



Framework Agreement for Motorsport Circuit Series

(As of: 24.03.2021)

Name of the series:

KTM X-BOW CUP powered by MICHELIN

DMSB Permit Number:

541/21

Status of the series/events: National A incl. NSAFP

KTM – Ready to Race! KTM stands for tradition and success – and not only on two wheels! The KTM Sportcar GmbH, has already brought several car models onto the market - including the KTM X-BOW GT4 and now the KTM X-BOW GTX. In 2021 hosts the KTM X-BOW CUP powered by Michelin in 2021. With this competition, it is possible for participants to be on the start of the long-distance championship Nürburgring (NLS) in three separate classes. The participants are classified both by the NLS and the KTM X-BOW CUP powered by MICHELIN and therefore have the opportunity of winning lucrative prizes.

Promoter / Organizer:

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Maggstraße 20
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Spokesperson:

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This set of regulations consists of 31 pages incl. 5 attachments.

Part 1 Sporting Regulations

1. Introduction

The KTM X-BOW CUP powered by MICHELIN 2021 is organized in conformity with the provisions of the International Sporting Code and its appendices (The Code), the FIA general regulations for circuit racing, and the DMSB national competition rules. It will be run in accordance with the series' sporting and technical regulations, the latter being in conformity with the safety requirements of FIA, Appendix J (Articles 253 and 277).

The events will be organized according to the DMSB rules and regulations regarding events and circuit activities, unless otherwise specified in each of the individual event organizer's announcement.

The following company is supporting the series:

MICHELIN
Reiter Engineering

2. Organization

2.1 Details of titles and awards for the series

The KTM Sportcar GmbH, hereinafter referred to as the series organizer, is the organizer of the KTM X-BOW CUP powered by MICHELIN for the year 2021. This takes place as part of the Nürburgring Long Distance Championship, which is hereinafter referred to as the NLS.

2.2 Name of the responsible ASN

DMSB – Deutscher Motor Sport Bund e.V. (German Motorsport Federation)
Hahnstraße 70, 60528 Frankfurt-Germany
Homepage: www.dmsb.de
E-Mail: info@dmsb.de

2.3 ASN Visa/Approval Number

The series, based on these stated sporting and technical regulations has been approved by the Deutschen Motor Sport Bund (German Motorsport Federation) on 24.03.2021 with visa number 541/21.

2.4 Name of the Event Organizer/ /Promoter, Address and contact Details (permanent office)

Promoter/ Organizer:
KTM Sportcar GmbH
Maggstraße 20
8042 Graz
Austria

Contact Person:
Manfred Wolf
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and

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Internet www.vln.de

in Zusammenarbeit mit
**Langstreckenmeisterschaft Nürburgring Vermarktungs- und
Veranstaltungsgesellschaft mbH**
Otto-Flimm-Straße
D-53520 Nürburg
Internet www.vln.de

2.5 Composition of the Organizing Committee

Manfred Wolf
Hans Reiter
Catharina Golz

The organizing committee can be reached outside or on event by using the following contact options:

Mobil-Nr. Manfred Wolf:
+43 664 1929939

E-Mail:
manfred.wolf@ktm.com

2.6 List of Officials (permanent sports delegates) (See also each individual event documentation)

N/A

3. Regulations and legal basis of the series

This series is governed by the following regulations:

- FIA International Sporting Code (ISG) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB License Regulations
- DMSB Legal System and Code of Procedure (RuVo),
- FIA Judicial and Disciplinary Rules
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international anti-doping agency (WADA/NADA-Code), and the FIA Anti-Doping Regulations
- GT4 European Series Technical Regulations for GT4 Grand Touring Cars

- Sporting, Technical and Organization Regulations of this series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary event regulations including modifications and supplements
- FIA Code of Ethics and Code of Good Conduct, and the DMSB Code of Ethics
- Other provisions issued by the FIA and the DMSB

Changes to the regulations are also possible in the course of the season, after consultation with the DMSB. Any amendments to the regulations require approval by the DMSB and will be communicated to the participants by means of a bulletin.

Anything not expressly permitted by these regulations is prohibited in relation to the KTM X-BOW CUP powered by MICHELIN 2021.

This Framework Agreement takes precedence over that of the regulations of the NLS and those of the event organizer, if that agreement is contrary to it. With regard to additional regulations, which are not regulated here, the specific event regulations of the organizer has priority.

Organizing and carrying out the event is the sole responsibility of the NLS, which means that all the eligibility requirements and obligations regarding this Cup class must be met.

In addition, on events of NLS, a KTM X-BOW can only compete in the Cup class. Reference is made here to Part 2, TR 1.5.

3.1 Official Language

German

The official language is German. Only the German text, approved by the DMSB, is binding.

3.2 Responsibility, modification of the regulations, cancellation of the event

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered holders) take part in the events at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them, or the car used by them, as far as no exclusion of liability has been concluded. Modifications to these regulations may in principle, only be carried out by the relevant authorities.
- (2) Modifications are also possible during the season after agreement with the DMSB. From the beginning of the event, changes in the form of bulletins can only be made by the event stewards, but only if necessary for reasons of safety and / or force majeure, or as a result of official orders, or the information contained in the regulations concerning the length of the race, lap numbers and sports delegates, or obvious errors in the registration process. Any change to the regulations will be communicated to the participants in writing by bulletin.
- (3) The organizer reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASB and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim for performance are in this case excluded.

4. Nominations

4.1 Registrations/nominations, entry closing date and obligation to participate

The form and the timely registration are sufficient to take part in the KTM X-BOW CUP powered by MICHELIN. All of the event organizer's regulations are hereby valid. Any questions concerning this process are to be addressed solely to the NLS. It should be noted that reference to the correct class should be made when registering for the NLS. Reference is made to Part 1, SR 8.1, Part 2, TR 1.1.

The series organizer will not charge a registration fee.

The series organizers do not nominate any participant for the NLS.

Double nominations are permitted. Drivers can be named for a maximum of two vehicles. Points for the KTM X-BOW CUP powered by MICHELIN can only be accrued with one vehicle. For this purpose the driver must determine the vehicle with which he/she wishes to accrue points before the deadline for submitting documentation.

4.2 Entry fees for the season and per event

The amount of the entry fee can be located in the respective event announcement. (The right of withdrawal from the entry contract (refund of entry fee) is according to DMSB Event Regulations article 13)

The series organizer reserves the right to refuse the entry stating reasons.

4.3 Start Numbers

Participants receive new competition numbers from the event organizer for every event.

5. Licenses

5.1 Required Grade of License

a) Driver

Drivers who hold a valid 2021 international competition and driver's license issued by the DMSB or another ASN affiliated to the FIA Grade.

☐ A, ☒ B, ☒ C, ☒ D, ☐ C/D historic,
are allowed to compete.

