



ADAC MX

Masters 2024



Rules and Regulations

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ADAC e.V.

ADAC MX Masters

Rules and Regulations 2024

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ADAC MX Masters

Rules and Regulations 2024

ADAC e.V., Motorsport Division (hereinafter referred to as 'ADAC'), announces the **ADAC MX Masters** for the year 2024. The series is open internationally to the participant group listed under 'Participants' in these competition conditions and in the classes specified in the 'Technical Regulations.'

1. General information

The series will be conducted according to the regulations below:

- FIM/FIME International Sporting Code
- DMSB (German Motor Sport Federation) Motorbike Sport Law
- DMSB Competition Regulations for Motocross
- DMSB Rules and Procedures (RuVO)
- Anti-Doping Regulations of the national and international Anti-Doping Agency (NADA/WADA Code) and FIM Anti-Doping Regulations
- Environmental Guidelines of the DMSB
- ADAC MX Masters Regulations, including all appendices and bulletins
- Event announcements

Possible changes and/or additions by ADAC are reserved.

All riders and applicants acknowledge these conditions for the ADAC MX Masters and submit to the regulations. They are liable for their employees, team members, and assistants.

It is expressly stated that, for better readability, the male form of participant is used for personal designations and personal words. These terms apply to all genders and non-binary gender identities.

2. Events

ADAC offers applicants and participants the opportunity to participate in up to eight events in the ADAC MX Masters (Class 1) and the ADAC MX Youngster Cup (Class 2), and up to six events in the ADAC MX Junior Cup 125 (Class 3) or ADAC MX Junior Cup 85 (Class 4). The event calendar can be found on the official series website at:

www.adac-mx-masters.de

In the event of a cancellation or the need to cancel scoring runs, the ADAC reserves the right to reduce the number of races or designate replacement events.

For the organization of the racing days, a schedule will be provided. This schedule will be published well in advance of each event, subject to possible changes.

3. Participants

3.1 Classes and Licences

The classes represented in the ADAC MX Masters have been defined in accordance with the current DMSB Motocross rules and regulations. ADAC reserves the final approval for all classes. Exceptions are subject to the discretion of ADAC.

A downgrade or reclassification to a lower championship class is generally only possible once and requires extraordinary approval from ADAC.

The ADAC MX Masters consists of the following classes

3.1.1 ADAC MX Masters (Class 1)

Eligible for starting and scoring in Class 1 are riders born in the year 2008 or earlier. Participants must hold one of the following licenses with current validity:

- FIM/FIME motocross licence International motocross licence from a FIM/ FIME National Federation (FMN)
- DMSB National A or B Licence

3.1.2 ADAC MX Youngster Cup (Class 2)

Eligible for starting and scoring in Class 2 are male riders born between 2003 and 2010, as well as female riders born in 2010 or earlier. Participants must hold one of the following licenses with current validity:

- FIM/FIME Motocross License
- International/National Motocross License from a FIM/FIME Federation (FMN)
- DMSB National A, B or J Licence

Not permitted:

- Riders who have earned points in the ADAC Masters Class (applies to riders born up to 2005)
- Top 3 of the ADAC MX Youngster Cup Championship 2023 (applies to riders born in 2005 and older)
- Top 3 of the ADAC MX Youngster Cup Championship 2023 (applies to riders born up to 2005)
- Applies to riders who have achieved more than two top 10 positions in FIM MXGP/MX2 World Championship races in either 2023 or 2024

These regulations apply at the time of registration. Participants who submit an entry in violation of these criteria may be disqualified by ADAC at any time. ADAC reserves the right to grant exceptions for the re-entry of injured riders.

3.1.3 ADAC MX Junior Cup 125 (Class 3)

Eligible for starting and scoring in Class 3 are riders born between 2006 and 2011. Participants must hold one of the following licenses with current validity:

- FIM/FIME Motocross License
- International/National Motocross License from a FIM/FIME Federation (FMN)
- DMSB National B or J Licence

3.1.4 ADAC MX Junior Cup 85 (Class 4)

Eligible for starting and scoring in Class 4 are riders born between 2009 and 2014. Participants must hold one of the following licenses with current validity:

- FIME Motocross License
- International/National Motocross License from a FIM/FIME Federation (FMN)
- DMSB B or J Licence

3.2 Entrants

Only applicants in possession of a valid DMSB competitor's license have the right to act as applicants. The competitor's license number must be provided during the registration.

3.3 Starting Permission

All license holders affiliated with a federation other than the German Motor Sport Federation (DMSB) must provide ADAC with an event-specific or permanently valid foreign starting permission from their own federation. If the starting permission is not integrated into the license, it is the responsibility of the license holder to ensure that it is presented to ADAC before the start of the event. **Failure to provide such authorization will result in the inability to participate in the event.**

4. Entries

The maximum number of participants per class is limited to 96 riders for Classes 1 and 2, and 48 riders for Classes 3 and 4. All starting positions are allocated at the beginning of the season to riders who have properly registered by the entry deadline. If, by the entry deadline, there are more entries than can be accepted, ADAC reserves the right to select the field of riders and may reject entries without providing reasons. ADAC is not obligated to confirm all events listed by the rider but may provide confirmation for only a specific number of them.

Riders who do not receive entry confirmation at the beginning of the season will be informed by email and automatically placed on the waiting list for the events they have listed, without having to submit further entries.

