

# ADAC

## **ADAC Junior Cup Powered by KTM** *New Start on KTM Bikes - ADAC Junior Cup Is "Ready to Race"*



**ADAC JUNIOR CUP**  
powered by **KTM**

**ADAC**  
young generation

**METZELER**  
ALWAYS TWO WHEELS AHEAD

**MOTUL**



**Racing Policy**  
Versicherungen für den Motorsport

**X-lite**  
performance helmets

**ZURICH**

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# Fast Facts

- ▶ New for the 2014 season: ADAC Junior Cup powered by KTM
- ▶ Switch from twin-stroke engines to the KTM four-stroke
- ▶ The motorcycles: KTM RC 390 Cup
- ▶ ADAC Junior Cup powered by KTM as an affordable entry-level series
- ▶ KTM provides ready-to-race bikes
- ▶ Sealed engines
- ▶ ADAC Sport President Hermann Tomczyk: “KTM is the ideal partner.”
- ▶ KTM CEO Stefan Pierer: “We are confident about the concept and look forward to the partnership.”
- ▶ In 2014, the races will also take place at SUPERBIKE\*IDM and MotoGP events
- ▶ ADAC Junior Cup – a success story of more than two decades

# The New ADAC Junior Cup powered by KTM

New year, fresh luck: for the ADAC Junior Cup, the new year will mark the beginning of a new era. From the 2014 season, ADAC is betting on all new KTM motorcycles for the ADAC Junior Cup. In future, the motorcycle manufacturer from Mattighofen will provide the bikes for the ADAC Junior Cup. From the 2014 season, the series will be known as the ADAC Junior Cup powered by KTM. As of next year, the young riders will race KTM 390 bikes, branded KTM RC Cup.

With the new motorcycles, the ADAC Junior Cup will switch from twin to four-stroke engines. In terms of cost, nothing will change for the participants. The ADAC Junior Cup powered by KTM will continue to remain an affordable entry-level series for young moto racing talent, where they can learn the basics of the sport and improve their skills from season to season. The recent success of German moto racers is also a result of ADAC's successful young talent promotion activities in various series such as the ADAC Pocket Bike Cup, the ADAC Mini Bike Cup and the ADAC Junior Cup. Over the past ten years, eleven riders from the ADAC young talent series made it to the MotoGP World Championship.

Young riders may enter the 2014 series for an entry fee of €2,490. In addition to team uniforms and the newly branded ADAC Junior

Cup powered by KTM semitrailer truck, the fee includes all other services. At the racing circuits, the RTC Reif company from Saalfeld will provide support to the riders and their KTM RC Cup bikes. In the new season, the series will be open to the young German riders as well as riders from any other nation. Over the past years, up to seven nations were represented in the ADAC Junior Cup.

KTM in Mattighofen will provide the KTM RC Cup bikes to the participants in the ADAC Junior Cup powered by KTM with all required modifications and ready to race. With their motorbikes, the young riders will receive a complete package of original parts allowing them to return the racing bikes to road versions after the season's races. All riders wishing to enter the Cup should be aware that only motorcycles delivered ex works in the ready-to-race version from Mattighofen shall be allowed in the ADAC Junior Cup powered by KTM. Once purchased, the motorcycles may be used for an indefinite period of time.

Guest riders may not use their own motorcycles. Additional KTM RC Cup bikes will be available to guest riders for a fee. The performance of the KTM RC Cup bikes will be capped so they can be driven throughout the whole season without any revisions. Any revisions will be carried out after the racing season by the series permanent racing

service. To prevent any manipulation of the bikes, KTM will seal all performance-relevant parts such as the engines, cylinders and cylinder heads before delivery. The engines' horsepower (approx. 38hp) will be the same in all bikes. The weight-to-power ratio of the new motorcycles will be similar to that of the ADAC Junior Cup twin-stroke bikes.

In terms of process at each race and calendar, the 2014 ADAC Junior Cup powered by KTM season will remain almost unchanged. As in the years before the young riders will start at six to seven SUPERBIKE\*IDM racing weekends. Once again, the eni MotoGP event at Sachsenring will be the highlight in the fledgling riders' season. During the MotoGP weekend at Hohenstein-Ernstthal, the young riders will be up close to their role models while over 200,000 spectators at the Sachsenring may watch the first steps in the racing careers of tomorrow's motorcycle aces in the ADAC Junior Cup powered by KTM races. Before each race, the riders will have free practice sessions of no less than 35 minutes and two 25-minute qualifying sessions during which the starting grid will be determined.

Like in the MotoGP, the winner of a race will be awarded 25 points, the second takes 20 and the third 16 points. The fourth scores

13 points and from the fifth, the down count starts at 11 points. The rider in 15th position takes the last point. In addition to scoring championship points, the best performers may also receive further support from KTM and ADAC. One special talent from the ADAC Junior Cup powered by KTM will be sponsored for a place on an IDM Moto3 KTM team. Another young hopeful can look forward to a prize KTM 125 Duke. Other talented young riders from the ADAC Junior Cup powered by KTM will be offered the opportunity to test for the Red Bull Rookies Cup. "Starting with the 2014 ADAC Junior Cup powered by KTM season, ambitious young riders will find plenty of racing action, experience and support with us as well as a great opportunity to make their dream of a professional racing career come true", said Lars Soutschka, Head of the ADAC Motor Sport Division.