The employees of KTM AG and their subsidiaries are not excluded from participation, but they are not entitled to accrue any points. They are considered as guest starters (see also Art. 5.1 c).

For races on the Nürburgring Nordschleife

Drivers must hold a DMSB Permit Nordschleife (DPN) valid for the year 2021, in addition to the required license as mentioned above.

☒ Grade A for GTX und GT4

☒ Grade B for GT4 Light*

(According to the DMSB list of vehicle categorization)

Vehicles classified in category A according to the DMSB vehicle categorization list are exclusively reserved for drivers with a DMSB Permit Nordschleife A (class: GT4 & GTX).

Vehicles classified in category B according to the DMSB vehicle categorization list are exclusively reserved for drivers with a DMSB Permit Nordschleife A (class: GT4 Light). If a driver in the driver pairing has met the qualification requirements for the DMSB Permit Nordschleife A, this driver can continue to drive with the DMSB Permit Nordschleife A on this vehicle, after a decision has been made by the organizing committee, until the second driver of the driver pairing has also met the qualification requirements.

b) Entrants

Entrants wishing to register as the driver must be in possession of an international commercial or club competition license issued by the DMSB, or another body affiliated to the FIA, and valid for the year 2021.

c) DMSB-Sponsor-Card

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams

d) Guest drivers

The series organizer may admit guest drivers with a valid license as detailed below to compete in its races.

☒ International entrant and driver's license and the

☒ DMSB Permit Nordschleife Grade A or B in accordance with Article 5.1

Guest drivers may take part if they comply with the conditions of the series regulations, and the relevant supplementary event regulations. However they are not eligible for the points and prize money classification. Priority in the acceptance of entries will be given to the registered participants.

Specific conditions / Regulations for guest starters

A request for authorization to start as a guest starter must be made in writing to the organizing committee before the start of the event. In the case of a positive decision, the organizing committee will inform the guest starter and the series organizer in writing.

e) Age regulations

In accordance with the valid DMSB License Regulations

In accordance with the event organizers

Participants must have reached the age of 18.

5.2 Conditions for entrants outside their national authority

For events with the status National A (NSAFP), DMSB license holders, and license holders of other ASNs affiliated with the FIA, are eligible to participate and to earn points for this series.

Foreign competitors/drivers require the approval of their respective ASN.

This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

6. Insurance, liability exclusion and disclaimer

6.1 Organizer's/promoter's insurance

According to DMSB event regulations

In addition, they hereby declare that KTM X-BOW CUP, powered by MICHELIN, renounces all claims for damages arising in connection with the event, namely as regards to KTM AG and KTM Sportcar GmbH, as well as their establishments, employees and those commissioned to act on their behalf.

6.2 Declaration by the entrant, driver and passenger (= participant) on the exclusion of liability, disclaimer of the vehicle owner

According to DMSB event regulations

In addition, they hereby declare that KTM X-BOW CUP, powered by MICHELIN, renounces all claims for damages arising in connection with the event, namely KTM AG and KTM Sportcar GmbH, as well as their establishments, employees and those commissioned to act on their behalf.

7. Events

7.1 Series Calendar

All races take place at the Nürburgring Nordschleife in combination with the Grand Prix Track (sprint layout).

NLS 1: 26.+27.03.2021 66. ADAC Westfalenfahrt
NLS 2: 16.+17.04.2021 45. NIMEX DMV 4-Stunden-Rennen
NLS 3: 30.04.+01.05.2021 62. EIBACH ADAC ACAS Cup
NLS 4: 25.+26.06.2021 52. Adenauer ADAC Rundstrecken-Trophy
NLS 5: 09.+10.07.2021 61. ADAC Reinoldus-Langstreckenrennen
NLS 6: 09.–11.07.2021 44. RCM DMV Grenzlandrennen
NLS 7: 10.+11.09.2021 ROWE 6 Stunden ADAC Ruhr-Pokal-Rennen
NLS 8: 24.+25.09.2021 53. ADAC Barbarossapreis
NLS 9: 08.+09.10.2021 45. DMV Münsterlandpokal

7.2 Maximum number of cars authorized

The maximum number of cars is defined in the circuit license and listed in the supplementary event regulations.

7.3 Running of Events

a) Training

See NLS regulations

At least one practice session is to be held for each event.

Each race car must absolve at least one timed training lap. Admission to the race may be denied if proof is not provided.

b) Qualification

See event regulations

c) Type of start

The races will be started using the following:

☒ Rolling Start (Indianapolis Start)

d) Races

See event regulations

The races take place over a timed distance from between four to six hours.

e) Total pit stop time

See event regulations (Part I Sporting Regulations Art. 18.4)

f) Maximum Number of Laps

A maximum of 10 laps may be completed per stint. The first stint begins with the start signal and by driving across the time measurement line outside of the pit lane, and ends by driving across the time measurement lane inside the pit lane. All further stints begin by driving over the line at the exit to pit lane, and end by driving over the line at the entrance to pit lane. The final stint ends either by driving over the time measurement line outside or inside the pit lane as soon as the signal is given that the race is over.

Exceeding the maximum number of laps will result in a time penalty of three (3) minutes. The time penalty will be added to the total driving time of the participant after the race has been completed.

The information as shown in the NLS-BoP table must be observed for the tank volume.

8. Classification

8.1 Points Table

Participants in the KTM X-BOW CUP powered by MICHELIN will also earn points in the NLS Championship. Points are awarded according to the official overall points system according to the NLS.

For the NLS, points are awarded according to the event organizer's regulations. All questions regarding this are to be directed to the NLS. The NLS rating does not differentiate between the individual vehicle categories. There is only one rating. Vehicles from the different categories are, however, marked separately in the result lists. Questions about this are to be directed to the NLS alone.

With regard to the KTM X-BOW CUP powered by MICHELIN, the following applies:

The KTM X-BOW CUP powered by MICHELIN 2021 consists of a total of nine (9) races as part of the following NLS races (NLS 1-9).

To score points in the KTM X-BOW CUP powered by MICHELIN it is necessary to start in at least 4 (four) of the races according to according to Part I, SR 7.1.

The KTM X-BOW CUP powered by MICHELIN consists of three separate classes:

- GT4 Light
- GT4
- GTX

The following classifications will be announced as part of the KTM X-BOW CUP powered by MICHELIN:

- GT4 drivers' championship
- GTX drivers' championship

Cars of the different categories are not taken into account for the placement and awarding of points for cars from the same category in the overall ranking.

The winner of a race is the competitor who has completed the highest number of laps during the specified race time or has completed the highest number of laps during the specified race time (taking into account all penalties). All participants who start in the race are evaluated.