4.1 Double Entries

Entries for other events taking place concurrently with the ADAC MX Masters, ADAC MX Youngster Cup, ADAC MX Junior Cup 125, and ADAC MX Junior Cup 85 are considered double entries and will be reported to the German Motorsport Federation (DMSB) and penalized accordingly.

Exceptions to this rule include overlaps with national Motocross prestige events (applies only to non-DMSB license holders) of FIME/FIM federations as well as FIME/FIM prestigious events in the respective class.

In the case of a double entry, riders will be reported to the DMSB, and the incident will be investigated by the DMSB. Until the final examination by the DMSB sports jurisdiction in accordance with Article 53 of the DMSB Sports Law, these riders are not entitled to the annual prize money. ADAC reserves the right to exemptions with prior approval. If a participant is proven to have submitted a double entry, a suspension for one of the next events can be imposed directly by ADAC, regardless of the penalty imposed by the DMSB sports jurisdiction. In case of a repeated offense, exclusion by ADAC may occur.

5. Starting Numbers

As part of the online registration, a rider can specify their preferred starting number for the season in the ADAC MX Masters. They will receive confirmation of the number allocation along with the registration confirmation. If multiple riders request the same starting number, the overall results from the previous season will determine the allocation. Riders who consistently compete in the same class are given priority for a starting number over participants who are changing classes.

Classes 1 and 2 share a common number range, while classes 3 and 4 each have their own number range.

When affixing these permanent starting numbers to the rider jerseys, the provisions set forth in the Technical Regulations of the FIM, Article 01.76, must be observed.

5.1 Marking of Motorcycles

The starting numbers must be clearly readable and placed on the front number plate as well as on both side number plates. The permissible fonts for the starting numbers and size specifications must be in accordance with the DMSB Motorcycle Sport Handbook.

The colour of the number plates and starting numbers is free, **except for the colour RED**. There must be a clear light/dark contrast between the used solid matte background colours and foreground colours for visibility. Reflective colours are not allowed, with the exception of Section **Fehler! Verweisquelle konnte nicht gefunden werden.** of the regulations.

In all classes, a back number on the rider's jersey is mandatory. This back number must be identical to the rider's starting number. Non-matching back numbers must be made unrecognizable before entering the track.

Additionally, the logo of ADAC (8 x 3 cm) must be displayed on the front and side number plates in accordance with Annex A 1.1.

5.2 Identification of the Championship Leader

According to the current championship standings, the leader in each class must use a number plate for the upcoming event with a base colour of red (RAL 3000 or CMYK 0|100|100|20) with white numbers. Additionally, they must place the ADAC logo on this plate at the top center (size: 10 x 5 cm). The ADAC logo in 8 x 3 cm, as per Annex A.1.1, is not applicable in this case.

6. Technical Regulations/Technical Verifications

The motorcycles must comply with the Technical Regulations of the FIM and German Motor Sport Federation (DMSB). The motorcycles must be in technically and visually impeccable condition in all practice sessions and races.

ADAC MX Masters: only solo motocross motorcycles with engine capacities ranging from 100 cc to 650 cc (2/4 stroke) are permitted.

ADAC MX Youngster Cup: only solo motocross motorcycles with engine capacities ranging from 100 cc to 250 cc (2/4 stroke) are permitted.

ADAC MX Junior Cup 125: only solo motocross motorcycles with engine capacities ranging from 100 cc to 250 cc (2 stroke) are permitted.

ADAC MX Junior Cup 85: only solo big/small-wheel motocross motorcycles with engine capacities ranging from 100 cc to 250 cc (2 stroke) are permitted.

In all other respects, the provisions of section 4 of the DMSB Motocross Handbook Regulations apply.

6.1 Equipment

The riders' equipment must comply with the German Motor Sport Federation (DMSB) regulations. In the relevant classes, the equipment below is mandatory:

ADAC MX Masters/ADAC MX Youngster Cup: Protective helmet, goggles, chest, back, and shoulder protection, long-sleeved shirt or jacket, gloves, motocross pants and boots.

ADAC MX Junior Cup 125/85: Protective helmet, goggles, chest, back, shoulder and elbow protection, knee protection, long-sleeved shirt or jacket, gloves, motocross pants and boots.

Helmet cameras and other on-board cameras are prohibited. Individual exceptions for TV broadcasters, teams, and riders must be approved by ADAC. In such cases, teams and riders commit to making the recordings available upon request. The attachment, type of camera, and other components must be approved by the Sports and Technical Steward.

6.2 Noise Testing

The noise testing is carried out in accordance with the Technical Regulations of the DMSB for Motocross. The maximum permissible levels are 96 dB(A) for 2-stroke motorcycles and 94 dB(A) for 4-stroke motorcycles. Violations of the noise testing values (qualifying, race) will result in a penalty of a 10-place grid setback for the rider. In the event of a rider refusing the noise testing, disqualification from the race may be imposed by the Series Race Director (see Section 11.1).

6.3 Technical Controls

ADAC employs a Technical Series Steward recognized by the German Motor Sport Federation (DMSB) for the ADAC MX Masters, who, in coordination with the Chief Scrutineer, is responsible for inspecting motorcycles of all classes.

Scrutineering can be conducted in accordance with Article 82 of the DMSB Motorcycle Sport Law.

In general, motorcycles can be checked during and after the event, in addition to the organizer's prescribed Technical Verifications. The selection of these vehicles is made by the Technical Steward in coordination with the respective Race Director/Series Race Director and the Series Sports Stewards, as well as the Chief Scrutineer. Any resulting costs, including disassembly and reassembly, are borne by the affected party. In case of discrepancies, ADAC reserves the right to inspect the relevant motorcycle outside the event venue in the presence of the Series Sports Steward and/or the permanent Technical Steward. After a thorough examination of the components by the Technical Steward, the results are communicated to the Race Director/Series Race Director/Series Sports Steward of the respective event for a decision. Until then, the results remain pending.

