



# ADAC MX

# Masters 2021



## Rules and Regulations

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ADAC e.V.

# ADAC MX Masters

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# ADAC MX Masters

## Rules and Regulations 2021

ADAC e.V. is calling for entries to the 2021 International ADAC MX Masters. The series will be conducted according to the regulations below, which each rider or entrant recognises with their entry. The series is open to international entrants as specified in the entry eligibility section (Article 2) of these Rules and Regulations and in the classes specified in the Technical Regulations section (Article 8). The competition will be governed by the DMSB German Motorcycle Sporting Code, the present Rules and Regulations, the DMSB regulations for motocross meetings and the specific regulations for each meeting and – lest the above expressly provide otherwise – the regulations of the FIM/FIM Europe Sporting Code. ADAC e.V. reserves the right to change or supplement these Rules and Regulations.

### 1. Meetings/additional organisational regulations

The meetings of the ADAC MX MASTERS series will be specified in the latest ADAC meeting calendar as well as the DMSB calendar of motorcycling meetings or any supplementary calendars published by DMSB. The motor sport division of ADAC e.V. gives the entrants and participants the possibility to enter up to seven meetings in the ADAC MX Masters and ADAC MX Youngster Cup (classes 1 and 2) and up to five meetings in the ADAC MX Junior Cup 125 (class 3) or ADAC MX Junior Cup 85 (class 4). Should a meeting or race have to be cancelled, ADAC reserves the right to reduce the number of races or announce a substitute meeting.

### 2. Eligibility

#### 2.1 Classes, licences, authorisation

The classes which are run within the framework of the ADAC MX Masters were defined according to the 2020 DMSB motocross rules & regulations. ADAC reserves the right to grant or withhold the final permission to start. Exceptional authorisations may be granted at ADAC's discretion.

A re-classification or transfer to a lower championship class is possible only once and requires the exceptional authorisation of ADAC e.V. Munich. This provision does not apply to wild card starters (Article 2.1.6).

All riders must register with ADAC using the official entry form. The official on-line entry form is available from ADAC e.V. at [www.adac-mx-masters.de](http://www.adac-mx-masters.de). A rider's entry application will be considered when the form was completed on-line and submitted. Riders must submit to ADAC e.V. in Munich a copy signed in the original. This copy can be posted by mail prior to the first meeting or submitted during the administrative checks of the first season meeting. Should a rider fail to submit a document with all the relevant signatures, ADAC reserves the right to exclude such rider from the meeting.

On the entry form, each rider may indicate an entrant/team/sponsor. A valid competitor's licence is required for anyone to act as entrant during competition. Upon receipt of the team tickets, nobody is entitled to receive additional tickets. The competitor's licence number must be submitted with the entry.

For permanent entrants of German nationality, a valid ADAC Plus membership is required (in the case of minors, ADAC Plus membership of a parent is sufficient). To ensure sufficient cover in the event of medical transport/repatriation, the licence must be obtained through ADAC! ADAC membership is not required for foreign nationals, but equivalent cover is recommended.

The ADAC MX Masters series comprises the classes listed below:

##### 2.1.1 ADAC MX Masters (class 1)

Class 1 and classification are open to riders born 2005 or later. Entrants must hold a valid licence of the following type:

- FIM/FIM Europe motocross licence
- International category A motocross licence from a FIM/FIM Europe national federation (FMN)
- DMSB category A licence

### **2.1.2 ADAC MX Youngster Cup (class 2)**

Class 2 and classification are open to male riders born 2000 to 2007. Class 2 and classification are open to female riders born 2007 or later. Entrants must hold a valid licence of the following type:

- FIM/FIM Europe motocross licence
- International/national category A/B motocross licence from a FIM/FIM Europe national federation
- DMSB category A/B/J licences

#### **Not eligible to enter:**

- Riders already having earned any points in the ADAC MX Masters (class 1) (any competition year; applicable to riders born 2002 or later only)
- Riders already having earned any points in two or more FIM MXGP/MX2 world championships (any competition year where points were scored in more than 2 MXGP/MX2 participations per season)
- Permanent MXGP/MX2 starters in the current season

ADAC reserves the right to remove from the standings any rider submitting an entry in violation of the above provisions. ADAC reserves the right to grant exceptional authorisations for the re-entry of injured riders.

### **2.1.3 ADAC MX Junior Cup 125 (class 3)**

Class 3 and classification are open to riders born 2003 to 2008. Entrants must hold a valid licence of the following type:

- FIM/FIM Europe motocross licence
- International/national category A/B motocross licence from a FIM/FIM Europe national federation
- DMSB category A/B/J licences

### **2.1.4 ADAC MX Junior Cup 85 (class 4)**

Class 4 and classification is open to riders born 2006 to 2011. Entrants must hold a valid licence of the following type:

- FIM Europe motocross licence
- International/national category A/B motocross licence from a FIM/FIM Europe national federation
- DMSB category B/J licences

### **2.1.5 Start permission**

All licence holders from federations other than DMSB must submit to ADAC an international start permission for a specific meeting or a permanent permission issued by their own federations. So far as this start permission is not already integrated in the licence, the licence holder will be responsible for its submission to ADAC prior to a meeting.

### **2.1.6 Wild card riders**

Riders who do not meet the licencing requirements laid out above may participate in individual meetings on the basis of a wild card. A valid DMSB category A/B/ licence is required for a wild card in class 1, valid DMSB category B/J licences in classes 2-4. C licence holders do not qualify as wild card riders.

The organisations/institutions listed below may apply for wild cards:

- Regional organisers (3 wild cards in classes 1 and 2, 1 wild card each in classes 3 and 4)
- ADAC regional clubs (1 wild card per meeting)
- Entered teams and industry (1 wild card per class 1 meeting)

MXGP and MX2 world championship riders who are currently among the top 15 (current season, or previous year's season if a reference is needed at the beginning of the year) may also apply for a wild card (and submit their entry) no later than 14 days before the meeting. The wild card allows riders to skip qualifications and qualify directly for the races. Only 2 such wild cards will be issued per meeting. The wild cards will be issued chronologically in the order in which entries and wild card applications were submitted.

Applications/entries for wild card riders (except world championship riders) must be submitted in writing/by email to the ADAC ([sarah.schnieber@adac.de](mailto:sarah.schnieber@adac.de)) no later than 2 weeks before the meeting. Their original entry forms must be submitted no later than 4 weeks before the meeting. After the deadline, there will be no more nominations or starting place swaps. In class 1 only applications from riders born 2005 or later will be accepted. In classes 2-4, the respective vintage qualifications apply. If a rider starts with a DMSB category B licence in the Masters class (provided a wild card was obtained), max. 2 starts in the current season will be permitted. ADAC reserves the right to grant or withhold the final permission to start or any exceptional authorisations.

## 2.2 Permanent starters/entry fee

The max. number of participants per class in classes 1 and 2 is limited to 96 riders and to 48 riders in classes 3 and 4. This number of starting places will be distributed among the riders having entered for all season meetings. These riders will have permanent starter status in the ADAC MX Masters. The remainder of the starting places, if any, will be given to guest riders (Article 2.3).