If the distance is reduced or the race is canceled, the competitors will receive the following points:

At least 75% of the regulation distance	=	100 % points
At least 50% of the regulation distance	=	50 % points
Less than 50% of the regulation distance	=	25 % points

Drivers accrue the following points:

Place	Points
1 st place	12 points
2 nd place	8 points
3 rd place	5 points
4 th place	3 points
5 th place	2 points
6 th place	1 point

Nine (9) results from the NLS races 1-9 are taken into consideration for the end-of-season classification. No results are struck off.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

8.2 Equal Points

If a number of drivers have equal points at the end of the season, the title is decided by the biggest number of the first or second places, and of the other places in sequence.

8.3 Points for double nominations

Double nominations are allowed. Participants can start in a maximum of two vehicles however these participants can only collect points with regard to the result of one vehicle. In this respect, reference is made to Part 1 SR 4.1 of the organizer's Framework Agreement. For this purpose, the driver must decide with which vehicle he wishes to collect points before the close of the acceptance of documentation.

8.4 Official Standings and List of Participants

The official scoring table will be made available to all participants after each race. On request to the organizing committee, the scoring table can also be sent to participants by email.

9. Private Training and Tests

N/A

10. Administrative checks

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's/sponsor's license
- Driver's license
- DMSB Permit Nordschleife A or B
- authorisation to take part in events abroad
- Medical aptitude form

10.1 Timetable Administrative Checks

See relevant supplementary event regulations or attachments.

10.2 Drivers' Meeting/Briefing

See NLS regulations relevant Supplementary Regulations for the event or official notice board.

11. Scrutineering/Technical Checks

Scrutineering is the responsibility of the event organizer. At the technical check, drivers, or persons nominated by them must be present with the competition vehicle and the driver's required safety equipment. The vehicle must be presented as competition-ready (including start number) and must comply with the applicable technical regulations.

By presenting the vehicle for the technical check it is considered as the participant's tacit confirmation that the vehicle concerned corresponds in all respects with the regulations as specified by the respective organizer.

The following vehicle documents must be presented:

- Technical passport
- Homologation KTM X-BOW GT4 SRO Nat-GT4-021 (Server platform Reiter Engineering), car documentation KTM X-BOW GTX
- GT4 EVO 2021
- Certificate for rollover structure
- Tank certificate
- PowerParts Catalogue GT4 Light & GT4 (Reiter Engineering Part 3, appendix 3)
- Spare Parts Catalogue GTX (KTM Part 3, appendix 5)

Technical inspections can be arranged at any time after consultation with the sports commissioners. Please refer to Part 2 of these regulations.

The technical commissioner may inspect the entire vehicle. During the event, the technical commissioner may, in consultation with the sports commissioner and regardless of the placement, inspect the vehicle or vehicle parts. Each applicant is obliged, if required by the technical commissioner, to disassemble the vehicle at his own expense for a technical inspection, then to reassemble it.

During the inspection, the technical commissioner may decide whether a component that has been disassembled on the applicant's vehicle is permitted by comparing it with a sample component. Sample components are available from the series organizer on request. The series organizers may check the vehicle at any time. The series organizer is allowed to be present during the technical check, and that in Parc Fermé, in consultation with the technical

commissioner. The series organizers may check the vehicle at any time. If necessary, and in consultation with the commissioner, vehicle parts, or the whole vehicle may be withdrawn by the series organizer in order to allow detailed inspections. Should any manipulation be found, all costs incurred by the applicant must be borne by the applicant. If the vehicle complies with these regulations, the series organizer will bear the costs.

11.1 Repair, sealing and marking of vehicle parts

See Part 2

11.2 Timetable for Scrutineering/Technical Control

See relevant supplementary event regulations or official notice board

12. Races

12.1 Use of wet weather tires

See relevant event regulations

12.2 Maximum number of persons working on a car and safety equipment

See relevant event regulations

12.3 Pit safety and competitor's responsibility when starting from the pit area

See relevant event regulations

13. Title, Prize Money and Trophy according to Part 1, 8

13.1 Title Overall Winner DRIVER

The driver/driver paring with the overall highest number of points after all the races in the KTM X-BOW CUP powered by MICHELIN 2021 in the class GT4 wins the title:

“KTM X-BOW CUP powered by MICHELIN GT4 Champion 2021”

The driver/driver paring with the overall highest number of points after all the races in the KTM X-BOW CUP powered by MICHELIN 2021 in the class GTX wins the title:

“KTM X-BOW CUP powered by MICHELIN GTX Champion 2021”

13.3 Prize Money and Trophy

13.3.1 Podium Ceremony

There is a podium ceremony after every race. The podium ceremony is a standard part of the event. This ceremony is organized by the NLS, and represents part of podium ceremony for the NLS. See event regulations for place and time. Prizes and trophies are not forwarded. Absence by the driver and teams to be honored who have not signed out with the organizing committee will incur a fine in the amount of €500.

The allocation of all prizes within a team is the sole responsibility of the teams/drivers. The series organizer is not responsible for this. All prizes will be given to those participants who are present.

In addition to the NLS podium ceremony, the following participants of the KTM X-BOW CUP powered by MICHELIN are honored (Art. 8 ff):

- **Driver Ranking GT4 place 1:**
The driver or the driver pairings on 1st place in the drivers' ranking after each race will receive a trophy.
- **Driver Ranking GTX place 1:**
The driver or the driver pairings on 1st place in the drivers' ranking after each race will receive a trophy.

13.2.2 End of Season Winners' Ceremony

After the completion of the race calendar, there will be a winner's ceremony. The participants to be honored will receive an invitation from the organizing committee. The allocation of prizes within the team is the sole responsibility of the teams/drivers. The series organizer takes no responsibility for this. The following participants will be honored in accordance with Part 1, 8:

- **Drivers placed 1-3 at the end of the season in the GT4 class:**
The driver or the driver pairings in places 1 to 3 of the final driver classification after all classification runs will receive a trophy. In addition, the three best-placed drivers or driver pairs receive the following prize money:
 - 1st place: EUR 7.500,-
 - 2nd place: EUR 5.000,-
 - 3rd place: EUR 2.500,-
- **Drivers placed 1-3 at the end of the season in the GTX class:**
The driver or the driver pairings in places 1 to 3 of the final driver classification after all classification runs will receive a trophy. In addition, the three best-placed drivers or driver pairs receive the following prize money:
 - 1st place: EUR 7.500,-
 - 2nd place: EUR 5.000,-
 - 3rd place: EUR 2.500,-

14. Protests and Appeals

The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB legal System and Code of Procedure, as well as the FIA Legal System and Code of Procedure for FIA Appeals.

Protest deposit - payable to the DMSB:

National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

National Status EUR 1,000.00

Appeal to the FIA – payable to the FIA: EUR 6,000.00
(acc. to FIA Judicial and Disciplinary Rules)

An additional fee of 3,000.00 € charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

15. Exclusion of jurisdiction of a court and limitation of liability

- (1) Legal recourse is excluded for decisions of the FIA, the DSMB, their jurisdictions, their stewards, the sports commissioner, the series organizer or the event organizer as judge within the meaning of § 661 of the German Civil Code.
- (2) No claim for compensation of any kind may be derived from actions and decisions of the DMSB, or its jurisdiction, as well as of DMSB representatives or the series organizer, except in the case of damage caused on purpose, or by gross negligence.