Entrants and riders must follow the instructions of the permanent Technical Steward for the inspection and re-inspection of motorcycles.

6.4 Fuel

Refuelling after the sighting lap is only allowed for Class 1 in the assistance area/pre-start with the engine turned off, provided there are no additional environmental requirements.

At no time should any fuel other than the type prescribed by FIM regulations be present in the fuel tank and fuel system. Fuel checks will be carried out.

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

7. Administrative Checks

7.1 Checking of Documentation

The checking of documentation takes place at the beginning of each ADAC MX Masters event. The exact location and time will be announced in advance. Each participant must present their rider's license and, for license holders from abroad, the foreign starting permission. These documents should be sent in advance by email to mx-masters@adac.de. Once all the required documents (license copy/screenshot, foreign starting permission) are received, the rider does not need to appear at the checking of documentation. In case of missing documents, ADAC reserves the right to exclude the participant from the event.

Minor participants, along with the legal guardian mentioned in the registration, must each authenticate themselves by presenting an original ID card. If the legal guardian cannot be present in person, the minor participant is required to submit a separate, manually signed authorisation to the organizer and present a manually signed, bilateral copy of the ID card to the organizer.

If there is no authorisation from the legal guardian in one of the aforementioned forms, the minor participant is not allowed to participate in the event.

7.2 Rider Briefing and Event Meeting

Participants of each event will be provided with a digital rider briefing containing all competition-relevant information. It is mandatory for riders of all classes to read the briefing. The rider assures compliance with this obligation by submitting their entry. The information will be sent to participants via email and made accessible on the website:

www.adac-mx-masters.de

7.3 Transponders

Personal mylaps MX transponders are mandatory. The 7-digit serial number must be reported to ADAC in advance. The rider is responsible for the proper installation and maintenance of their transponder. Entering the track without a transponder is prohibited.

If a rider does not own a transponder, there is the option to rent one on-site. The rental fee is EUR 30.00 per event, and an additional deposit of EUR 10.00 is charged for the holder. In case of loss of a rented transponder, it must be replaced by the timing system.

8. Technical Verifications

Each participant is required to inspect their motorcycle for safety and compliance with the regulations before the start of the event. On-site technical inspection can be conducted once the relevant documents are presented at the document check. The Technical Verifications of the motorcycle must be completed no later than 30 minutes before the start of the practice session. Failure to comply may result in the participant being excluded from the event by ADAC.

All participants are entitled to have two motorcycles inspected for a single event during the Technical Verification. Motorcycle exchanges, even among participants, are not permitted.

9. Free Practice and Qualifying

9.1 Group Assignment at the First Event

The groups for the Practice sessions will be assigned based on even/odd starting numbers. In events 1, 3, 5, and 7, the odd-numbered starting numbers will start as the first group, while in events 2, 4, 6, and 8, the even-numbered starting numbers will start as the first group.

The grouping for the Qualifying sessions of Classes 1 and 2 alternates between Groups 1 and 2 of the Free Practices, taking into account the rankings of the riders within their groups, starting with the group of the fastest rider in the practice session.

The group assignments of the riders will be published on the notice board after the completion of the checking of documentation for each class.

9.2 Group Assignment from the Second Event Onward

The groups for the Practice sessions will be assigned based on even/odd starting numbers. In events 1, 3, 5, and 7, the odd-numbered starting numbers will start as the first group, while in events 2, 4, 6, and 8, the even-numbered starting numbers will start as the first group.

The grouping for the Qualifying sessions of Classes 1 and 2 will be done in a continuous rotation, taking into account the championship standings of the present riders. Riders who cannot be assigned according to the above criteria will also follow in a continuous rotation based on their starting number in ascending order.

The group assignments of the riders will be published on the notice board after the completion of the checking of documentation for each class.

9.3 Start Practice and Free Practice

In all classes, there will be a Free Practice session with included start training on Saturdays. Each session has a total duration of 25 minutes, with 5 minutes allocated to the start training that takes place at the beginning.

9.4 Qualifying

The Qualifying session in all classes has a duration of 20 minutes. To be eligible for the races in Classes 3 and 4, each rider must complete at least 3 laps recorded by the timing system during the Practice/Qualifying sessions. At least one of these laps must have been completed in the Qualifying session within a maximum of 120 % of the average time of the three top-placed riders in each qualifying group. To determine if the 120 % threshold was reached in individual cases, the times achieved by the respective rider in the Qualifying session will be considered. In exceptional cases, the 120 % rule may be suspended by the Series Sports Steward.

If the starting grid is not full, a rider qualifies for the races or as a reserve rider, even if they did not achieve a qualifying time in the Qualifying session. The condition is that the rider completes the track in the Free Practice within a maximum of 120 % of the average time of the top 3 riders in each qualifying group. These riders will be placed at the end of the qualified starting grid. If more than one rider falls under this rule, the order will be determined by the lap time used for the calculation of the 120 % rule.

9.5 Last Chance Race (LCQ)

The selection of riders eligible to participate in the races of Classes 1 and 2, along with 2 reserve riders, is determined through a Qualifying session and a Last Chance Race.

