a meeting
- exclusion from the series

All sporting fines shall be payable to the DMSB.

All organisational fines shall be payable to ADAC. The sums shall be donated to the Wings for Life foundation and used exclusively to promote young racing talent. No tax-deductible receipts can be issued for fines.

17. Special provisions

17.1 Environment

Participants shall be responsible for the disposal of their own waste and consumables (such as waste oil, tyres, used parts, paper, cardboard etc.).

Disposal containers provided by the event host must always be used, and the sorting requirements, if any, must be strictly complied with.

It is strictly prohibited to discard or leave behind any waste or consumables during or in connection with the participation in a meeting, and/or to mix such waste if separate disposal is required by the event host.

The Stewards of the Meeting and/or the Clerk of the Course shall penalise any violators (participants shall be liable for their assistants) with a sporting penalty (fines, exclusion and/or loss of results or even suspension by DMSB). Furthermore, the event host may hold participants responsible for any consequential costs.

When refuelling motorcycles and working on the engines or transmissions on the track premises (paddock and industry area), except at permanent filling stations and/or on asphalted or concrete surfaces where run-off water is disposed of via oil separators, protective sheets (at least 2x1m) must be placed under the motorcycles. To prevent damage to the environment, such sheets must be removed and/or disposed of by the participants in compliance with the event host's instructions before or immediately after the conclusion of a meeting.

Only detergents containing biodegradable chemical substances may be used for washing the motorcycles.

17.2 Anti-doping

The most current NADA anti-doping provisions must be complied with (find a copy at www.nada.de/en/home/). The athletes and any other relevant persons shall be responsible for knowing what constitutes a violation of anti-doping provisions and the substances and methods found on the WADA Prohibited List.

17.3 Fire prevention

Participants must have an approved fire extinguisher (min. 4kg) mounted inside or near the tent which shall be accessible to everybody in an emergency. The fire extinguisher must be marked with the rider's competition number and name (stencil or decal).

Should there be only one fire extinguisher in a team tent used by several riders, this extinguisher must have a capacity of at least 6kg.

17.4 Data protection

I consent to the storage, transmission and processing of my personal data in accordance with the DMSB data protection guidelines and in compliance with the German Federal Data Protection Act (BDSG). I am entitled to address the DMSB data protection officer at any time to enquire about my personal data and/or to exercise my right of objection. The data protection guidelines are also available for review at www.dmsb.de and/or from the event host at the venue.

17.5 Evidence

The Steward of the Meeting shall decide on the admissibility of private video footage as evidence.

Annex:

ADAC Junior Cup *powered by KTM*

Technical Regulations

2018

(21/03/2018)

Technical Regulations

1. Motorcycle regulations

1.1 Homologated motorcycles

The bike homologated for the 2018 ADAC Junior Cup *powered by KTM* is the

- KTM RC390 Cup from YOM 2014 - JC1 KTM/14

Only bikes converted for racing and obtained through the official ADAC series channel are admissible.

Homologation is available through ADAC e.V. and the Chief Scrutineer of the series. Homologations are complementary to the ADAC Junior Cup *powered by KTM* Rules and Regulations. In the event of any uncertainties, the Rules and Regulations shall prevail.

1.2. Engines / engine revisions and repair

The engines and the relevant powertrain parts will be sealed by KTM EXW. If any seals are found missing at a meeting after timed practice or a race, riders are liable to have their result deleted.

Engines will be serviced and repaired centrally by an ADAC agent at a fixed price. We recommend a servicing interval of 3,000 minutes (approx. 5,000km). An immediate revision is mandatory if any seals are found to be missing. Fees for repair are based on fixed hourly rates. The current rates will be displayed at the official racing service. Participants in the ADAC Junior Cup *powered by KTM* may not perform engine revisions themselves.

Participants can buy replacement engines from the official racing service of the ADAC Junior Cup *powered by KTM* and have them sealed for use in the ADAC Junior Cup *powered by KTM* .

1.3 Weight

Including coolant and transmission lubricant, a motorcycle must weigh at least 138kg. This minimum weight must be maintained at all times during a meeting. The motorcycle must weigh in at the above weight (zero tolerance) in the condition in which it finished the practice or race. Filling up fluids before weighing is prohibited.