16. TV Rights/Advertising and Television Rights

All copyright and image rights lie with the series organizer, including those images that are adopted by television broadcasts of the NLS.

All television rights of the KTM X-BOW CUP powered by MICHELIN, including terrestrial broadcast and those for cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including the Internet, lie with the series organizer

Any type of recording, broadcasting, repeat broadcasting or reproduction for commercial use is prohibited without the written consent of the series organizer. Recordings for private use can be used at the earliest, 30 minutes after the opening of Parc Fermé insofar as they do not harm the series organizer or his partners and sponsors. The series organizer may confiscate onboard cameras and/or onboard recordings at any time for the purpose of examination for sporting determinations. In addition, please refer to the series organizer's license terms.

17. Specific Regulations

There are no specific regulations for the series.

Part 2 Technical Regulations

1. Technical Regulations for the series

1.1 Overview of the eligible groups/classes

Cup Class X:

Only following cars are eligible to compete:

- KTM X-BOW GT4, according to the state of delivery in 2017, 2018 and 2019, KTM X-BOW GT4 EVO 2020
- KTM X-BOW GTX (2021)

All cars must comply with the respective provisions and technical specifications of these regulations.

Within this CUP class, you can start in two vehicle categories according to the DMSB vehicle list:

- Vehicle category A
 - o GT4
 - o GTX
- Vehicle category B
 - o GT4 Light

Vehicle category GT4 Light, GT4 and GTX according to the DMSB vehicle categorization list. The respective vehicle category results from the vehicle configuration, whereby the GT4 Light category is reserved for low-performance vehicles.

The respective vehicle configuration can be found in the current DMSB classification (NLS).

All the following regulations apply to all categories unless otherwise stipulated. Special features are explicitly listed.

1.2 Basis of the technical regulations according to

- General regulations, definitions and clarifications with regard to technical regulations (DMSB Handbook, blue section)
- GT4 European Series Technical Regulations for GT4 Grand Touring Cars
- These Technical Regulations
- GT4-Homologation KTM X-BOW GT4 (server platform Reiter Engineering)
- KTM X-BOW GT4 EVO (NAT-GT4-021 2020 server platform Reiter Engineering)
- KTM X-BOW GTX car documentation (part 3, appendix 4)
- Power Parts Catalogue GT4 Light, GT4 and GT4 EVO (see part 3, appendix 3)
- Spare Parts Catalogue GTX (see part 3, appendix 5)
- Event Regulations, Part 1 of these regulations
- Part II Technical Regulations of the NLS

The series organizer reserves the right to supplement this regulation by way of bulletins, if necessary.

Furthermore, the rules for the acceptance of documents and technical acceptance/technical control described in Article 10,11 of Part 1 of these regulations apply.

For cars in the GT4 Light and GT4 categories, the basis of the technical provisions is the GT4 homologation (Nat-GT4-021 - delivery status 2017, 2018, 2019) including the GT4 EVO. Changes to the homologation are only permitted if these are explicitly permitted in the general announcement. Deviations from the homologation must be approved by these technical

regulations or are considered inadmissible. Deviating permissible components are stored in the Power Parts catalog. The rule here is that components of the GT4 EVO can also be used individually. It is not necessary to install all the components of the EVO.

For cars in the GTX category, the basis of the technical provisions is the car documentation attached here (see part 3, appendix 4) - so only the delivery condition applies. Changes are only permitted if they are explicitly legitimized in the general tender or by the KTM spare parts catalog. Deviations from the vehicle documentation must be approved by these technical regulations or are considered inadmissible.

1.3 General/ Preamble

**Anything not expressly permitted by these regulations is prohibited.
Modified changes must not lead to unauthorized changes or regulatory violations.**

The aim and purpose of the regulations is to give every participant the opportunity to be competitive without investments for conversions, or for further developments on Cup class vehicles.

Participants competing for the first time at an event of the KTM X-BOW CUP powered by MICHELIN are obliged to present their vehicle to the technical delegate of KTM on Friday at 15.00 hours before the event. Participation may be refused without giving reasons without this basic acceptance.

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 standard, as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet is compulsory In compliance with FIA regulations (Attachment L of the ISG) is compulsory.

Furthermore, the use of the head restraint in compliance with FIA regulations (e.g. HANS) is compulsory.

1.5 General regulations, permitted modifications and installations

Work may only be carried out on the cars, if necessary, for normal servicing, or for the replacements of parts worn through either use or accident damage.

Modifications and installations may only be carried out under the terms specified below. Parts damaged by wear or accident may only be replaced by identical original parts.

In the complete vehicle, the standard parts such as nuts, bolts, washers, spring washers, or split washers may be replaced throughout the car by equivalent standard parts corresponding to the original design. For screw threads, the thread type, size and pitch (e.g. M 8 x 1.25) must be retained. Thread may be reinforced using Heli Coil.

The competition vehicle must comply with these regulations at all times during the event. It is the responsibility of the participants / competitors to ensure that the vehicle is used only in a technically perfect condition and that the DMSB safety regulations are observed at all times.

Amendments to the technical regulations and changes made to the vehicle specification by the series organizer should be restricted to the improvement of safety, or a reduction in costs. In addition, updates may be necessary due to changes to the PowerParts catalogue.

All vehicle parts installed by the participant/competitor may only fulfill the function for which they are provided (number and position according to homologation). The technical commissioner decides whether or not this is the case.

The participant is hereby informed that with regard to the NLS, a KTM X-BOW GT4 can only be started in the Cup class generated by the organizer for this particular vehicle. This is also the case if the vehicle would be permitted to start in other classes due to its specification. An exemption for participation in another class may only be granted by KTM if applied for by the respective organizer.

1.6 Vehicle minimum weights and ballast

The organizer defines a weighing scale for the measurement of the vehicle's minimum weight before the start of the event. For NLS events, the weighing scale located in the inspection building of the TÜV Rheinland is the reference scale, unless otherwise defined.

The minimum car weight:

GT4 Light:	1220 kg
GT4:	1015 kg
GTX:	1225 kg

The weight of the vehicle must at least correspond to the vehicle minimum weight at any time during the event. Weighing is done without the driver and with an empty fuel tank. Process utilities may not be filled. If the vehicle has been damaged in competition, the weight of the lost parts can be taken into account at the discretion of the technical commissioner.

It is permissible to add ballast to the vehicle in order to meet the weight requirements.