For seven meetings, the entry fee for permanent starters in classes 1 and 2 is € 490.- (incl. VAT). The entry fee for permanent starters in classes 3 and 4 is € 420.- (incl. VAT).

Should a rider retire during the season, the entrant/team named on the entry form may nominate a substitute rider instead. Such nominations must be applied for in writing and approved by ADAC. Any entry fees already paid may be transferred to a substitute rider. Only the entry fees for the races lying in the future at the time of the nomination of the substitute will be transferrable. ADAC reserves the right to grant or withhold the final permission to start.

The entry fee will be payable immediately after the entry is confirmed. Entry confirmations will be sent by e-mail. **Please do not make any payments prior to confirmation.**

Entry fees for permanent starting places must be paid no later than 5 March 2021. In the event of non-payment, ADAC will accept another entry. Where the starting place has not yet been re-allocated, the entry fee for late payers is € 90.- per meeting. Riders unable to run a race will be refunded their entry fee after the end of the sea-son – provided that they gave notice in due time and motivated their inability to attend as required in the DMSB Rulebook.

### Banking information:

Account holder:	ADAC e.V.
Bank:	Bayerische Landesbank München
IBAN:	IBAN DE25 7005 0000 0000 0558 30
SWIFT BIC:	BYLA DE MM
Reference:	ADAC MX Masters, rider's name

A rider's entry application will be considered in selection when the form was completed on-line at [www.adac-mx-masters.de](http://www.adac-mx-masters.de) and submitted. **Entry close date is 5 February 2021.** Upon successful on-line entry, the completed entry form will be sent to the rider by e-mail. The rider must post a signed original by mail to ADAC or submit the signed original at the administrative checks of the first season meeting. Should a rider fail to submit a document with all the relevant signatures, ADAC reserves the right to exclude such rider from the meeting.

In all classes, the actual entry will be confirmed after the entry close date (confirmation of permission to start). Should there be more entries on entry close date than can be accepted, ADAC reserves the right to make selections for the riders' field and may refuse an entry without further explanation.

In all classes, ADAC reserves the right to revoke confirmed entries in the course of the season without further explanation or accept later entries. An entry will be effective only upon confirmation by ADAC e.V. Munich.

At its sole discretion, ADAC e.V. may revoke the permanent starter status of any rider.

### **2.3 Guest riders/entry fee**

ADAC may accept entries for single meetings (guest riders). Guest riders will replace permanent starters failing to show up for a meeting. Riders who applied for permanent starter status but failed to acquire such status will automatically be listed as guest riders for the remaining races. They will not have to submit entries again.

Guest riders will register on the ADAC MX Masters website, **starting 8 February 2021**. Guest riders may submit entries for several races.

The entry deadline for each meeting is 14 days before the relevant meeting. The entry fee is € 90.- (incl. VAT) per meeting in all classes. Entrants may pay in cash at the race track.

Guest riders will be listed in the championship standings and in the daily standings. They will qualify for year-end prize money only after participating in a minimum of 5 meetings (ADAC MX Masters/ADAC MX Youngster Cup) or a minimum of 4 meetings (ADAC MX Junior Cup 125/ADAC MX Junior Cup 85).

## **3. Entries**

Entry forms for the ADAC MX Masters series or for individual meetings are available on the ADAC MX Masters website. Entry close date for applicants seeking permanent starter status is 5 February 2021. Registration for guest starters will open on 8 February 2021.

Entry forms must be completed on-line. A copy of the completed entry form will then be sent to the applicant at the e-mail address provided on the entry form. A rider's entry application will be considered when the form was completed on-line and submitted. The rider must post a signed original by mail to ADAC or submit the signed original at the administrative checks of the first season meeting. Should a rider fail to submit a document with all the relevant signatures, ADAC reserves the right to exclude such rider from the meeting.

By submitting an entry, entrants/riders/legal guardians authorise ADAC to submit entries on their behalf to meetings or races in their respective classes counting towards the ADAC MX Masters and to receive entry confirmations or cancellations for such entrants/riders. ADAC is authorised to delegate authority.

Entrants and riders undertake to inform ADAC e.V. without delay of any changes that may occur over the course of the year and to take part in all meetings on the ADAC MX Masters calendar

## **4. Double entries**

Simultaneous entries for meetings taking place at the same time as the ADAC MX Masters, ADAC MX Youngster Cup, ADAC MX Junior Cup 125 and ADAC MX Junior Cup 85 are double entries and inadmissible.

The only exceptions are conflicting national FIM/FIM Europe national federation's motocross trophy championships (only for non-DMSB licence holders) or FIM Europe/FIM trophy meetings in the respective class.

Riders with double entries will be reported to DMSB who will investigate the incident. Pending a final decision of the DMSB sporting judges pursuant to Article 53 of the DMSB Sporting Code, those riders will forfeit the year-end prize monies. ADAC e.V. will have the right to accept any entry subject to prior approval. If a double entry can be proved to a rider, ADAC will ban the

rider from one of the next meetings, regardless of any penalties the DMSB sporting judges may hand down. ADAC may exclude repeat offenders.

## 5. Unexcused absence from start

Riders unable to honour an entry must always notify ADAC in writing by e-mail to [sarah.schnieber@adac.de](mailto:sarah.schnieber@adac.de) prior to the meeting. The non-participation notice must be received by 12:00 hrs. on the Wednesday preceding the weekend of the meeting. Notices received later will be accepted only if submitted with a medical certificate.

Without a reasoned written excuse, absentees will be held responsible by ADAC, regardless of any DMSB action. The following penalties apply:

- a) First time unexcused absence:
  - a caution and a € 50.- fine
- b) Repeat offenders:
  - forfeiture of the permanent starting place
  - suspension for future meetings

ADAC will report penalised riders to DMSB. Pending a final decision of the DMSB sporting judges pursuant to Article 55 of the DMSB Sporting Code, those riders will forfeit year-end prize money.

## 6. Permanent competition numbers

With a DMSB-approved permanent competition number, riders can make sure that their chosen competition numbers are theirs at all meetings registered with DMSB. Riders in all classes may apply for their favourite competition numbers prior to season start to DMSB at <https://mein.dmsb.de>. For this application, the rider's federation is irrelevant, i.e. riders who are not German nationals may also apply for a permanent competition number.

During the season, competition numbers are allocated by ADAC e.V. together with DMSB. Applications must be submitted to Sarah Schnieber at [sarah.schnieber@adac.de](mailto:sarah.schnieber@adac.de). The competition number will not be official until published on the DMSB website.

The same set of competition numbers will be used in classes 1, 2 and 3. Separate numbers will be allocated in class 4. The assigned permanent competition numbers will be published on the DMSB website at <https://mein.dmsb.de>. Should the holder of a permanent competition number not participate in a race, this number may remain unused or be assigned to other riders by ADAC.

The FIM technical rules pursuant to Article 01.76 apply to affixing these permanent competition numbers to riders' jerseys.

### 6.1 Motorbike markings

The competition numbers must be displayed in a clearly legible manner on the front and the two side number plates. Admissible type face and size specifications pursuant to illustration D in the blue section of the DMSB Rulebook apply.