For non-directly qualified riders, a Last Chance Race of 15 minutes + 2 laps is held when the number of participants reaches 15 or more. The Last Chance Race for Classes 1 and 2 takes place in a combined starting field and is evaluated separately by class.

To participate in the Last Chance Race, only rider who completed the track in Free Practice/Qualifying within a maximum of 120 % of the time of the first three riders in the starting grid of the Last Chance Race are allowed. The 120 % rule may be suspended by the Series Sports Steward in exceptional cases.

The number of riders who qualify directly for the races or the Last Chance Race depends on the total number of participants and will be announced after the closure of the checking of documentation, generally determined according to the following scheme:

Number of riders in class 1 + 2		Directly qualified per group	Qualified via LCQ
From	To	Up to position	Up to position
79	82	10	20
83	86	11	18
87	90	12	16
91	94	13	14
95	98	14	12
99	102	15	10
103	106	16	8
107	110	17	6
111	114	18	4
115	118	19	2

The starting grid is determined based on the results of the Qualifying session. The same number of riders from both Qualifying groups of the respective class qualify for the Last Chance Race.

The starting grid is arranged according to the following scheme:

Starting Position 1	Masters	Group 1
Starting Position 2	Youngster	Group 1
Starting Position 3	Masters	Group 2
Starting Position 4	Youngster	Group 2
Starting Position 5	Masters	Group 1
Starting Position 6	Youngster	Group 1
Starting Position 7	Masters	Group 2
Starting Position 8	Youngster	Group 2
etc.		

The Last Chance Race serves as an extended Qualifying. If the starting grid is not full, riders who did not qualify for the Last Chance Race in the qualifying session may move up, provided they meet the 120 % rule. If more than one rider fails to meet this rule, the order will be determined by the lap times used for calculating the 120 % rule.

If, due to too few participants, adverse weather conditions etc., a Last Chance Race cannot be conducted, the selection of riders allowed for the main race, including the 2 reserve riders, will be based on the qualifying session. The qualification is based on the qualifying session, with the top 20 riders from each group and the 21st as a reserve participant qualifying.

A Last Chance Race does not award any Championship points.

9.6 Warm-Up

For all riders who have qualified for the races of their class, including the two reserve riders, a Warm-Up session will take place on Sunday.

10. Conducting the Races

Under the Rules and Regulations, races means the final races for which points are awarded. The exact number of Races per class can be found in the respective event schedule.

ADAC MX Masters:	2 races:	30 minutes + 2 laps
	3 races:	25 minutes + 2 laps
ADAC MX Youngster Cup:	2 races:	25 minutes + 2 laps
	3 races:	20 minutes + 2 laps
ADAC MX Junior Cup 125:	2 races:	25 minutes + 2 laps
	3 races:	20 minutes + 2 laps
ADAC MX Junior Cup 85:	2 races:	20 minutes + 2 laps
	3 races:	15 minutes + 2 laps

A break of at least 60 minutes is mandatory between two races of the same class. The 60 minutes start after the first-placed rider of the preceding race crosses the finish line.

10.1 Starting Grid

In Classes 1 and 2, the starting grid at the starting gate is determined by the Qualifying results and the Last Chance Race results. The starting grid is alternately selected from the two groups, taking into account the rankings of the riders within their group. It begins with the group of the fastest rider. After the qualified riders from the Qualifying session, the qualified riders from the Last Chance Race gain access to the starting grid, starting with the fastest rider. Reserve riders may advance to the starting line only upon special invitation and, in the event of their deployment, take the last starting positions.

In Classes 3 and 4, the starting grid for riders at the starting gate follows the results of the Qualifying session. The fastest rider in Qualifying enters the starting grid first. Positions 41 and 42 in the Qualifying session indicate the reserve riders for the classes. Reserve riders may advance to the starting line only upon special invitation and, in the event of their deployment, take the last starting positions.

10.2 Pre-start, Waiting Zone and Sighting Lap

In all races, the motorcycles of eligible riders (including reserve riders) that will be used must be placed in the pre-start area/waiting zone no later than 10 minutes before the start. The relevant time is determined by the schedule published by the organizer and the clock at the entrance of the waiting zone. Any delay leads to the non-admission of the respective rider in the respective race. In such cases, they may be replaced by a reserve rider.

All eligible riders must be present in the pre-start area or its immediate vicinity, as the sighting lap can start immediately after the pre-start is closed. Participation in the sighting lap is mandatory for all riders. The sighting lap must be completed promptly. Non-participation or incomplete completion of the sighting lap results in non-admission to the start of the respective race. **Stopping or attempts to start are prohibited!** In the event of an aborted start, the sighting lap before the re-start may be skipped. The Series Race Director may suspend or exempt the sighting lap.

Unfilled starting positions (e.g., due to absent riders or technical failure in the pre-start) will be filled by reserve riders – additional advancement of other riders is not possible. Admission to the sighting lap is only possible up to 20 seconds after the last directly qualified rider or reserve rider has started it.

The same rules apply to reserve riders: non-participation or incomplete completion of the sighting lap results in non-admission to the start of the respective race. In the event of the failure of a directly qualified rider within the sighting lap, the reserve rider may advance if they have completed the sighting lap in its entirety. After that, reserve riders must leave the pre-start. Admission to the starting grid is only possible up to 20 seconds after the last directly qualified rider has taken their position. After that, reserve riders move up. After the pre-start is closed, the motorcycle cannot be changed (not even for the sighting lap).

10.3 Starting Block

Riders will be allowed to use starting blocks. This only applies to tracks where all riders start from one starting line. The supporting blocks must be handed over to an Official before the start. Assistants will not be allowed to enter the starting zone until after the start.

