

Rules and Regulations

ADAC Northern Europe Cup (NEC) Standard/GP 2017

(22/02/2017)

General provisions**1. General provisions / governing rules / preamble****1.1 The competition**

ADAC calls for entries to the 2017 Northern Europe Cup 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 & 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. Meetings / event host

ADAC shall arrange for each entrant/competitor or participant in the ADAC Northern Europe Cup the opportunity to participate in **at least 7 events**.

ADAC shall e-mail the supplementary regulations for all meetings in the ADAC Northern Europe Cup to the participants in time before each meeting.

The series shall consist of 8 events.

The schedule shall be published by ADAC on the Internet at www.adac-motorsport.de. 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 Northern Europe Cup shall be run pursuant to the event rules below:

- a) meetings for which the number of entrants to the ADAC Northern Europe Cup is within the maximum admissible number of starters:
 - at least 2 practices
 - at least 1 warm-up
 - “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 60km.
 - Riders shall qualify if they achieve best practice time +12% (qualifying time).
- b) meetings for which the number of entrants to the ADAC Northern Europe Cup 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 hosts.
 - In timed practice, the fastest riders shall qualify for the A final (taking into consideration the 112% 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 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.

The organisers aim to ensure at least 2 x 25 minutes of timed practice, one 10-minute warm-up and 1 race over at least 60km. In exceptional cases, practice times and racing distances may be shorter, especially when the ADAC Northern Europe Cup is a supporting event at a high-profile championship.

3. Eligibility

This year's competition shall be open to:

- riders born in 2003 or earlier and holding a category A licence. These riders must present evidence of their experience in a corresponding championship (e.g. ADAC Junior Cup).
 - riders aged 16 years and older holding a category B licence (Standard Class only)
- both groups shall require a starting permission from the issuing federation.

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 no. 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 Northern Europe Cup is run together with another federation's competition, so that the number of entrants exceeds the maximum admissible number of starters, 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 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 at Art. 16 below.

3.1. Guest riders

ADAC may allow guest riders to start provided they hold category A riders' licences and do not take any registered entrant's starting place. Guest riders shall not score points or receive prize monies. The entry fee for each race shall be €390 (incl. VAT.). If two races are held during the same event, an additional €200 will be added to the entry fee. Moreover, a €200 supplement shall be payable for events run alongside a MotoGP event.

4. Entries / entry fees / entry deadline

4.1 Entries

All riders shall register with ADAC e.V. using the official entry form. The official on-line entry form will be available from ADAC e.V. at <https://www.adac-motorsport.de/online-nennung/moto3/>. 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 max. number of starting places, ADAC reserves the right to accept entries submitted at a later date. ADAC may decline any entry without providing reasons.

By submitting their applications, entrants/riders charge and authorise ADAC to submit entries on their behalf to all meetings at which ADAC Northern Europe Cup races shall be held (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 up until the end of the first Competition. After that, only guest riders' entries will be possible.

4.2 Entry fees

The entry fee of €3,390 (**incl. VAT**) per rider, covering participation in the ADAC Northern Europe Cup 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 2017 and 12 February 2017 quoting "Nenngeld ADAC Northern Europe Cup" and their name. A copy of the bank transfer receipt must be mailed or faxed to ADAC e.V. by 12 February 2017.

A €200 surcharge (incl. VAT) shall be applicable to entry fees received after 12 February 2017.

4.3 Entry closing date

The entry closing date shall be 12 February 2017 (postmark date). Entries shall be valid once confirmed by ADAC e.V., Munich.

5. Classification

The ADAC Northern Europe Cup can be run as one class (GP and Standard together), including all practice sessions and 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 motorcycles conforming to the requirements of the ADAC Northern Europe Cup shall be permitted.

The detailed requirements can be found in the ADAC Northern Europe Cup Technical Regulations in the Appendix to the present Rules and Regulations.

During the ADAC Northern Europe Cup, riders may not carry cameras (whether affixed to the bike, helmet or elsewhere) while riding. No camera mounts must be attached to the bikes. Exceptions may be granted by ADAC (after inspection and approval by the Scrutineer).