There are no specifications regarding the colour of competition numbers and number plates – except for the colour RED. To facilitate legibility, there must be a clear light/dark contrast between the monochrome matte background and foreground colours. Reflecting colours are inadmissible. Article 7.2 below is an exception.

Riders of all classes are advised to wear a back number on their jerseys. The number on the rider's back must be identical with the rider's competition number. Non-matching back numbers must be obliterated/made illegible before entering the track.

### 6.2 Markings on the motorbike of the leader across all championship classes

The leading rider, as shown in the championship standings, will use a red number plate (RAL 3000 or CMYK 0 100 100 20) with white numbers at the next meeting, and showing the ADAC MX Masters logo at top centre (size: 10x5cm).



## 7. Technical Regulations/technical scrutineering and certification

The motorbikes must comply with the technical specifications of the FIM and DMSB.

**ADAC MX Masters:** Only 1-seat, 2 or 4-stroke MX bikes over 100cc and up to 650cc are eligible. The motorcycles must comply with the technical specifications of the FIM and DMSB.

**ADAC MX Youngster Cup:** Only 1-seat, 2 or 4-stroke MX bikes over 100cc and up to 250cc are eligible. The motorcycles must comply with the technical specifications of the FIM and DMSB.

**ADAC MX Junior Cup 125:** Only 1-seat, 2-stroke MX bikes over 100cc and up to 125cc are eligible. The motorcycles must comply with the technical specifications of the FIM and DMSB.

**ADAC MX Junior Cup 85:** Only 1-seat, 2 stroke big/small-wheel MX bikes over 65cc and up to 85cc are eligible. The motorcycles must comply with the technical specifications of the FIM and DMSB.

The riders' equipment must comply with the DMSB regulations (an approved helmet, goggles, mouth, kidney, forearm, chest, back and shoulder protection, a long-sleeved jersey or jacket, gloves, motocross pants and leather or Art. 65.07 FIM equivalent boots are required).

In the ADAC MX Youngster Cup, ADAC MX Junior Cup 125 and ADAC MX Junior Cup 85, only one bike per rider may be brought up for technical scrutineering and certification. Bike swaps, even among participants – are inadmissible in these classes. In the event of major breakdown or damage requiring extensive repair, a back-up bike may be subsequently scrutineered and certified by the Permanent Technical Steward of the series. From this moment on, only the second scrutineered bike (back-up bike) may be used, whereas the use of the originally scrutineered, first bike will no longer be allowed.

**All classes:** Riders arriving after the core scrutineering period and completing technical scrutineering no later than 30 minutes before the start of the first qualifying practice or timed practice in their class will be alternately allocated to the bottom of the roster in each group in the order in which they present themselves.

In addition to the above provisions, Article 4 of the DMSB Rulebook apply.

The bikes must be visually and technically faultless during practices and races.

The qualifying groups will be established after the core technical scrutineering periods for the relevant classes.

Helmet cameras and any other rider-attached or bike-mounted cameras are generally prohibited. Individual exceptions with regard to TV stations, teams and riders are subject to ADAC e.V. approval. In this case, teams and riders agree to make themselves available for such photography on request. The fastening, the type of camera and other components are subject to the approval of the Steward of the Meeting and the Scrutineer.

**Noise emissions test:** The test will be conducted in accordance with the DMSB Rulebook.

Any rider found not to comply with the limits of the noise emissions test (qualifying, race) will drop 10 places on the starting grid. Riders refusing to take the noise emissions test may have their results deleted by the Race Director (Article 13.1 below).

### 7.1 Scrutineering and technical checks

For the meetings in the ADAC MX Masters series, ADAC will appoint a DMSB approved Permanent Technical Steward to be in charge of scrutineering and certifying bikes of all classes, in consultation with the Chief Scrutineer.

Scrutineering may be carried out pursuant to Article 82 of the DMSB Motorcycling Code.

In addition to scrutineering, the event host may have the bikes checked at any time during and after a meeting. The bikes to be checked will be selected by the Permanent Technical Steward in consultation with the Clerk of the Course, the Stewards of the Meeting and the Chief Scrutineer. The owner of the motorcycle will be responsible for any costs incurred (disassembly, reassembly). Should any inconsistencies arise, ADAC reserves the right to examine the motorcycle, if need be at an off-site location, in the presence of the Permanent

Steward of the Meeting and the Permanent Technical Steward of the series. Following detailed examination of the parts by the Permanent Technical Steward, the Chief Scrutineer will inform the Clerk of the Course/Stewards of the Meeting of the result, whereupon they will take a decision. Until such decision is taken, the results will be pending.

Entrants and riders must comply with the instructions of the Permanent Technical Steward regarding motorcycle scrutineering and follow-up checks.

## 8. Fuel

Refuelling during heats is allowed in the assistance area with the engines dead, except where additional environmental regulations apply.

At no time must the fuel tank and fuel system contain any other type than regulation fuel. Fuel checks will be carried out.

The FIM fuel regulations apply to all classes. In the ADAC MX Youngster Cup and ADAC MX Junior Cup 125/85, refuelling is prohibited after the sighting lap.

## 9. Rider briefings

Before each meeting, the participants will have access to a digital briefing covering all information relevant to the competition. The riders of all classes are obliged to read the electronic briefing. By submitting their entry, riders represent and warrant to comply with this obligation. The information will be e-mailed to the participants before the meeting. In addition, it will also be available at [www.adac-mx-masters.de](http://www.adac-mx-masters.de).

## 10. Starting practice/free practice/qualifying practice/warm-up

A series schedule will cover the sporting procedure on racing days. In the course of entry confirmations, this schedule will be published subject to changes. At each meeting, any changes from the published series schedule will be published in specific event host's Supplementary Regulations.

The practice on Saturday will have a duration of **35 minutes per group** for all classes. Practice will begin with a **starting practice session**, followed directly by a **free practice** and a **qualifying practice session**. The starting practice and free practice sessions will have a combined duration of 15 minutes. The duration of the qualifying practice is 20 minutes. ADAC MX Junior Cup 125 and ADAC MX Junior Cup 85 riders will start in one single group. The ADAC MX Masters and ADAC MX Youngster Cup starting grids will each be divided up into two groups. In the first meeting of the year, the field will be divided into groups according to the competition numbers of the attending riders by alternately assigning the numbers in ascending order to one of the qualifying groups, starting with qualifying group 1. In subsequent meetings this will be done on the basis of the championship standings. Subsequently, those attending riders who cannot be assigned on the basis of the above criteria will also be assigned alternately on the basis of their competition numbers in ascending order. The assignment of the riders to the respective groups will be published when administrative scrutineering is complete.

The maximum admissible number of riders per group will be determined by adding 20% to the maximum admissible number of starters (40) specified in the track inspection report.

All riders who qualify for the races in their classes, including the two reserve riders, will have a warm-up practice on Sunday. A break of at least 60 minutes must be observed between this practice and the first heat.