2. Preparations to make

- A catch tank for bleeding the gearbox/fuel tank is required. The catch tank specified in Art. 10 of the present Technical Regulations must be used with the appropriate stoppers.
- All filling and drain screws must be tightly fastened and secured visibly.
- The fuel tank breather lines must be equipped with non-return valves and terminate in the above-described catch tank. The catch tank may also be used to bleed the gearbox.
- The top of the fuel tanks must be filled up with an inerting (non-flammable) material. The material must comply with military specification MIL B 83054 B.
- Water without any additives is the only coolant allowed.
- The frame must not be drilled, filed, sawed or welded; no other milling or cutting shall be tolerated. Exceptions shall be subject to the approval of the Scrutineer.

- Drive sprocket guards must be installed on all bikes. The fin specified in Art. 10 of the present Technical Regulations (shark fin) must be used.
- The original front fairing (racing windshield), the original seat hump (race hump) and the original bellypan must be replaced with the parts specified in Art. 10. All other fairing parts must correspond to the original parts.
- The front fork must be replaced with the WP fork specified in Art. 10 of the present Technical Regulations.
- The rear spring strut must be replaced with the WP spring strut specified in Art. 10 of the present Technical Regulations.
- The front brake disc must be replaced with the brake disc specified in Art. 10 of the present Technical Regulations.
- When replacing the front brake disc, the required add-on parts specified in Art. 10 of the present Technical Regulations must be used.
- The front brake pads must be replaced with the brake pads specified in Art. 10 of the present Technical Regulations.
- The ABS removal kit specified in Art. 10 of the present Technical Regulations includes front/rear braided steel lines which must be installed. All ABS components must be removed.
- The throttle grip specified in Art. 11 of the present Technical Regulations must be used.
- The Akrapovic retrofitting kit incl. mounts specified in Art. 10 of the present Technical Regulations must be used.
- The exhaust baffle (dB eater) must be removed from the tail-pipe.
- Only the sponsor decals specified in Art. 10 of the present Technical Regulations (deco kit) are allowed. They must be affixed as described in Appendix A.
- The emergency switch specified in Art. 10 of the present Technical Regulations must be used.
- The tail lights specified in Art. 10 of the present Technical Regulations must be mounted.
- The covers specified in Art. 10 of the present Technical Regulations must be mounted on the engine cowlings left and right.
- The speed indicator signal must be switched off.
- A brake lever guard must be mounted. The brake lever guard specified in Art. 10 of the present Technical Regulations must be used.
- Installation of a timing transponder is mandatory. The transponder specified in Art. 10 of the present Technical Regulations must be used.

3. Parts to remove

- Indicator
- Pillion footrests
- Side stand (combined with the side stand removal kit, see Art. 10)
- Horn
- Licence plate
- Rear-view mirror
- Light units with mounts (front & rear)

- The electrical indicator, light and horn control units (on the left handlebar) must be removed.
- The latch for removing/installing the seat must be removed.

4. Allowed modifications

- The secondary reduction (front and rear sprockets) may be modified within the allowed parameters. Parts specified in Art. 10 of the present Technical Regulations must be used.
- The drive chain is not subject to any restrictions, except that it must be size 520.
- The springs and spring rates of the WP telescopic fork and the oil levels may be modified. The rest of the fork must remain unchanged. The springs and oils specified in Art. 10 of the present Technical Regulations must be used.
- The fork tubes may only be set lower or higher in the standard fork stabilisers.
- The spring on the rear WP spring strut may be replaced by the spring specified in Art. 10 of the present Technical Regulations.
- Within the scope of the present Technical Regulations, there are no restrictions on modifications to the gear shift pattern (1st gear up/down).
- The rear mudguard may be replaced with the mudguard specified in Art. 10 of the present Technical Regulations.
- The rider seat padding may be modified. The hump behind the rider's seat may be modified to allow rider position adjustment. All frame mounting points must be maintained.
- The footrests and footrest brackets may be replaced with the footrests and footrest brackets specified in Art. 10.
- Screws may be replaced with screws of equal or higher quality. Non-ferrous metals (e.g. aluminium, titanium) are not allowed.
- Plastic spacers mounted laterally on the front axle are allowed. Only the plastic spacers specified in Art. 10 of the present Technical Regulations are allowed.
- The front brake and clutch levers may be replaced with the front brake and clutch levers specified in Art. 10.
- Exhaust silencers may be opened to replace soundproofing material. However, the kit for the soundproofing material specified in Art. 10 of the present Technical Regulations must be used.
- The front mudguard, the fuel tank and seat hump may be repainted. All other parts must be kept in the original paint scheme.
- The cover for the brake fluid tank specified in Art. 10 of the present Technical Regulations must be used.
- The Akrapovic tailpipe may be replaced with the US version specified in Art. 10.
- The triple clamp and handlebars may be replaced with the parts specified in Art. 10.
- The battery may be replaced with a lithium ion battery whose capacity and dimensions shall correspond to those of the original battery.
- The clutch may be replaced with the anti-hopping clutch kit specified in Art. 10 of the present Technical Regulations.
- The steering lock limiting device specified in Art. 10 of the present Technical Regulations may be used.