GT4 Light & GT4:

This ballast must be fitted either by means of the "main under floor GT4 homologation" (consisting of Reiter no. KTA802052A and KTA 802051A) or via the additional weight set (Reiter no. GT3033019B).

GTX:

Additional weight is only possible in the positions specified in the car documentation (ballast box).

DMSB Note:

The organizer / series organizer must observe the DMSB guidelines for vehicle weighing (including calibration or calibration of scales). Accordingly, mobile scales must be checked by the scale manufacturer as a rule at annual intervals. In exceptional cases, a calibration / inspection by a state calibration agency is permitted, but the balance must be calibrated by the manufacturer at least every 2 years.

1.6.1 Ground clearance

The ground clearance is measured when the fuel tank is empty and without the driver. The ground clearance must be at least 80 mm. This is detected by passing a test body under the vehicle. No component may touch the test body. Wheels and parts damaged during the competition are exempted from this rule. The measuring point used for this purpose for the front and rear area can be taken from the homologation.

The reference area for NLS races is in Box 3.

The tire pressure may be raised to the reference pressure (2.0 bar VA, 2.0 bar HA) for purposes of the measurement.

1.7 Equivalence formula for supercharged engines

N/A

1.8 Exhaust regulations

The current DMSB exhaust regulations must be respected (see DMSB Manual, blue part).

GT4 Light & GT4:

The vehicles must be equipped with a catalytic converter in accordance with DMSB homologations DMSB-CAT-2-1/17 No. X0805971300 emissions regulations (delivery condition). Thermal insulation can be used here.

GTX:

The catalytic converter is to be used in accordance with the delivery condition - DMSB-CAT-1-20/16. Thermal insulation can be used here.

1.9 Noise regulations

The maximum permissible noise limit values are 130 dB (A) according to the LWA procedure and 100 dB (A) by LP procedure.

These noise regulations are determined using the DMSB pass-by measurement method (mandatory for all circuit events).

The current DMSB noise regulations must be respected (see DMSB manual, blue part).

1.10 Advertising on the driver's equipment/the race vehicle and start numbers

The current FIA/DMSB rules for advertising on driver's equipment, race vehicle and start numbers are to be respected. (See DMSB manual, blue part).

ATTENTION: Deviations from the FIA / DMSB regulations require a special authorization from the DMSB.

In compliance with the FIA / DMSB regulations for starting numbers and advertising on vehicles, the mandatory advertising on the competition vehicle as described in Part 3, Appendix 1 is required, depending on which class is started.

In addition to the organizer's mandatory sponsors and the mandatory sponsors of Category A, vehicles in the classification Category B are obliged to display the following stickers (see Part 3, Annexe 1). Participants can obtain the stickers direct from the organizing committee.

In vehicles of the vehicle category A the headlights are additionally to be provided with a transparent yellow film (see Part 3, Annexe 1)

Driver's equipment is subject to the advertising rules described in Part 3, Appendix 2.

1.11 Safety equipment

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless otherwise stated.

- ☒ Lines and pumps in compliance with 253.3.1 und 253.3.2
- ☐ Oil catch tank in compliance with Art. 259.7.4 (closed system available)
- ☒ Fuel cell ventilation in compliance with Art. 253.3.4
- ☒ Double circuit braking system in compliance with Art 253.4
- ☒ Hood catch fasteners in compliance with Art. 253.5
- ☒ Safety Belts in compliance with Art. 253.6
- ☐ Manual fire extinguisher in compliance with Art. 253.7.3
- ☒ Fire extinguishing system in compliance with Art. 253.7.2
- ☒ Safety roll cage in compliance with Art. 253.8
- ☐ Safety roll cage in compliance with Art. 253.8 (Appendix J 1993)
- ☐ Safety roll cage in compliance with Art. 277
- ☒ Rear view mirror in compliance with 253.9 → rear view camera
- ☒ Towing device in compliance with Art. 253.10
- ☐ Safety foil on the windows in compliance with the DMSB rules
- ☒ Laminated glass windshield (6 mm Polycarbonate available)
- ☒ Hand strap in compliance with Art. 253.11 or DMSB rules
- ☐ Additional safety fixing devices for windshield in compliance with Art. 253.12
- ☒ General circuit breaker in compliance with Art. 253.13
- ☒ Safety fuel tank in compliance with the FIA standard FT3/FT3-1999
- ☐ FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- ☒ Protective fire screen in compliance with Art. 253.15
- ☐ Seats and fastening attachments in compliance with Art. 253.16
- ☐ Head rest in compliance with Art. 259.14.4
- ☐ Tail light in compliance with Art. 275.14.5
- ☐ Rain Light, homologated by the FIA (Technical List No. 19) or standard (series) rear fog light
- ☒ Reverse gear in compliance with Art. 275.9.3
- ☐ Ban on tire pressure control valves in compliance with Art. 253.17
- ☐ Article 277
- ☐ According to Annex K to the ISG

1.12 Fuel and single fuel

The only permitted fuel is commercial unleaded fuel in compliance with Art. 252.9 Appendix J (ISC), which must comply with DIN EN 228. All additives are forbidden.

The following single fuel must be used: see the event regulations. All fuel must come from the Nürburgring refueling station All NLS events require direct refueling.

1.12.1 Fuel controls

Technical commissioners can take fuel samples during the event. The DMSB fuel regulations apply, including for remaining quantity of fuel (DMSB manual, blue part).

1.12.2 Refueling, refueling installations and control

Refueling using a tank pilot is not permitted for events on the Nürburgring Nordschleife,

1.13 Technical definitions

In addition to the definitions provided for this procedure, the "General Provisions, Definitions and Clarifications to Technical Regulations" (DMSB Manual, blue part) and the definitions in Art. 251 of Annex J (ISG) are applicable.

2. Specific technical regulations

2.1 General

In addition to the technical regulations as stated in Part 2 of this regulations, the following specific technical regulations are applicable.

**Anything that is not specifically allowed by these regulations is prohibited.
Permitted modifications must not result in any illegal modifications or infringements of the regulations.**

2.2 Motor

GT4 Light & GT4:

Only the engine in accordance with delivery status and homologation incl. GT4 EVO may be used. Any modification or alteration, in any form whatsoever, is prohibited (except KTM X-BOW GT4 EVO).

GTX:

Only the engine according to the delivery condition and vehicle documentation (DNW XXXXXXVW / Audi) may be used. Any modification or other change, regardless of the form, is prohibited.

The maximal allowable boost pressure:

GT4 Light:	1900mbar
GT4:	2000 mbar
GTX:	2000 mbar

The maximal allowable power:

GT4 Light:	290 PS
GT4:	380 PS
GTX:	422 PS

Max. power +5% incl. all tolerances, including test bench

2.2.1 Exhaust system

The exhaust system is to be used according to delivery condition, homologation and car documentation.