In order to be admitted to a last chance race and/or a race, each rider must complete at least 3 timed laps during free practice/qualifying practice. Only riders completing the distance in no more than 120% of the average time of the first 3 riders per qualifying group will be admitted to compete in the last chance race and/or race. The 120% will be determined on the basis of all times from free practice and qualifying practice in the respective qualifying group. The Stewards of the Meeting may override the 120% rule in exceptional cases.

Should the starting line-up (grid) be incomplete, riders will be qualified for the races or as reserves even if they did not achieve times sufficient for qualifying during the qualifying practice sessions. The requirement here is to have completed the distance in no more than 120% of the average time of the first 3 riders per qualifying group. Such riders will fill the vacant places at the end of the grid behind the qualified riders. If this applies to more than one rider, their starting order will be determined by the times on which the 120% calculation was based.

### 10.1 Starting practice

Starting practice will be held for all classes at the beginning of the practice session

### 10.2 Free practice

Free practice, including starting practice sessions will have a combined duration of 15 minutes, with free practice following immediately after starting practice.

### 10.3 Qualifying practice

Qualifying practice is part of practice and will follow immediately after free practice without interruption. The duration of qualifying practice is 20 minutes. A green flag will be waved at the finish line to indicate to each rider the end of free practice and the beginning of starting practice.

**ADAC MX Masters/ADAC MX Youngster Cup:** Riders including 2 reserves will be selected for the race in a qualifying practice session and in a last chance race (minimum of 15 riders, see Article 12. Last chance race). The number of riders who qualify directly or via the Last Chance Race is defined by the Qualification Scheme (Appendix B).

## 11. Last chance race

Last chance races will be held only in classes 1 and 2. Riders including 2 reserves will be selected for the race in a qualifying practice and in a last chance race.

If 15 riders or more fail to qualify for the race directly, a last chance race of 15 minutes + 2 laps will be held. The last chance races of the ADAC MX Masters and the ADAC MX Youngster Cup will take place jointly and be evaluated separately for each class.

The starting order for the last chance race will be determined as follows:

Starter 1	Masters	Group 1	19 <sup>th</sup> place
Starter 2	Youngster	Group 1	19 <sup>th</sup> place
Starter 3	Masters	Group 2	19 <sup>th</sup> place
Starter 4	Youngster	Group 2	19 <sup>th</sup> place
Starter 5	Masters	Group 1	20 <sup>th</sup> place
Starter 6	Youngster	Group 1	20 <sup>th</sup> place
Starter 7	Masters	Group 2	20 <sup>th</sup> place
Starter 8	Youngster	Group 2	20 <sup>th</sup> place

In each class, a maximum of 20 participants + 1 reserve will be allowed to ride in the last chance race. Should any class be unable to fill the starting grid, the positions still available will be assigned to the other class.

Only riders completing the distance in no more than 120% of the average time of the first 3 riders per qualifying group will be admitted to compete in the last chance race. The Stewards of the Meeting may override the 120% rule in exceptional cases. The last chance race counts as extended qualifying practice – riders who did not qualify for the last chance race may move into vacant positions where riders fail to show for the last chance race.

If world championship wild card riders participate in a meeting, the number of wild card riders will reduce the number of riders eligible to qualify in a last chance race.

If no last chance race is held because there are not enough riders or because of adverse weather conditions etc., the riders and the 2 reserve riders for the race will be selected in a qualifying practice session. The 20 best riders of each qualifying group will qualify for the race. The 21st of each group will qualify as a reserve.

## 12. The races

Under the Rules and Regulations, races means the final races for which points are awarded.

**ADAC MX Masters:** Each meeting will feature 3 races of 25 minutes + 2 laps each.

**ADAC MX Youngster Cup:** Each meeting will feature 3 races of 20 minutes + 2 laps each.

**ADAC MX Junior Cup 125:** Each meeting will feature 3 races of 20 minutes + 2 laps each.

**ADAC MX Junior Cup 85:** Each meeting will feature 2 races of 20 minutes + 2 laps each.

Between races, a break of at least 60 minutes is mandatory. The 60 minutes will count-down when the best rider of the previous race has crossed the finish line.

**ADAC MX Masters/ADAC MX Youngster Cup:** The starting grid behind the starting gate will be filled on the basis of the qualifying practice results and the results of the last chance races on Saturday. The starting grid will be filled alternately from both practice groups based on the positions achieved by the riders in their own group. The group of the rider with the fastest practice time will start the pick. After the riders who qualified in the qualifying practice session, the riders who qualified in the last chance race will be admitted to the starting grid, beginning with the fastest rider. The riders placed X and X in the last chance race are 1st and 2nd reserves Reserve riders may advance to the starting line only when they are invited to do so and, in the event of their starting, will join the starting grid in the last positions.

**ADAC MX Junior Cup 125/ADAC MX Junior Cup 85:** The starting grid behind the starting gate will be filled on the basis of the qualifying practice results. The fastest rider from qualifying practice will be first to move to the starting grid. Positions 41 and 42 from qualifying practice designate the reserves in each class. Reserve riders may advance to the starting line only when they are invited to do so and, in the event of their starting, will join the starting grid in the last positions.

### 12.1 Prestart/waiting zone/sighting lap

For all races, the motorcycles of the riders entitled to start (including reserves) must be parked in the prestart area/waiting zone no later than 10 minutes before the start as determined by the schedule published and/or announced by the event host and the clock at the entrance to the waiting zone. Any lateness will result in the disqualification of the respective rider for the race in question. Disqualified riders may be replaced with reserve riders.

All riders eligible to start will be restrained to the prestart area and/or its immediate vicinity, as the sighting lap may be started immediately after the prestart area closes. Participation in the sighting lap is mandatory for all riders. The sighting lap must be completed without delays. Riders must not stop nor perform test starts during the lap. If a start is aborted, the sighting lap may be waived before the re-start.

Failure to participate will lead to the rider's disqualification from the respective race.

Should any slots in the starting grid remain vacant (e.g. because of absent riders or retirement due to technical failure during prestart), reserve riders may move into the vacant slots and start. No further riders will be allowed to start. Riders must be ready to start into the sighting lap within 20 seconds of the last regular starter's departure. After that, reserve riders move into the vacant slots.

Reserve riders can only remain in the waiting zone until the last regular starter departs for the sighting lap. At this time, reserve riders must leave the waiting zone. After the waiting zone closes, bikes may no longer be substituted (this includes the sighting lap).

### 12.2 Jump start service/supporting blocks

For safety reasons, riders in class 2, 3 and 4 who are not tall enough to properly support their motorcycles will be allowed to use support blocks. This only applies to tracks where all riders start from one starting line. The supporting blocks must be handed over to an official or ADAC MX Masters escort staff before the start. Assistants will not be allowed to enter the starting zone until after the start.

### 13. Permanent series officials

At the beginning of the season, ADAC will nominate permanent officials who will serve with the series through-out the entire season. Should one of the officials become unavailable, ADAC is entitled to nominate a substitute. ADAC nominates the positions below:

- Race Director
- Permanent Steward of the Meeting
- Permanent Technical Steward

The Permanent Steward of the Meeting and the Permanent Technical Steward will assume the roles associated with the position at a meeting. By permanently filling the positions, more consistent decisions will be ensured throughout the season's meetings.