11. Permanent Series Officials

At the beginning of the season, ADAC appoints permanent officials who will be involved throughout the entire season with the series. If any of the appointed officials are unable to serve, ADAC is authorized to appoint replacements. The following positions are filled by ADAC:

- Series Race Director
- Series Sports Steward
- Series Technical Steward

The Series Sports Steward and Series Technical Steward assume their respective roles during an event. The permanent filling of these positions ensures consistency in decision-making across all events.

11.1 Series Race Director

The powers and duties of the Series Race Director, who will continuously liaise with the Clerk of the Course, include but are not limited to the following:

- the authority to cancel races or Training sessions for safety reasons or in all cases of force majeure
- the authority to impose penalties on participants

The Series Race Director may impose the following penalties, among others:

- warnings
- fines
- time and/or point penalties
- disqualifications
- suspension from events

If the Series Race Director is not present at the start of the event, the Series Sports Steward appointed by ADAC assumes his duties and appoints a representative as a Sports Steward. In such a case, priority should be given to individuals who also hold the corresponding sports official license of the German Motor Sport Federation (DMSB).

11.2 Series Sports Steward

The powers and duties of the Series Sports Steward include but are not limited to the following:

- The Series Sports Steward is the chairman of the Sports Stewards and has the unrestricted authority, within the scope of the event, to enforce compliance with sports law and other regulations of ADAC, DMSB, FIM/FIME.
- Interpretation of the announcement or regulations and other provisions
- Not only judicial and supervisory tasks but also advisory activities
- If a violation of sports regulations can be avoided through a hint or advice, the Series Sports Steward may issue such advice.

11.3 Series-Technical Steward

The powers and duties of the Series Technical Steward include but are not limited to the following:

- Conducting or commissioning technical inspections and technical approval of vehicles before and/or during the event
- Making final decisions during technical inspections
- Monitoring the rule compliance of vehicles to ensure they continue to comply with the Technical Regulations
- The authority to impose penalties on participants in case of technical irregularities or rule violations

The Series Technical Steward can make binding decisions during technical approval.

12. Classification

12.1 Riders Points

The points distribution in all classes is carried out for each race according to the following scheme

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Pkt.	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* = Full point allocation
- less than 50 % of the race completed* = No points

* In minutes, based on the scheduled race length.

In case of the final cancellation of a race, the scoring may be suspended by the Series Race Director and Series Sports Steward if there are no real conditions for a fair scoring. In this case, there will be no scoring and no points will be awarded.

The points calculation takes place only after the protest period has expired or when the inspection of the motorcycles according to the Technical Regulations is confirmed as correct by the Technical Stewards and approved by the Series Sports Steward.

In case of ties in the event standings, the better position in the last race decides. For the end-of-year standings, all results of the individual races are considered.

At each event, a daily ranking is created in all classes based on the races. The top three placed riders in each daily ranking receive trophies from the organizer.

12.2 ADAC MX Masters Team Championship

In the ADAC MX Masters, a separate team ranking is announced. At each event, the most successful team is honoured. At the season finale, the top five teams are honoured and receive prize money. Only teams with a valid ADAC MX Masters team registration are eligible to participate in the team ranking. Team riders must be registered through team registration or named to the ADAC by the entry deadline. Team riders named later in the season must be reported and confirmed in writing to ADAC (mx-masters@adac.de).

If a rider is absent for multiple events, the team may nominate a replacement rider. This replacement rider must not already be enrolled in the ADAC MX Masters but must join the series as a new addition. If riders who have already participated in at least one ADAC MX Masters event in the current season switch teams or join a team during the season, they will not be considered in the points allocation. The entry fee already paid for the starting position can be credited to the replacement rider. The entry fee will only be credited for events that are in the future at the time of the switch. ADAC reserves the final starting approval.

If a rider is unavailable for multiple events, the team is allowed to nominate a substitute rider. This substitute rider must not already be enrolled in the ADAC MX Masters and must be newly added to the series. If riders who have already participated in at least one ADAC MX Masters event in the current season switch teams or join a team during the season, they will not be considered in the points allocation. The entry fee already paid for the starting position can be credited to the substitute rider. The entry fee is only credited for the event that is scheduled in the future at the time of the switch. ADAC reserves the final approval for the start.

For the team classification, the highest-placed rider in each class of a team in each race receives points according to the points system. Class 1 is counted twice, while Classes 2, 3, and 4 are counted once. Subsequent riders do not move up in the ranking. In the event of a tie in points at the end of the season, the majority of better placements will be the deciding factor.

Example based on race results:

Pos.	Rider	Team	Rider Points	Team Points	Prize money Team Championship
1 st	A	A	25	25	1 st Pos. EUR 4,000.00
2 nd	B	A	22	-	2 nd Pos. EUR 2,500.00
3 rd	C	B	20	20	3 rd Pos. EUR 1,750.00
4 th	D	A	18	-	4 th Pos. EUR 1,000.00
5 th	E	C	16	16	5 th Pos. EUR 750.00
6 th	F	D	15	15	
7 th	G	B	14	-	
8 th	H	E	13	13	
9 th	I	E	12	-	
10 th	J	F	11	11	
11 th	K	G	10	10	
12 th	L	B	9		

In the event of event cancellations, ADAC reserves the right to proportionally reduce the prize money.