2.3 Transmission

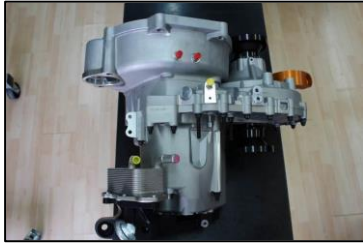
GT4 Light & GT4:

The transmission and differential are to be used according to delivery conditions and homologation. All changes to the transmission and differential are forbidden.

Two different gear ratios can be used according to the PowerParts catalogue. Only KTM and the technical commissioner may carry out checks, revision or the opening of the differential.

GTX:

The gearbox and the differential are to be used in accordance with the delivery condition and car documentation. Any changes to the gearbox and the differential are prohibited. Checks, revisions or opening of the differential may only be carried out by KTM and the technical inspector.



2.4 Brakes

GT4 Light & GT4:

The KTM X-BOW GT4 is delivered with an AP brake system by Reiter Engineering, which is in accordance with the homologation. Only this braking system may be used. Wear parts can only be obtained through Reiter Engineering. The brake pads are marked separately. This marking identifies the brake pads as conforming to the regulations.

Brake caliper markings:

Right front: Reiter KTA501104X*
Left front: Reiter KTA501103X*
Right rear: KTA609008X*
Left rear: KTA609007X*

Brake disc markings:

Right front: Reiter GT3609XXXX*
Left front: Reiter GT3609XXXX*
Right rear: Reiter GT3609XXXX*
Left rear: GT3609XXXX*

Brake linings markings:

Front: Reiter KTA616101X* or Reiter KTA616103X*
Rear: Reiter KTA616105X* or Reiter KTA616107X*

*) X = variable number!

GTX:

Only the brake system according to the delivery status or vehicle documentation may be used. Wear parts can only be obtained from KTM. The brake pads are marked separately by the KTM sgn and part number. This marking identifies the brake pads as conforming to the rules.

A two-circuit brake system with an ABS system is installed.

2.5 Steering

GT4 Light & GT4:

Only components from the PowerParts catalogue are allowed:

- Power steering

- Direct steering

GTX:

Only the steering according to the delivery status or vehicle documentation may be used.

Any modification of the components is prohibited.

2.6 Suspension

The wheel suspension is defined in the delivery status, homologation and car documentation and must be used and installed as it is. Any changes to the wheel suspension are prohibited. Excluded from this are dampers (shock absorbers) and suspension springs. These are free.

2.7 Wheels and Tires

a) Rim

GT4 Light & GT4:

OZ Racing 11 x 18" (front and rear), Reiter Nr. 222206215212

GTX:

Front axle: OZ Racing 11 x 18"

Rear axle: OZ Racing 12,5 x 18"

b) Tires

(1) Tire brand, dimensions and reference

MICHELIN tires are the only permitted brand for the competition. The following dimension of tires must be used:

GT4 Light & GT4:

- Slick tires 27/65 18 S8L and 30/68 18
- Rain tires 27/65 18 P2L and 30/68 18

GTX:

Slick tires 27/65 18 und 31/71 18

Rain tires 27/65 18 und 31/71 18

The series organizer reserves the right, for safety reasons, to prescribe a specific tire mixture for all or individual events by a bulletin. The tires are to be purchased directly from MICHELIN at the Nürburgring at the cooperation partner / tire service Knüttel Motorsport GmbH & Co. KG and are marked by the tire service before the issue or the barcodes of the individual tires are documented on a vehicle-related basis. The tire service can be found directly in the paddock on the Nürburgring.

(2) Number of slick tires per event

GT4 Light & GT4:

The number of tires per event is limited to a maximum of four (4) sets for slick tires (four tires per set, two tires for the front axle and two tires for the rear axle) per vehicle. At least one new set of tires per event and vehicle must be obtained from the cooperation partner / tire service. If a set of tires is won as part of the KTM-X-BOW CUP powered by MICHELIN, this set can be named as a new set for the next event. Used, marked slick tires of one event can no longer be used for another event within the context of the KTM X-BOW CUP powered by MICHELIN. Marked slick tires that are still unused can be re-tagged at the MICHELIN tire service for another event under the KTM X-BOW CUP powered by MICHELIN.

The tires can be marked at the tire service at any time during the event.

GTX:

Number of tires per event are free.

(3) Number of rain tires per event

Rain tires are not limited in number.

(4) Tire Heating

The heating of the tires is to be regulated by the organizer. A chemical treatment of the tires is prohibited except the cleaning with soapy water and the lubricant for assembly. The tires must not be machined except for removing the pickup. The cutting or re-cutting of profiles is thus explicitly excluded.

2.8 Bodywork and dimensions

a) External bodywork (incl. windows)

It is not permitted to cut out additional openings in the windscreen for cockpit aeration or ventilation.

Sealing or masking of openings or joints is generally not permitted. In case of provisional repairs during the event, joints or openings in the direct damage area may be covered if this is necessary due to lack of time. The technical commissioner decides on the admissibility of the repair measures. Furthermore, it is permitted to provide the ventilation openings with an air-permeable grille to protect against contamination. The technical commissioner decides on the admissibility of this measure.

Blanking is permitted.

The windscreen can be protected with a covering of clear, non-tinted tear-off layers of film. This film must be free of air bubbles in the driver's field of vision.

It is optional to mount the motor cover completely detachable, provided that this was indicated and checked during the initial commissioning during the technical acceptance. Any changes to the shoring must, in turn, be reported during the technical acceptance before the first commissioning. It is up to the technical inspector to assess whether he considers the bracket used to be sufficient.

GTX:

Exterior mirrors are free, provided they are firmly mounted and the brackets can withstand accelerations of up to 25G. However, these must be presented during the initial commissioning during the technical acceptance and must be checked. Any changes to the shoring must, in turn, be reported during the technical acceptance before the first commissioning. It is up to the technical inspector to assess whether he considers the bracket used to be sufficient.

b) Passenger space/cockpit

No individual ventilation hoses are permitted. A drinking device may be fitted if it is in a fixed position and the brackets can withstand accelerations of up to 25G. However, this must be indicated and checked during the initial commissioning during the technical acceptance. Any changes to the shoring must, in turn, be reported during the technical acceptance before the first commissioning. It is up to the technical commissioner to assess whether the holder is adequate.

The pedal box must not be changed, except for the application of films with an increased coefficient of friction.

Any further changes must be submitted to the organizing committee in a written report / application at least 2 weeks before the next assignment within the framework of the NLS.

c) Additional accessories

Additional accessories are only allowed insofar as they are in the PowerParts catalogue (see Part 3 Appendix 3). In addition, reference is made to Art. 2.9.

Any further changes must be submitted to the Organizing Committee by means of a written report / application at least two weeks before the next event as part of the NLS.

2.9 Aerodynamic Devices

GT4 Light & GT4:

Only aerodynamic devices listed in the PowerParts catalogue (see Pat 3, Appendix 3) may be used.