#### 13.1 Race Director (R.D.)

If the R.D. is not present at the start of the meeting, the ADAC-appointed Permanent Steward of the Meeting will take over the R.D.'s tasks and appoint a replacement as Steward of the Meeting. In this case, holders of the adequate DMSB official's licence should be given priority.

The powers and duties of the R.D., who will liaise with the Clerk of the Course, include but are not limited to the following:

- Power to abort races or training sessions for safety reasons or in any force majeure event.
- Power to sanction riders, team members, officials, event hosts and organisers as well as any persons engaging in activities related to the meeting or the championship.

Sanctions available to the R.D. include but are not limited to:

- Cautions
- Fines
- Time penalties and/or deletion of points
- Loss of results
- Disqualification from a meeting

### 14. Track requirements

Track requirements are based on the DMSB provisions for track homologation. In order to comply with the ADAC MX Masters requirements, a track must be homologated for 40 riders per race. The starting gate should allow 40 motorcycles to be set up side by side (in a line).

### 15. Timekeeping

The use of personal [mylaps MX transponders](#) is prescribed. The 7-digit serial number of each transponder must be communicated to ADAC in advance. Riders will be responsible for the correct installation and maintenance of their transponders. Entering the track without them is prohibited.

Transponders will be available for rent on-site to any riders who do not have their own transponders. The rental fee is € 20.- per meeting plus a € 10.- deposit for the holder. The users of rental transponders must reimburse Timekeeping with the amount of € 300.- (incl. VAT) for each lost transponder.

Access to timekeeping facilities is restricted to the Race Director and the officials. Violations are subject to a € 150.- fine. Repeat offenders may be excluded from the series.

### 16. Standings/results

The matrix below will be used to award points at all races across all classes:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Points	25	22	20	18	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

If the duration of a race is reduced or a race is stopped and not resumed after an interruption, the riders will be awarded the following championship points:

- more than 50% of the race completed\* = 100% points
- less than 50% of the race completed\* = 0 points

\* in minutes based on the scheduled length of each race.

If a race is aborted not to be restarted, the Race Director and Stewards of the Meeting may decide not to classify it if no realistic conditions for an adequate classification exist. If this is the case, no points will be award-ed.

Points will only be awarded after the deadline for lodging protests will have expired and/or when the Technical Stewards will have confirmed the validity of motorcycle controls pursuant to the Technical Regulations and the Stewards of the Meeting will have given their approval.

The better position in the last race will break a tie in the meeting standings.

The results from all heats will be computed towards the year-end standings. There will be no scratch results.

At each meeting, the day's standings will be computed pursuant to Article 11.2 of the motocross regulations on the basis of the two final races. The event host will award trophies to the first three ranking riders of each day's standings.

### 16.1 Manufacturers points

Additionally, a manufacturers classification will be featured in the ADAC MX Masters class.

In the manufacturers classification, the best make will be awarded points according to the position of the riders in the standings according to the points awarded in the riders classification. Subsequent makes will not move up. The majority of better positions will break a tie. Time-keeping will establish the manufacturer classification on the spot.

Example based on race results:

Position	Rider	Make	Riders points	Manufacturers points
1 <sup>st</sup>	A	<b>A</b>	25	<b>25</b>
2 <sup>nd</sup>	B	A	22	-
3 <sup>rd</sup>	C	<b>B</b>	20	<b>20</b>
4 <sup>th</sup>	D	A	18	-
5 <sup>th</sup>	E	<b>C</b>	16	<b>16</b>
6 <sup>th</sup>	F	<b>D</b>	15	<b>15</b>
7 <sup>th</sup>	G	B	14	-
8 <sup>th</sup>	H	<b>E</b>	13	<b>13</b>
9 <sup>th</sup>	I	E	12	-
10 <sup>th</sup>	J	<b>F</b>	11	<b>11</b>
11 <sup>th</sup>	K	<b>G</b>	10	<b>10</b>
12 <sup>th</sup>	L	B	9	-

### 16.2 Teams classification

A separate classification for teams will be featured in the ADAC MX Masters class. Additional prize monies will made be available to be distributed among the five best teams in the year-end standings. Only teams with valid team registrations are eligible to be awarded points in the teams classification. Team riders must be entered by team registration. Entries must be submitted to ADAC e.V. before the entries close date of the first season meeting. Team riders entering later in the season must be notified to ADAC in writing (sarah.schnieber@adac.de) and confirmed. If a rider becomes unavailable for several races, the rider's team may nominate a substitute rider. The substitute rider must not be one already entered to the ADAC MX Masters. The substitute must be a new rider entering the series. If riders who have started in at least one ADAC MX Masters meeting in the 2021 season transfer to another team during the season, they will not be awarded points towards the teams classification.

For the teams classification the points will be awarded to a team's best-placed rider in each class according to the points matrix used for the riders classification. In classes 2-4, the points awarded will count times one. In class 1 (Masters), the points awarded will count times three. Subsequent riders will not move up. The majority of better positions will break a season-end tie. Time-keeping will establish the teams classification on the spot.

Example based on race results:

Pos.	Rider	Team	Riders points	Team points	Prize monies for teams classification:	
1 <sup>st</sup>	A	<b>A</b>	25	<b>25</b>	1 <sup>st</sup> place	€ 4,000.-
2 <sup>nd</sup>	B	A	22	-	2 <sup>nd</sup> place	€ 2,500.-
3 <sup>rd</sup>	C	<b>B</b>	20	<b>20</b>	3 <sup>rd</sup> place	€ 1,750.-
4 <sup>th</sup>	D	A	18	-	4 <sup>th</sup> place	€ 1,000.-
5 <sup>th</sup>	E	<b>C</b>	16	<b>16</b>	5 <sup>th</sup> place	€ 750.-
6 <sup>th</sup>	F	<b>D</b>	15	<b>15</b>		
7 <sup>th</sup>	G	B	14	-		
8 <sup>th</sup>	H	<b>E</b>	13	<b>13</b>		
9 <sup>th</sup>	I	E	12	-		
10 <sup>th</sup>	J	<b>F</b>	11	<b>11</b>		
11 <sup>th</sup>	K	<b>G</b>	10	<b>10</b>		
12 <sup>th</sup>	L	B	9			

## 17. Travel expenses/daily prize monies

Prize monies and travel allowances will be paid on-site by the event host. ADAC MX Youngster Cup/ADAC MX Junior Cup 125/ADAC MX Junior Cup 85 riders will be paid in cash by the relevant event host on behalf of ADAC e.V. All amounts include VAT.

**ADAC MX Masters:** For each meeting counting towards this championship, qualified riders including reserves will receive a € 100.- across the board allowance to cover travel expenses. ADAC reserves the right to reduce or eliminate this allowance altogether if a rider fails to participate in one or more races without an excuse acceptable to the Stewards of the Meeting and the Clerk of the Course. The travel expenses allowance will also be reduced if a meeting must be cancelled at some point during the competition.

Should a meeting be cancelled before the regular end of qualifying practice, all attending riders will receive a € 50.- allowance to cover travel expenses. Should a meeting be cancelled after the regular end of such practice, all qualified riders will receive a € 50.- allowance to cover travel expenses.