5. Prohibited modifications

- Modifications to the cable harness or rewiring the various switches/connectors are prohibited. Repairs shall be subject to prior consultation with the Scrutineer.
- No information whatsoever in whatever shape or form may be transmitted from or to a moving motorcycle.
- The bikes must be equipped with fully functional ignition and kill (ON/OFF) switches.
- A data logger may be used, but only to determine lap times.
The installation of external sensors or spring position sensors etc. is prohibited. Power will be fed by a cable connected to the Accessories 1 jack, fuse slot no. 10, on the cable harness.
- Semiautomatic gear shifts (“quick-shift”, “power-shift” or other devices) are not allowed.
- Active suspensions are prohibited.

Parts not mentioned in these Technical Regulations must remain in their original condition; they must not be modified/removed. Any modifications not mentioned herein shall be prohibited. Allowed modifications must not entail prohibited modifications.

6. Tyres & rims

Only Bridgestone tyres shall be allowed. No brands or sizes of tyres other than the tyres indicated below may be used:

Front wheel:	110/70 R17 54H TL	RS10F
Rear wheel:	150/60 R17 66H TL	RS10R

Tyres shall be marked by the racing service who will be present on-site at every meeting. The participants themselves shall be responsible for having tyres marked when they are mounted. Only marked tyres are allowed during all ADAC Junior Cup *powered by KTM* practices and races. Riders using unmarked tyres may have their points deleted.

Before each practice/race, the minimum tread depth shall be 2.5mm over the whole tyre imprint. No recut tyres must be used.

Tyres must not be treated chemically, thermally or mechanically in any way. Tyre warmers are banned.

7. Fuel

Only unleaded fuel must be used. The FIM/DMSB fuel regulations shall apply (see part 3 of the DMSB Motorcycling Yearbook).

At no time must other fuel than specified above be found in the fuel tank and/or fuel system.

8. Competition number plates

The shape, size, number and method of fastening and the lettering of competition number plates must comply with the DMSB regulations. Competition numbers must be affixed at the front and to the left and right of the fairings, as described in Appendix A. Only the fonts Verdana Bold and Futura Heavy are allowed.

Colour of the competition number plates and the competition numbers:
black numbers (RAL 9005 equivalent) over white background (RAL 9010 equivalent).

Height of the numbers:
min. 150mm / stroke weight: 20mm

Competition numbers must be designed and fastened in such a manner as to allow time-keepers to identify riders unequivocally. Should identification not be possible, the Scrutineer may refuse to inspect and approve the bike in question. The participants themselves shall be responsible for any disadvantages arising to them because of illegible competition numbers (e.g. getting too little practice time).

9. Scrutineering

The bikes may be scrutineered and technical checks (including the required disassembly) or noise/performance and weight measurements may be executed before, during or after a meeting.

The Stewards of the Meeting and/or the Scrutineers shall decide which bikes to check.

Violations of the present Technical Regulations and noise levels exceeding the allowed limits shall be sanctioned by loss of result and/or the following penalties:

- for prohibited potentially performance-enhancing modifications of the power unit including intake and exhaust systems = fine up to €250 (incl. VAT) and the rider's suspension for up to two subsequent events. If the offence occurs during the penultimate or last meeting of the season, the suspension may be carried to the next season, no matter in which class the rider shall start in that season.
- Other prohibited modifications = fines up to €150 (incl. VAT) per violation.