13. Penalties

In case of violations against this present announcement, the Technical Regulations, special provisions, or unsportsmanlike conduct, especially unsporting behaviour, the following penalties may be imposed depending on the severity of the offense:

- Exclusion from the year-end classification The sanctioning powers of German Motor Sport Federation (DMSB) notwithstanding, ADAC may punish contraventions of the Rules and Regulations with fines of up to EUR 200.00 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 EUR 50.00.
- 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 **Fehler! Verweisquelle konnte nicht gefunden werden.**).
- 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.
- Access to timekeeping facilities is restricted to the Race Director and the officials. Violations are subject to a EUR 150.00 fine. Repeat offenders may be excluded from the series.
- Riders and teams will be held liable for accompanying persons or team members.

Any time during the event:	Penalty:
Non-respect of the waved yellow and/or medical flag(s)/ First offence during an event	Loss of 2 positions in the respective Free Practice, Time Practice or Race
Non-respect of the waved yellow and/or medical flag(s)/ Any additional offence during the same event	Loss of 10 positions in the respective Free Practice, Time Practice or Race
Entering the pit lane by the exit	Disqualification from the respective Practice/Race
Entering the pit lane or and not coming to a complete stop	Disqualification from the respective Practice/Race
Non-conformity of the rider's motorcycle/in general	Disqualification from the respective Practice/Race
Radio communication between a rider and his team	Disqualification from the respective Practice/Race
Receiving any assistance to control, restart or repair the motorcycle on the course (except in the pit lane)	Disqualification from the respective Practice/Race
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane)	Disqualification from the respective Practice/Race
Refuelling on the course	Disqualification from the respective Practice/Race
Receiving signals along the course, (except from the pit lane)	Disqualification from the respective Practice/Race
Stopping to consult with others on the course (except in pit lane)	Disqualification from the respective Practice/Race
Non-conformity of the rider's motorcycle/Failing a sound test	Loss of 10 positions in the respective Practice/Race

During the Free Practices, Time Practices or Warm-Up:	Penalty:
Hindering or impeding the progress of other riders	Loss of the fastest lap time in the respective Free Practice, Time Practice or Warm-Up
Leaving the course and gaining an advantage	Loss of the fastest lap time in the respective Free Practice, Time Practice or Warm-Up
Stopping on the course without any valid reason	Loss of the fastest lap time in the respective Free Practice, Time Practice or Warm-Up
Cutting the course	Loss of the fastest lap time in the respective Free Practice, Time Practice or Warm-Up

In the Waiting Zone:	Penalty:
Arriving late in the waiting zone (cut-off point: 10 minutes before the start of the Race)	Disqualification from the respective Race
Arriving back from the sighting lap in the waiting zone after the start has been given	Disqualification from the respective Race

During the Sighting Lap:	Penalty:
Entering the pit lane (except the sighting lap goes through the pit lane)	Disqualification from the respective Race
Having a spare motorcycle in the pit lane	Disqualification from the respective Race
Stopping anywhere on the course to do a practice start	Disqualification from the respective Race

During the Start Procedure:	Penalty:
Using of any tools or assistance to groom the place behind the starting gate	Time penalty of 30 seconds
Touching or drop the starting gate when preparing their start position	Time penalty of 30 seconds
Watering of starting lanes by riders and/or team staff	Time penalty of 30 seconds
Entering the area in front of the starting gate	Time penalty of 30 seconds
Changing position at the starting gate	Time penalty of 30 seconds
Not following the instructions of an official after the green flag has been raised (riders with mechanical problems at the start)	Time penalty of 30 seconds
Receiving assistance after having taken a position behind the starting gate and before the gate has dropped	Time penalty of 30 seconds
Changing motorcycle after having crossed the rear barrier behind the starting gate	Disqualification from the respective Race
Returning from the sighting lap late in the waiting zone after the start has been given	Disqualification from the respective Race
Returning to the waiting zone after having taken a position behind the starting gate	Disqualification from the respective Race

During the Races:	Penalty:
Cutting the course	Disqualification from the respective Race
Having a spare motorcycle in the pit lane	Disqualification from the respective Race
Leaving the course and gaining an advantage without gaining any position	Loss of 1 position in the respective Race
Leaving the course and gaining an advantage and/or positions	Loss of one position plus the number of positions gained in the respective Race

In the case of a Re-Start:	Penalty:
Not succeeding in bringing the motorcycle in the waiting zone	Disqualification from the respective Race

14. Awarding of the Title

The rider with the highest total points after completion of all events attains the respective following title:

- Class 1: **Int. ADAC MX Masters Champion 2024**
 “International German Motocross Champion”
- Class 2: **Int. ADAC MX Youngster Cup Champion 2024**
- Class 3: **Int. ADAC MX Junior Cup 125 Champion 2024**
- Class 4: **Int. ADAC MX Junior Cup 85 Champion 2024**

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-to-last, third-to-last etc. races.

15. Prize Money

For prize money paid to foreign riders and teams for racing events held in Germany, ADAC is obligated to withhold German income tax and remit it to the tax office. The tax rates according to § 50a para. 2 sentence 3 EStG apply:

For prize money up to EUR 250.00 per performance, no tax deduction is made.

For prize money from EUR 250.01 per performance, an amount of 15 %, plus 5.5 % solidarity surcharge (approximately 15.83 %), is withheld.

To prove residence in Germany, a residence certificate according to § 73 e sentence 6 EStDV must be presented to ADAC.

The payment of the prize money can only be made upon submission of an assignment declaration to third parties. The tax liability always depends on the registered address of the rider and, in the case of passing on the prize money to the third party, transfers to the third party.