In addition to travel expenses allowances the following prize monies will be paid out for each race based on the standings:

Position	Prize money/race	Position	Prize money/race	Position	Prize money/race
1 <sup>st</sup>	€ 650.-	8 <sup>th</sup>	€ 140.-	15 <sup>th</sup>	€ 55.-
2 <sup>nd</sup>	€ 400.-	9 <sup>th</sup>	€ 120.-	16 <sup>th</sup>	€ 50.-
3 <sup>rd</sup>	€ 250.-	10 <sup>th</sup>	€ 100.-	17 <sup>th</sup>	€ 45.-
4 <sup>th</sup>	€ 220.-	11 <sup>th</sup>	€ 90.-	18 <sup>th</sup>	€ 40.-
5 <sup>th</sup>	€ 200.-	12 <sup>th</sup>	€ 80.-	19 <sup>th</sup>	€ 35.-
6 <sup>th</sup>	€ 180.-	13 <sup>th</sup>	€ 70.-	20 <sup>th</sup>	€ 30.-
7 <sup>th</sup>	€ 160.-	14 <sup>th</sup>	€ 60.-		

If no championship points are awarded in a race owing to an abort and if the race is not re-started, all riders who started in the race will receive a nominal participant's allowance of €40 in lieu of the prize money.

Should two or more races be cancelled for whatever reasons by decision of the Stewards of the Meeting, all qualified riders including reserves will receive a nominal participant's allowance of € 30.- per cancelled race.

**ADAC MX Youngster Cup/ADAC MX Junior Cup 125:** Riders and reserves in these classes qualifying for a race will receive a € 25.- travel expenses allowance per meeting.

The following prize monies will be paid out for each race:

Position	Prize money/race
1 <sup>st</sup>	€ 130.-
2 <sup>nd</sup>	€ 100.-
3 <sup>rd</sup>	€ 75.-
4 <sup>th</sup>	€ 50.-
5 <sup>th</sup>	€ 45.-
6 <sup>th</sup>	€ 40.-
7 <sup>th</sup>	€ 35.-

Position	Prize money/race
8 <sup>th</sup>	€ 30.-
9 <sup>th</sup>	€ 30.-
10 <sup>th</sup>	€ 25.-
11 <sup>th</sup>	€ 25.-
12 <sup>th</sup>	€ 20.-
13 <sup>th</sup>	€ 20.-
14 <sup>th</sup>	€ 15.-

Position	Prize money/race
15 <sup>th</sup>	€ 15.-
16 <sup>th</sup>	€ 15.-
17 <sup>th</sup>	€ 10.-
18 <sup>th</sup>	€ 10.-
19 <sup>th</sup>	€ 10.-
20 <sup>th</sup>	€ 10.-

**ADAC MX Junior Cup 85:** Riders and reserves in this class qualifying for a race will receive a € 25.- travel expenses allowance per meeting.

The following prize monies will be paid out for each race:

Position	Prize money/race
1 <sup>st</sup>	€ 200.-
2 <sup>nd</sup>	€ 150.-
3 <sup>rd</sup>	€ 100.-
4 <sup>th</sup>	€ 70.-
5 <sup>th</sup>	€ 60.-
6 <sup>th</sup>	€ 55.-
7 <sup>th</sup>	€ 50.-

Position	Prize money/race
8 <sup>th</sup>	€ 45.-
9 <sup>th</sup>	€ 40.-
10 <sup>th</sup>	€ 35.-
11 <sup>th</sup>	€ 30.-
12 <sup>th</sup>	€ 25.-
13 <sup>th</sup>	€ 20.-
14 <sup>th</sup>	€ 15.-

Position	Prize money/race
15 <sup>th</sup>	€ 15.-
16 <sup>th</sup>	€ 15.-
17 <sup>th</sup>	€ 10.-
18 <sup>th</sup>	€ 10.-
19 <sup>th</sup>	€ 10.-
20 <sup>th</sup>	€ 10.-

## 18. Year-end prize monies

Year-end prize monies will be paid out to the riders only by bank transfer. It is the riders' responsibility to submit current banking details as shown below by e-mail to the ADAC ([sarah.schnieber@adac.de](mailto:sarah.schnieber@adac.de)):

- Account holder
- Bank
- IBAN
- BIC

This information must be received no later than the day after the final race. Riders failing to provide the information in a timely fashion will forfeit any year-end prize monies due to them as of 31 December 2021.

**ADAC MX Masters:** Only teams/riders having attended at least 5 meetings are eligible for year-end prize monies. Subsequent riders will not move up. The year-end prize money for the ADAC MX Masters Champion will be paid in 2 instalments, the first half to be paid after the year-end award ceremony at the finals, the second half to be paid after the ADAC motor sport gala.



All amounts include VAT.

Position	Prize monies
1 <sup>st</sup>	€ 15,000.-
2 <sup>nd</sup>	€ 8,000.-
3 <sup>rd</sup>	€ 5,000.-
4 <sup>th</sup>	€ 3,500.-
5 <sup>th</sup>	€ 2,500.-
6 <sup>th</sup>	€ 2,200.-
7 <sup>th</sup>	€ 2,000.-

Position	Prize monies
8 <sup>th</sup>	€ 1,800.-
9 <sup>th</sup>	€ 1,600.-
10 <sup>th</sup>	€ 1,500.-
11 <sup>th</sup>	€ 1,400.-
12 <sup>th</sup>	€ 1,300.-
13 <sup>th</sup>	€ 1,200.-
14 <sup>th</sup>	€ 1,100.-

Position	Prize monies
15 <sup>th</sup>	€ 1,000.-
16 <sup>th</sup>	€ 900.-
17 <sup>th</sup>	€ 800.-
18 <sup>th</sup>	€ 700.-
19 <sup>th</sup>	€ 600.-
20 <sup>th</sup>	€ 400.-

**ADAC MX Youngster Cup:** Only teams/riders having attended at least 5 meetings in the ADAC MX Youngster Cup are eligible for year-end prize monies. Subsequent riders will not move up. All amounts include VAT.

Position	Prize monies
1.	€ 4,000.-
2.	€ 2,500.-
3.	€ 1,500.-
4.	€ 1,000.-
5.	€ 850.-

Position	Prize monies
6.	€ 800.-
7.	€ 750.-
8.	€ 700.-
9.	€ 650.-
10.	€ 600.-

Position	Prize monies
11.	€ 550.-
12.	€ 500.-
13.	€ 450.-
14.	€ 400.-
15.	€ 350.-

**ADAC MX Junior Cup 125:** Only teams/riders having attended at least 4 meetings in the ADAC MX Junior Cup 125 are eligible for year-end prize monies. Subsequent riders will not move up. All amounts include VAT.

Position	Prize monies
1.	€ 3,000.-
2.	€ 2,000.-
3.	€ 1,000.-
4.	€ 800.-
5.	€ 650.-

Position	Prize monies
6.	€ 600.-
7.	€ 550.-
8.	€ 500.-
9.	€ 450.-
10.	€ 400.-

Position	Prize monies
11.	€ 350.-
12.	€ 300.-
13.	€ 250.-
14.	€ 200.-
15.	€ 150.-

**ADAC MX Junior Cup 85:** Only teams/riders having attended at least 4 meetings in the ADAC MX Junior Cup 85 are eligible for year-end prize monies. Subsequent riders will not move up. All amounts include VAT.