GTX:

No other aerodynamic aids may be used.

2.10 Electrical Equipment

2.10.1 Data Logger System AIM evo4s including Smartcam HD camera

The applicant is obliged to use the AIM EVO 4S Data Logger System including the Smartcam HD camera. The system must be installed according to the instructions for this installation. These instructions are handed to the participant, together with the system. The installation must be presented during the technical inspection.

There is a deposit in the amount of €1,500 to cover the Data Logger System, which is borrowed from KTM for one season. This also includes the USB data stick and the camera memory card. The installation kit is listed in the PowerParts catalogue and must be purchased by the participant and installed by Reiter Engineering at the participant's own cost.

The participant is obliged to ensure data recording at all times during the event. The participant is solely responsible for the proper functioning of the system. The data stick is to be handed over at the request of the organizing committee or the organizer or the technical inspectors. If the data on the memory card is no longer available or incomplete, this can result in a penalty.

The images from the camera are only available to KTM and the organizer, and they may only be published after approval by the organizing committee and, if necessary, settlement of a license fee. KTM reserves the right to withhold the images without giving reasons.

The participant has the possibility to use the data from the data logger system himself. The participant is solely responsible for the correct functioning of the system. If the data on the memory card is no longer to hand or is incomplete, this may result in a penalty.

Repairs to the cable harness may only be carried out in consultation with the technical commissioner.

The additional use of a separate data logger is allowed.

2.10.2 Additional lighting for night races

The use of additional lighting in long-distance races is optional, unless the announcement of the organizer states otherwise. However, this must be displayed and checked during the initial commissioning during the technical acceptance. Any changes to the shoring must, in turn, be reported during the technical acceptance before the first commissioning.

2.10.2 Rear view camera

The model of the rear view camera is optional.

2.11 Fuel circuit

GT4 Light & GT4:

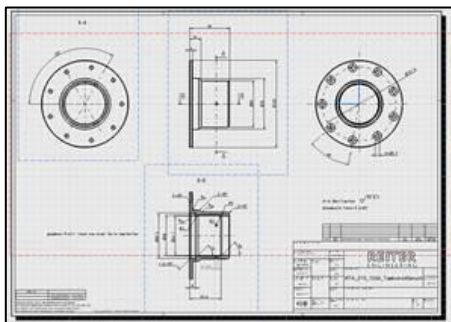
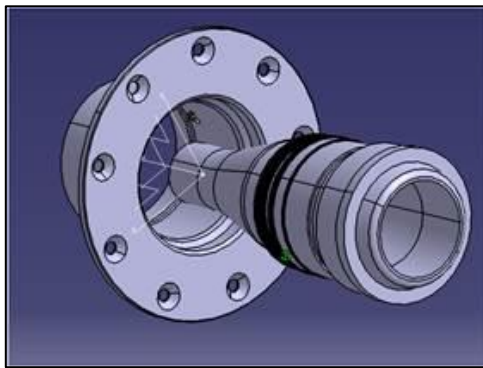
The fuel circuit is on file in the homologation and has to be installed and used as stated. According to the PowerParts catalogue, different fuel tanks are permitted. Fuel tanks with a volume of 70l, 100l or 120l are allowed.

GTX:

The fuel circuit is on file in the car documentation and has to be installed and used as stated. Fuel tank with a volume of 120l is allowed.

2.11.1 Tank system

The following tank valve must be installed at all events of the KTM X-BOW CUP powered by MICHELIN and its classes.



GT4 Light & GT4:

The tank valve is available via Reiter Engineering (see PowerParts catalogue, part 3, appendix 3).

GTX:

The Tank valve can only be obtained from KTM (see spare parts catalog, part 3, appendix 5).

2.12 Lubrication System

N/A

2.13 Data Transmission

Except for the following exceptions, no data transmission between the vehicle and the surrounds is permitted:

- Voice-operated radio including antenna

- TV cameras as prescribed by the event organizer
- GPS eye system
- Transponder for noise measurement
- Transponder for time measurement
- Lap trigger
- One-way data recording (telemetry), if the organizer's announcement does not state otherwise

Telemetry systems are not permitted. Should the organizer prescribe additional systems, which result in a data transmission, this must be accepted by the technical commissioner.

Radio systems and cameras must be fixed and the brackets must be able to withstand accelerations up to 25G. The shoring must be displayed and checked during the initial commissioning during the technical acceptance. Any changes to the shoring must, in turn, be reported during the technical acceptance before the first commissioning. It is up to the technical commissioner to assess whether the brackets used are adequate.

2.14 Others

a) Steering Devices and Software

Soft- and hardware for the steering electronics can be checked at any time by the series organizer or the technical commissioner and must always correspond to the current state. The sporting commission and the series organizer will immediately be notified in the event of any infringement.

It is possible for the series organizer to update the software or hardware of the steering device units at any time, or to replace them. The participant may not transfer or modify any data or program status in the steering devices.

The series organizer has the right at any time to collect the steering devices of the participants for examinations and to lend other steering devices to the participants for use.

b) GT4 Light & GT4:

(1) Head Restraint

The following Head Restraint is mandatory for all events of the KTM X-BOW CUP powered by MICHELIN and in all of its classes.



The head restraint is available from Reiter Engineering (see PowerParts Catalogue).

(2) Vehicles with delivery status 2015 and 2016

Vehicles with a delivery status 2015 and 2016 are only entitled to participate if the following components have been retrofitted to conform to the delivery status of 2017:

- Wishbone front above right, Reiter Nr. X1270933010
- Wishbone front above left, Reiter Nr. X1270933010
- Crash box, Reiter Nr. X1072021100NA
- Tank drain pan, Reiter Nr. X12070573
- Engine data as for 20-17 (Reference data from Reiter Engineering)
- Head Restraint
- Special features according to Part 2 of these regulations

Participants of such vehicles are required to register and present the vehicle to the Organizing Committee prior to technical checks.