The mandatory ADAC decals or sewn-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.

Appendix A to the present Rules & 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.

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

Unauthorised advertisement, including but not limited to ads on vehicles, competition number decals, riders' gear, trucks and generally at ADAC Northern Europe Cup meetings.

Company names, products, brands, names etc. belonging to sponsors from the following areas or industries may not be represented on any surfaces at ADAC Northern Europe Cup races or the meetings which they are part of:

- 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 / team equipment

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

7. Document check and scrutineering

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

At the document checks, the riders must hand in their licenses and receive the transponders, if any. 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 at Art. 16 below. After the last race, transponders must be handed back immediately to the administrative scrutineers.

Riders must present their bikes 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, the Scrutineer reserves the right to have the bike in question checked on or off the premises in the presence of another 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, 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 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 & 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 obligation to attend the briefings. Failing to attend or lateness shall be subject to penalties of €30 or €10 respectively. Non-compliance with this rule is punishable by one of the penalties listed at Art. 16 below.

9. Standings

The GP and Standard practice sessions shall be held together. The two classes may also be run together with the Moto3 Class of another federation. Separate classifications shall be scored for each class.

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 points, if they complete the percentages of the minimum racing distance below:

- more than 50% = 100% points
- more than 25% = 50% points
- up to 25% = 0 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 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 event. There shall be no scratch results.

10. Sanctions

Depending on the severity of their violations of the present Rules & 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 its partners/sponsors, riders may have their points for the meeting deleted or be disqualified from the ADAC Northern Europe Cup.

At all ADAC Northern Europe Cup meetings, riders shall be personally responsible for the actions of their assistants or attendants and shall be liable under the relevant sporting statutes.

11. Exclusion of legal recourse/Release and Waiver of Liability

There shall be no legal remedy against decisions by 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 hosts 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

DMSB insurance rules shall apply.

During events including the required practice sessions, the event host shall cover the riders 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 competitors/riders.

Holders of DMSB licences are personally covered against accidents under the DMSB accidental injury cover for licence holders (see DMSB licence regulations).

13. Entrants/riders' Release and Waiver of Liability

The participants shall take part in the event at their own risk. They 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 entrants/competitors (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 event (if the event 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 an event,

- 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 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, DMSB and the event host reserve the right to modify the Rules & Regulations as required by force majeure, or the authorities, and to cancel the series or individual racing events if required in extraordinary circumstances without assuming any liability. In all other respects, the event host shall not be liable unless a waiver of liability is stipulated in the Rules & Regulations or entry provisions.

15. Prize giving / podium ceremony

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

For prize monies paid to riders whose tax residence is outside Germany, ADAC Motorsport shall be under 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.

The podium ceremony is an integral part of the ADAC Northern Europe Cup. The three first-placed riders of each class undertake to accept any invitations to attend the ADAC Sport Gala and/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.

Failure to attend may result in the prize money/grant being reduced by 50%.

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

**“Winner ADAC Northern Europe Cup 2017 Moto3
GP Class“**

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

**“Winner ADAC Northern Europe Cup 2017 Moto3
Standard Class”**

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.

The title of German Champion will be awarded in both classes, provided the required registration quota (at least 15 permanent starters) is met.

16. Penalties

The participants shall be subject to the penalties below:

- warnings
- fines
- time penalties
- deletion of the best practice time
- deletion of practice session
- barring from the start
- exclusion from a meeting
- exclusion from the series

17. Special provisions

17.1 Environment

Competitors 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 penalty (fines, exclusion and/or deletion of results or even suspension by DMSB). Furthermore, the event host may hold competitors 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 2m x 1m) must be placed under the motorcycles. To prevent damage to the environment, such sheets must be removed and/or disposed of by the competitors in compliance with the event host's instructions before or immediately after the conclusion of a meeting.

Only detergents containing biodegradable 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-bonn.de). 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

Competitors 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.