15.1 Travel Expenses

At each scored event, all qualified riders (including reserve riders) within a class receive a travel expense reimbursement:

- ADAC MX Masters: EUR 100.00
- ADAC MX Youngster Cup: EUR 40.00
- ADAC MX Junior Cup 125: EUR 40.00
- ADAC MX Junior Cup 85: EUR 40.00

Travel expenses are paid by bank transfer after each event.

ADAC reserves the right to reduce or cancel this travel expense reimbursement if a rider fails to participate in one or more rounds without an excuse accepted by the Stewards or the Race Director/Series Race Director. The travel expense reimbursement is also subject to reduction if the event has to be cancelled during the competition.

15.2 Single-day Prize Money

In addition to the travel expense reimbursement, there is a prize money payout based on rankings for each race of the event. The payment is made by bank transfer after the event. If no championship points are awarded in a round due to an interruption, all participating riders receive a flat participation fee of EUR 40.00 instead of prize money, provided the race is not resumed.

ADAC MX Masters:

Pos.	Prize money
1	EUR 700.00
2	EUR 500.00
3	EUR 350.00
4	EUR 300.00
5	EUR 275.00
6	EUR 250.00
7	EUR 225.00

Pos.	Prize money
8	EUR 200.00
9	EUR 180.00
10	EUR 160.00
11	EUR 140.00
12	EUR 120.00
13	EUR 100.00
14	EUR 90.00

Pos.	Prize money
15	EUR 80.00
16	EUR 70.00
17	EUR 65.00
18	EUR 60.00
19	EUR 55.00
20	EUR 50.00

ADAC MX Youngster Cup:

Pos.	Prize money
1	EUR 300.00
2	EUR 200.00
3	EUR 150.00
4	EUR 120.00
5	EUR 100.00
6	EUR 90.00
7	EUR 80.00

Pos.	Prize money
8	EUR 70.00
9	EUR 60.00
10	EUR 50.00
11	EUR 45.00
12	EUR 40.00
13	EUR 35.00
14	EUR 30.00

Pos.	Prize money
15	EUR 25.00
16	EUR 20.00
17	EUR 20.00
18	EUR 15.00
19	EUR 15.00
20	EUR 15.00

ADAC MX Junior Cup 125 & ADAC MX Junior Cup 85:

Pos.	Prize money
1	EUR 200.00
2	EUR 150.00
3	EUR 100.00
4	EUR 75.00
5	EUR 65.00
6	EUR 60.00
7	EUR 55.00

Pos.	Prize money
8	EUR 50.00
9	EUR 45.00
10	EUR 40.00
11	EUR 35.00
12	EUR 30.00
13	EUR 30.00
14	EUR 25.00

Pos.	Prize money
15	EUR 25.00
16	EUR 20.00
17	EUR 20.00
18	EUR 15.00
19	EUR 15.00
20	EUR 15.00

15.3 Annual Prize Money

The prize money for the year-end ranking will be transferred to the riders via bank transfer to the account provided during registration. In the event of event cancellations, ADAC reserves the right to proportionally reduce the prize money.

ADAC MX Masters: The annual prize money will only be transferred to riders/teams who have participated in **at least 5 events** in this class. Subsequent riders will not move up in the rankings.

Pos.	Prize money	Pos.	Prize money	Pos.	Prize money
1	EUR 15,000.00	8	EUR 1,800.00	15	EUR 1,000.00
2	EUR 8,000.00	9	EUR 1,600.00	16	EUR 900.00
3	EUR 5,000.00	10	EUR 1,500.00	17	EUR 800.00
4	EUR 3,500.00	11	EUR 1,400.00	18	EUR 700.00
5	EUR 2,500.00	12	EUR 1,300.00	19	EUR 600.00
6	EUR 2,200.00	13	EUR 1,200.00	20	EUR 500.00
7	EUR 2,000.00	14	EUR 1,100.00		

ADAC MX Youngster Cup: The annual prize money will only be transferred to riders/teams who have participated in **at least 5 events** in this class. Subsequent riders will not move up in the rankings.

Pos.	Prize money	Pos.	Prize money	Pos.	Prize money
1	EUR 5,000.00	6	EUR 1,000.00	11	EUR 650.00
2	EUR 3,250.00	7	EUR 850.00	12	EUR 600.00
3	EUR 2,000.00	8	EUR 800.00	13	EUR 550.00
4	EUR 1,400.00	9	EUR 750.00	14	EUR 500.00
5	EUR 1,150.00	10	EUR 700.00	15	EUR 450.00

ADAC MX Junior Cup 125: The annual prize money will only be transferred to riders/teams who have participated in **at least 4 events** in this class. Subsequent riders will not move up in the rankings.

Pos.	Prize money	Pos.	Prize money	Pos.	Prize money
1	EUR 3,000.00	6	EUR 600.00	11	EUR 350.00
2	EUR 2,000.00	7	EUR 550.00	12	EUR 300.00
3	EUR 1,000.00	8	EUR 500.00	13	EUR 250.00
4	EUR 800.00	9	EUR 450.00	14	EUR 200.00
5	EUR 650.00	10	EUR 400.00	15	EUR 150.00

ADAC MX Junior Cup 85: Prize money will only be transferred to riders/teams who have participated in **at least 4 events** in this class. Subsequent riders will not move up in the rankings.