Position	Prize monies
1.	€ 2,000.-
2.	€ 1,500.-
3.	€ 800.-
4.	€ 700.-
5.	€ 600.-

Position	Prize monies
6.	€ 500.-
7.	€ 450.-
8.	€ 400.-
9.	€ 350.-
10.	€ 300.-

Position	Prize monies
11.	€ 250.-
12.	€ 200.-
13.	€ 150.-
14.	€ 100.-
15.	€ 50.-

## 19. The title

After completion of championship racing, the rider with the highest total score will win the title:

Class 1:	<b>2021 International ADAC MX Masters Champion "Internationaler Deutscher Motocross-Meister"</b>
Class 2:	<b>International ADAC MX Youngster Cup 2021 Winner</b>
Class 3:	<b>International ADAC MX Junior Cup 125 2021 Winner</b>
Class 4:	<b>International ADAC MX Junior Cup 85 2021 Winner</b>

The further standings will likewise be determined according to the total score of championship points. Ties (ex aequo) will be broken by:

- the majority of better positions in the standings
- and subsequently the better point-earning positions in the standings achieved in the last, second but last, third but last etc. races.

The winner of the title of "Internationaler Deutscher Motocross-Meister" is obliged to attend the 2021 ADAC motor sport gala.

## 20. Attendance at official events/series meetings/races

Attendance at official events such as award ceremonies, year-end award ceremonies, press conferences, auto-graph signing, rider presentations/ceremonies in the event host's tent or the ADAC motor sport gala is mandatory for riders. Non-attendance is subject to a € 200.- fine. Riders failing to attend the year-end award ceremony/ADAC motor sport gala will forfeit half of the year-end prize monies (ADAC may make exceptions at its own discretion). Attendance at the DMSB championship celebration is mandatory as well. The riders to participate in the riders' presentation will be announced at the riders' briefing or by public posting.

Riders who achieve permanent starter status in the ADAC MX Youngster Cup or ADAC MX Junior Cup and who will make it to the top 10 of the MX1/2 world championships agree to participate in at least 2 MX Masters meetings over a period of 5 years from that point in time free of any appearance fee.

## 21. Advertising

The stickers (all classes) and sew-on labels (classes 2, 3 and 4) required by ADAC must be placed on bikes and riders' equipment pursuant to the provisions in Appendix A at the beginning of the championship season. This also applies to wearing ADAC towels for class 1 award ceremonies. Non-compliance may be sanctioned by cuts in prize monies of up to 50%. On entering the ADAC MX Masters series, the riders agree to the use of their performance for advertising purposes.

### 21.1 Unauthorised advertising

Products, brands, names etc. of sponsors from the following areas or industries must not be represented on any sponsor surfaces of the ADAC MX Masters or at any of the meetings:

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

This provision may include, but is not limited to all advertising on bikes, competition numbers, riders' equipment or transport vehicles at ADAC MX Masters meetings.

## 22. The use of pit bikes

Participants are not permitted to use pit bikes. Exceptions may be made for registered teams who may be allowed to use a marked pit bike for rides between the paddock and the prestart areas after registration. Riding an unmarked pit bike within the meeting premises may be subject to a € 50.- fine. The event host may confiscate such pit bikes for the duration of the meeting.

Upon registration, the pit bikes will be insured as follows:

- € 5,000,000.- across the board for personal injury and loss of property.

## 23. Disqualification/penalties

Depending on their severity, any violations of the present regulations, the technical regulations, special regulations, as well as un-sportsmanlike behaviour, including but not limited to unfair riding practices, are sanctionable as set out below:

- time penalty for the respective race
- exclusion from the standing of the respective meeting
- exclusion from the year-end standings

The sanctioning powers of DMSB notwithstanding, ADAC may punish contraventions of the Rules and Regulations with fines of up to € 200.- in addition to the sanctions defined below:

- The use of the toilet facilities provided in the prestart area and along the track is mandatory. Offenders will be liable to a minimum fine of € 50.-.
- Mains connections (electricity) will be available only to registered ADAC MX Masters teams. Each team will be responsible for its own power distribution. If found to persist after a one-time warning, any unauthorised tapping of mains (electricity) will result in disqualification from the meeting. Unauthorised mains connections will be disconnected.
- Registered ADAC MX Masters teams may not remove their vehicles and tents until the last race on Sunday has ended.
- Taping or 'sequestering' a faucet at the washing site is not permitted. Any unauthorised connections will be disconnected and subject to penalties ranging from a fine to the rider's/team's disqualification from the meeting.
- Any improper waste disposal will be subject to penalties ranging from a fine to the rider's/team's disqualification from the meeting (see Article 29).
- The distribution or sale of tickets/wristbands to third parties is prohibited. Any contravention will be subject to penalties ranging from a fine to the rider's/team's disqualification from the meeting.

Riders and teams will be held liable for accompanying persons or team members.

## 24. Insurance

Any accident coverage provided by the licence insurance notwithstanding, ADAC e.V. will take out additional accident insurance for all participants in the ADAC MX Youngster Cup/ADAC MX Junior Cup 125/ADAC MX Junior Cup 85. Each insured person will be covered up to:

- € 16,000.- death
- € 32,000.- invalidity with 225% progression
- € 72,000.- total invalidity

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

## 25. Proviso

ADAC and the event host reserve the right to modify the Rules and Regulations for safety reasons and as re-quired by force majeure (e.g. epidemics, pandemics, terror), or the

authorities, and to cancel meetings if required in extraordinary circumstances without assuming any liability to pay compensation. In all other respects, the event host will only be liable if no release and liability waiver is provided in the Rules and Regulations or entry forms.

## **26. Entrants'/riders' waiver of liability**

### **General contractual representations and warranties by the entrant and rider (hereinafter referred to as "participants")**

The participants will be held jointly and severally liable for all their obligations under the entry contract. The participants warrant and declare that

- the information provided in this entry form is complete and correct;
- they are fully fit and able to meet the requirements of the meeting (= free and timed practice, qualifying practice, warm-up, test and sighting laps, races, speed or time tests);
- the vehicle complies in all respects with the applicable Technical Regulations;
- the vehicle, including all of its parts, can be examined by the Scrutineers at any time;
- they will make the vehicle available to the Scrutineers for any post-race technical scrutineering ordered ex officio by the Stewards of the Meeting and will not be entitled to any reimbursement in this regard; and
- they will use the vehicle only in technically and visually faultless condition in any and all meetings.

By signing this document, they further declare that they have read and understood the International Sporting Codes of FIM (Fédération Internationale de Motocyclisme) and FIM Europe, the FIM Anti-Doping Code, the international and national anti-doping regulations (WADA/NADA Codes), the German Motorcycle Racing Code (DMSG), the applicable DMSB (German Motor Sport Federation) regulations, the general championship provisions and the special series provisions, the DMSB Judicial and Procedural Rules (RuVO), as well as the FIM and FIM Europe Disciplinary and Arbitration Codes, the DMSB Environmental Guidelines and any other DMSB provisions, and they agree to be bound by and comply with them.