(3) Upgrade Kit 2018 and Transmission 2018

Vehicles with a delivery status of the year 2017 can be upgraded to confirm to 2018 delivery standards with the following equipment:

- Upgrade Kit 2018
- Transmission 2018

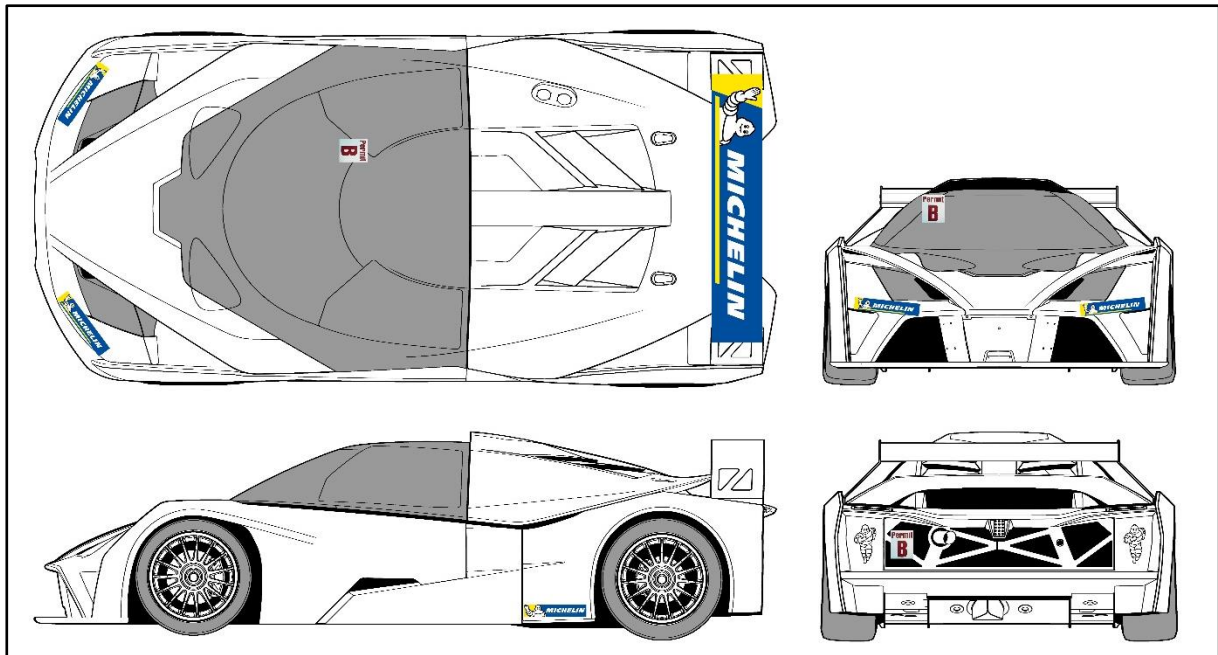
The Upgrade Kit 2018 is available from Reiter Engineering (see PowerParts catalogue) and includes a cable harness plus MOTEC control unit and Reiter Engineering PDU. The 2018 transmission is available separately (see PowerParts catalogue). The 2018 Upgrade Kit and the 2018 Transmission can be installed independently of each other.

Part 3 Annexes/Drawings

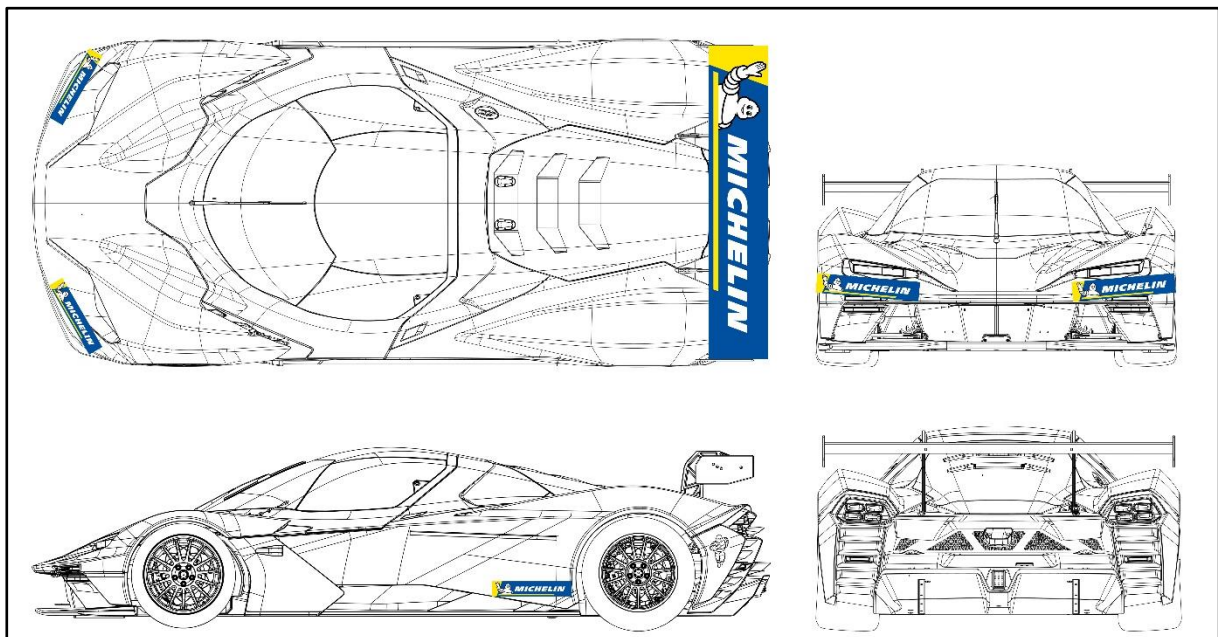
Annex 1:

1. Mandatory Stickers for the GT4 Light & GT4 class:




The following mandatory sponsors must be displayed in the vehicle in addition to that of the organizer's mandatory sponsors. Participants can obtain the stickers direct from the organizing committee. In addition to the compulsory sponsors of the organizer and the compulsory sponsors, vehicles of the vehicle category GT4 Light are to be provided with the Permit B sticker.



2. Pflichtsponsoren/Kennzeichnung der Fahrzeuge der Klasse GTX:



Appendix 2: Mandatory Sponsors Participants

	Longueur minimum contractuelle <i>Minimum contractual length</i>			<i>On these items, there are three places for MICHELIN visibility: 1 logo at chest level, on the right-hand side (12cm) 2 MICHELIN Man logo at the top of each sleeve (8cm) Logos should be positioned as high as possible.</i>	
	nombre emplacements : 1 <i>number of logos: 1</i>	poitrine / chest	qté 1	15cm	
	Hauteur minimum contractuelle <i>Minimum contractual height</i>				
	nombre emplacements : 2 <i>number of logos: 2</i>	manches / sleeves	qté 2	12cm	

Annex 3: PowerParts Catalogue GT4 Light, GT4, GT4 EVO

The entire spare parts catalog can be accessed on the Reiter Engineering server platform. All components in the spare parts catalog can be obtained from the Engineering tab (exception: exempted components). You can get access via sales@reiter-engineering.com. The current version applies.

Appendix 4: KTM X-BOW GTX Car Documentation

The car documentation is available at any time under the following link:

https://drive.google.com/drive/folders/1syliYHSES_3NWeGdW-pODEZoXfJkW5S1?usp=sharing

Appendix 5: Spare Parts Catalogue KTM X-BOW GTX car documentation

The entire spare parts catalog can be accessed on the KTM server platform. All components in the spare parts catalog can only be obtained from KTM. You can get access via customer.service@ktm-x-bow.com. The current version applies.