Pos.	Prize money	Pos.	Prize money	Pos.	Prize money
1	EUR 2,000.00	6	EUR 500.00	11	EUR 250.00
2	EUR 1,500.00	7	EUR 450.00	12	EUR 200.00
3	EUR 800.00	8	EUR 400.00	13	EUR 150.00
4	EUR 700.00	9	EUR 350.00	14	EUR 100.00
5	EUR 600.00	10	EUR 300.00	15	EUR 50.00

16. Attendance in Official Events

Attendance at official event dates (award ceremonies, annual award ceremonies, press conferences, autograph sessions, rider presentations/ceremonies in the organizer's tent, ADAC Motorsport Gala) is mandatory. Failure to appear will result in a penalty of EUR 200.00.

17. Advertising

The motorcycles and rider clothing must have the ADAC-prescribed stickers (all classes) affixed according to Appendix A from the beginning of the season at all events (untimed and timed practices, qualification sessions, warm-ups, scoring races, timed/stage checks). This also applies to the use of towels provided by the ADAC during award ceremonies for Class 1. Failure to comply with these requirements may result in a deduction of prize money of up to 50 %. By participating in the ADAC MX Masters, riders agree to the promotional use of their successes.

18. Paddock

The ADAC MX Masters paddock is divided into Paddock A and Paddock B/C. Access to Paddock A is granted to teams officially enrolled and confirmed in the ADAC MX Masters Team Championship. These enrolled teams have access to an electric hook-up in the paddock. The team is responsible for the correct distribution of electricity in accordance with the regulations of the team registration and is liable accordingly.

All other participants will be accommodated in Paddock B/C, where no electric hook-up is available. Entry and placement will be carried out according to the instructions of the Officials on-site, and compliance with these instructions is mandatory.

18.1 Use of Pit-Bikes

For participants the use of pit bikes is generally not permitted. Only enrolled teams, after registration, are allowed to use a designated pit bike for the route between the paddock and the starting grid. If a pit bike is ridden on the event premises without the appropriate marking, a penalty of EUR 50.00 may be imposed. The organizer reserves the right to confiscate the Pit Bike for the duration of the event.

19. 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.

The use of “tear-offs” is prohibited from 2024 for environmental conservation reasons.

A. Appendices

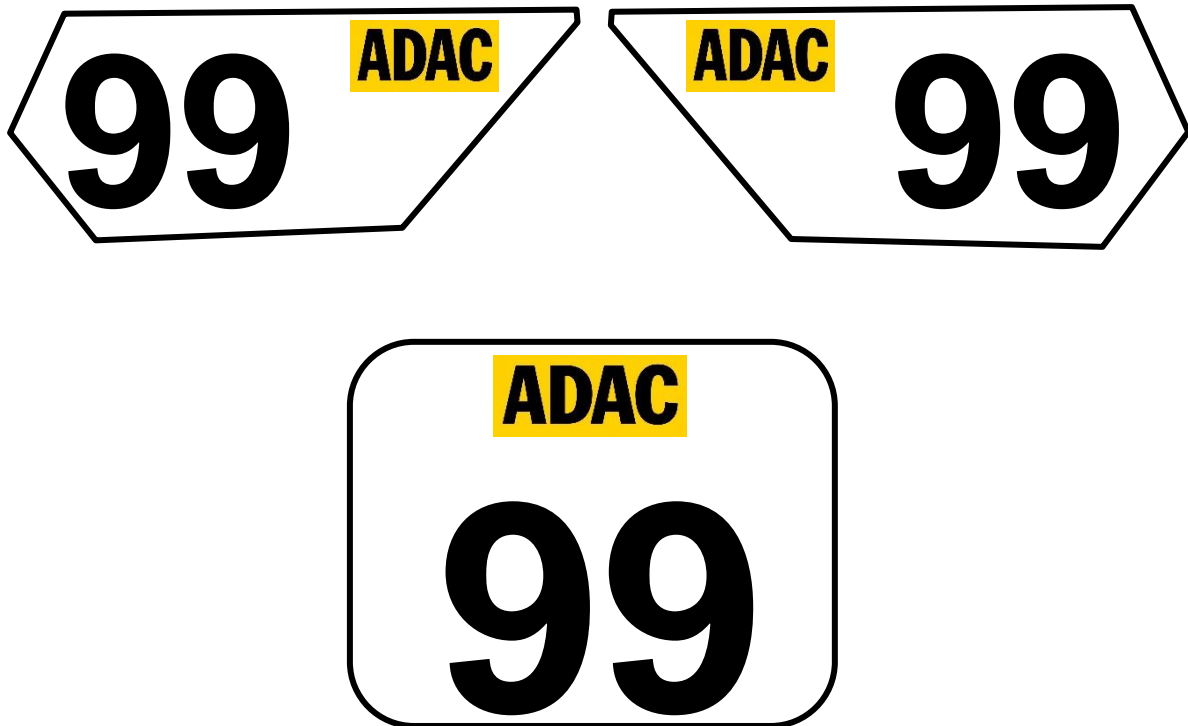
A.1 Mounting Regulations for ADAC Stickers

A.1.1 Motorcycle Sticker

Each rider must affix **three ADAC stickers (8 x 3 cm)** on the number plates.

One sticker each must be placed on the left and right side number plates, and the third sticker must be positioned on the front number plate.

Stickers will be available at the Technical Inspection.



A.1.2 Jersey Sticker

Riders in **all classes** must affix the ADAC logo on the chest area of the rider's shirt. **The size must be 8 x 3 cm.** The rider is free to place the ADAC logo on the left or right side of the shirt.

ADAC provides fabric stickers in the correct size, which can be picked up on-site at the ADAC truck.