More specifically, the participants recognise the following as binding:

- they will be held responsible for any facts relating to the person or behaviour of any of their team members (entrants, riders, mechanics, assistants, etc.) which affect the contractual relationship with the event host or give grounds for claims for damages;
- always within the scope of their respective competences, the DMSB, its courts, the Stewards, and the event hosts will be authorised to hand down penalties for violations of any sporting rules and laws as well as contractual obligations – as laid down in the International Sporting Codes of the FIM/FIM Europe, the DMSG, the DMSB RuVo, the Rules and Regulations, event hosts' Supplementary Regulations, and other rules and regulations, or take any other action. Their right to pursue the Federation's legal process laid down in the International Sporting Codes of the FIM/FIM Europe, the DMSG, the DMSB RuVo, and the Rules and Regulations will not be affected by prior options;
- they will not use any banned substances or methods as defined in the WADA World Anti-Doping Code and in the FIM/FIM Europe Anti-Doping Code.

### **Authorisation to lodge protests and appeals**

By submitting their entry, the participants (including several riders entered for one vehicle) authorise each other to represent one another in protest or appeal procedures. More specifically, they authorise each other to submit, withdraw, announce, lodge and confirm protests, to withdraw and renounce appeals, and to submit all kinds of requests allowed in any protest and appeal procedures, as well as to make and/or receive any declarations.

### **Participants' release and waiver of liability**

The participants will take part in the meeting at their own risk. They bear the sole responsibility under civil and criminal law for any damage caused by them, including any damage to the vehicles they used.

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

- their own participants (side agreements between the participants to any other effect will 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 course), 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 employees or agents, legal representatives, salaried staff and volunteers of all persons and authorities indicated above as well as their members.

This waiver does 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 is limited to the extent of the foreseeable damage as is typical for this type of agreement.

The waiver of liability applies 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 remain unaffected by the above release and waiver of liability. By submitting their entry, the participants acknowledge that motor vehicle insurance (motor vehicle third-party liability, Casco comprehensive/collision damage coverage) does not cover damage or claims incurred during a meeting aiming to achieve top speeds. They undertake to pass this information on to the owners of the vehicles used.

### **Waiver of confidentiality**

Should any injury occur or be discovered during a meeting or should health impairments temporarily or permanently jeopardise the ability to ride a racing motorcycle – considering the safety risks this may pose not only to the undersigned themselves, but also to third parties – the undersigned releases all attending physicians from confidentiality with respect to each other and with respect to the Clerk of the Course, the Steward of the Meeting, the umpires, the Chief Medical Officer, the German Motor Sport Federation (DMSB) physician, Koordination Motorradspport (DMSB Motorcycle Racing Coordination), and the insurance claims department. I/we understand that ADAC e.V. will not participate in a dispute resolution procedure before a consumer conciliation body as defined in the German Act on Alternative Dispute Resolution in Consumer Matters.

## **27. Environmental protection**

Participants will 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 or the event host will penalise any violators (participants will be liable for their assistants) with a sporting penalty (fines, disqualification, and/or loss of points, and possibly suspension). Furthermore, the event host may hold participants responsible for any consequential costs. When refuelling motorcycles and working on the engines or transmissions on the meeting 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 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 conclusion of the meeting. Only detergents containing biodegradable chemical substances may be used for washing the motorcycles.

## A. Appendix

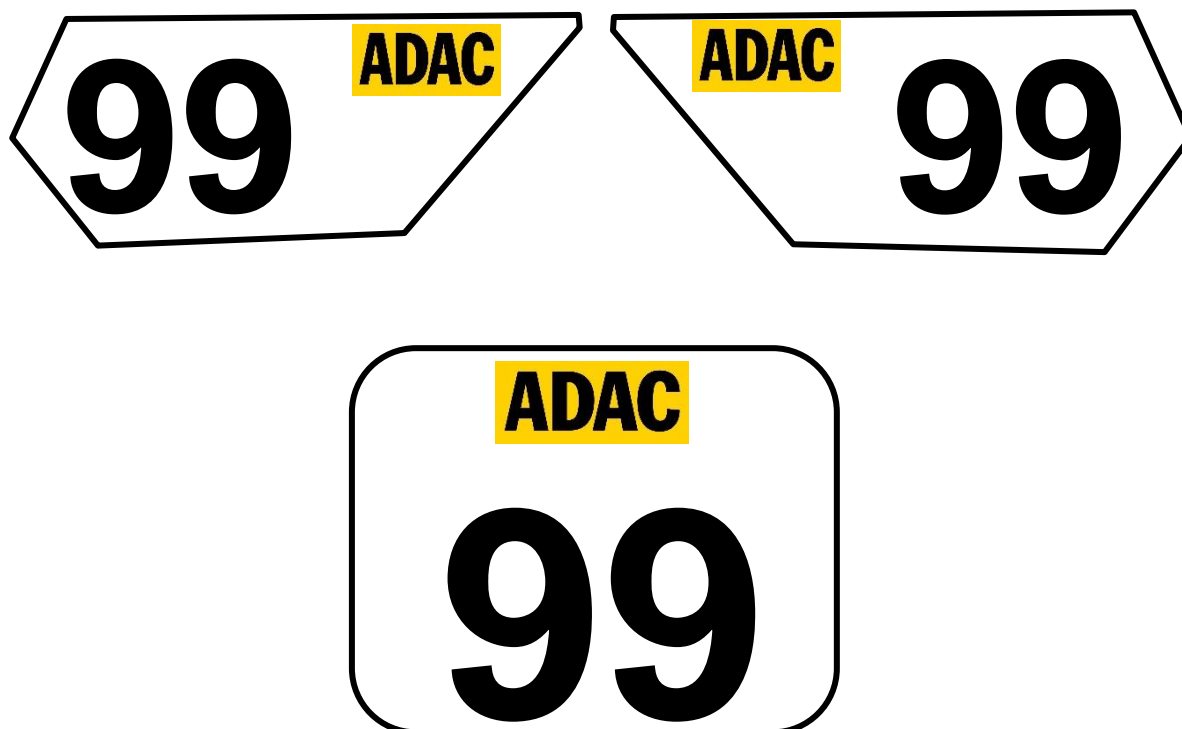
### A.1 Instructions for affixing stickers and patches

#### A.1.1 Stickers

Each rider must attach three ADAC stickers (8 x 3 cm) to the start number plates.

One sticker must be attached to the left and right of the side start number plates and another to the front start number plate.

On request, stickers can be sent by post in advance or received at technical scrutineering.



#### A.1.2 Patches

Riders of classes 2, 3 and 4 must display the ADAC logo on their rider's shirt in the chest area. The size must be 7 x 7 cm. Riders are free to choose whether they want to place the ADAC logo on the left or right side of their shirt.

The ADAC will provide patches in the correct size. On request these can be sent by post in advance or, after prior notification, can be collected on site at the ADAC truck.