Should the officials be unable to determine the compliance/non-compliance of a part with the regulations on the spot, the part or the whole bike will be confiscated for checking and the affected entrant will not be able to make any claims whatsoever. The owner of the motorcycle will be responsible for any costs incurred (disassembly, reassembly).

Non-compliant parts found during Scrutineering will be marked.

Furthermore, ADAC is entitled at its discretion to collect and redistribute the control units by lottery at each meeting. The Scrutineer shall announce any planned lotteries in time. After a meeting, control units must be returned to their owner within the hour. ADAC may buy control units and allocate them by lottery at its sole discretion.

For major contraventions to the Technical Regulations, ADAC shall be free to penalise the respective participants by disqualification from one or several races or from the whole ADAC Junior Cup *powered by KTM* series.

10. Allowed add-ons/replacement parts for the KTM RC390 Cup:

Rules and Regulations	KTM power parts	KTM part no.
1.2	replacement engine	order from racing services
2	catch tank	59431096000
2	tank foam	90807990000
2	shark fin	90504965100
2	racing windshield	90508908000 or 90508908044
2	race hump	90508918044
2	bellypan cowling	90508920100 or 90508920144
2	adjustable fork WP	05182N02
2	adjustable spring strut WP	15180N02
2	brake disc, 320mm	90809960000
2	brake calliper spacer	90813998050
2	brake calliper screw	0912080709
2	brake disc mounting kit	90809960010
2	front brake pads	90813030000
2	front brake line	90512932010
2	rear brake line	90813972000
2	rear brake pads	90113090000
2	RC8 throttle grip	69002010200
2	Akrapovic retrofitting kit (front and end mufflers)	90805999000 or 90805999100
2	Akrapovic end muffler mount	90105984044
2	front brake lever guard bracket compl.	61313932244 or 93802984044
2	plastic guard bracket	61313932220
2	timing transponders	available from AMB
4	Akrapovic end muffler (US)	90805980000
2	Akrapovic end muffler mount	90805984044
2	ADAC Dekorkit decal	order from racing services
2	ADAC emergency switch	order from racing services
2	tail lights	76314040044
2	ignition cover guard	90812964044 or 90812966044
2	clutch cover guard	90812965044 or 90812967044
3	side stand removal kit	90811946044
4	sprocket 41	order from racing services
4	sprocket 42	9051095104204
4	sprocket 43	9051095104304
4	sprocket 44	9051095104404
4	sprocket 45	9051095104504
4	sprocket 46	9051095104604
4	WP fork springs front, soft	70409005/290.220.00.070W D3,9NT22,27
4	WP fork springs front, standard	70409006/290.220.00.075W D3,9NT20,88
4	WP fork springs front, hard	70409007/290.220.00.080W D4,0NT21,85

4	WP fork oil SAE 4 WP	48601166S
4	rear shock damper spring WP, soft	70189016 (ID59) 68-130 D9,5
4	WP rear shock damper spring, standard	70189004 (ID59) 72-130 D9,5
4	WP rear shock damper spring, medium-hard	70189004 (ID59) 78-130 D9,75
4	rear shock damper spring WP, hard	70189007 (ID59) 84 130 D10
4	rear mudguard	90104050000
4	footrest system, complete	90803937044/90803937144
4	front axle plastic spacers	90109945000
4	handbrake folding lever	90513950044 or 93013950044
4	clutch folding lever	90502931044 or 90502931144
4	Akrapovic repair kit	90205979020
4	brake fluid container cover, front	76513903000 or 90813903000
4	triple clamp/compl. set of handlebars	93802875044 or 93802875144
4	upper triple clamp	9380183403533 or 9380183413533
4	left clip-on handlebar	93801844000 (8°) or 93801844100
4	right clip-on handlebar	93801845000 (8°) or 93801845100
4	anti-hopping clutch kit	93832802000
4	steering lock limiting device	90803901044

Rules and Regulations Optional

8. Competition numbers