# Interview

with ADAC Sport President Hermann Tomczyk



## The ADAC Junior Cup started in 1993. Do you feel good looking back on this long tradition?

Over the past two decades, the ADAC Junior Cup has become a fixture in German moto racing. The long tradition is proof positive that ADAC's talent promotion concept works. In the ADAC Junior Cup we have established a championship series that has improved its standard from season to season. From its launch, we have pursued the objective of giving talented young riders a leg up in launching their professional racing careers in German and international series. If we look at the MotoGP, the Superbike world championship or the IDM today, we can be proud of what we have achieved. All German riders starting in the MotoGP or in the IDM Moto3 have come up in one of our ADAC young talent series. This is impressive proof of how rewarding sustainable young talent promotion activities can be. But we are definitely not going to sit back and rest on what we have achieved so far. We will go on working to support motorcycling talent in the years to come.

## The ADAC Junior Cup has proven very successful. Why do you want to revamp such a time-honoured concept now?

Success can be very short-lived. To ensure lasting success, we have to adapt to the times. The MotoGP has switched from two to four-stroke engines in all its classes. There is a reason for this development. Four-stroke engines present some advantages: For one, they produce more torque from the same cubic capacity, which saves fuel and makes them less noisy. Secondly, four-strokes are more efficient. A four-stroke engine is 20 to 30% more efficient. Also we can expect them

to last longer. For a long time, we have favoured two-stroke engines, since the bikes are light and high-revving and very popular. But we also have to think ahead and, most of all, become more careful of the environment.

## What innovations can riders and fans alike look forward to?

Both fans and riders are in for some great changes. The top novelty comes from KTM: The KTM RC Cup bike was developed especially for the ADAC Junior Cup powered by KTM at their factory at Mattighofen. Series production will be launched in 2014. Of course, this will change the whole competition. After 21 years on two-stroke engines, our talented young riders will ride four-stroke bikes, which is a whole new challenge and a great opportunity for them. They will be better equipped for international competitions and for their future careers. With our partner KTM we will sponsor one of our riders for a Moto3 team and maybe launch him or her into a potentially successful racing career. We could not think of a better rider school.

## How did the cooperation with KTM ensue?

Over the years, KTM was very successful both in motocross and in the street racing world championship. The overall package and the personal chemistry of the people involved as well as similar talent promotion philosophies were just right from the outset and this made us confident that KTM is the right partner for the ADAC Junior Cup.

# Interview

with Stefan Pierer, CEO KTM Sportmotorcycle AG



## How did you come by your decision to get involved in the ADAC Junior Cup?

Traditionally, KTM has very great motor sport affinity. Most of our product competence comes from motor sport, including street racing. In line with our business philosophy, KTM bikes are competitive. A single-brand cup is a very sensible field of activity since it can demonstrate very easily that highly competitive racing is possible at a reasonable level of expenditure. In addition to this there is another essential aspect for KTM: young talent sponsorship. We dedicate a lot of energy to sponsorship and no matter whether it is off-road or street racing, KTM's bet is on the young riders. It is more important than ever to offer the young attractive bikes and a "playground" of their own. And let's not forget that the ADAC Junior Cup has built a huge reputation as a talent factory over the years. ADAC is a real power-house in moto racing and the people involved are experts. So for KTM, everything spoke in favour of getting into the ADAC Junior Cup.

## Are you building a special motorcycle for the ADAC Junior Cup? What is it that makes the KTM bikes special?

Basically, the Cup bikes have exactly the same specifications as a new KTM road motorcycle, which will go on sale world-wide in 2014. The RC 390 will meet a growing demand for both affordable and well-made small displacement sport bikes. Since during the past two years, the newly launched Duke 125, 200 and lately 390cc bikes sold very well, we hope that the fully-faired RC 390, which comes in their wake, will be as successful in 2014. By all means, the RC 390 will be an important addition to our road bike segment.

## What does the ADAC Junior Cup powered by KTM mean to you?

Very much, considering our high priorities in the lower and middle cubic capacity segment. At KTM, we are quite fond of making motor sport activities a key marketing tool and, like ADAC, we bring a lot of experience to the task. In a nutshell, we are very confident about the concept and look forward to the partnership.

## What are your goals in pursuing a cooperation with ADAC?

Our main goal is to make the most of the broad and professional platform which the ADAC Junior Cup offers. This applies both to running the new bike and supporting and selecting promising young riders who might recommend themselves for the national Moto3 series, such as the Red Bull Rookies Cup, or who make it even to the MotoGP, such as young Philipp Öttl. Another important aspect is the opportunity of joint communication with customers, which seems to be very promising in this cooperation.

## How are you able to offer the motorcycles at such affordable prices?

It has been clear from the concept phase that attractive pricing is decisive. Our aim was to develop an affordable and high-performance package that would satisfy our high exigencies when used in racing. Being able to do so is also owed in great part to our Indian partner Bajaj. Their production people have been able to implement the ideas and requirements of our developers to perfection. In the end it is all about good team work again.

# The New Bike - KTM RC 390 Cup

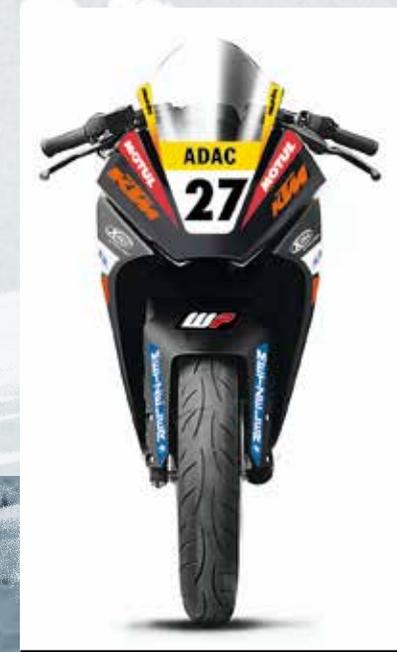


## ► Engine

<b>Type</b>	1-cylinder, 4-stroke
<b>Displacement</b>	373.2cc
<b>Performance</b>	Cup version approx. 38hp
<b>Fuel injection</b>	Bosch EFI (46mm throttle)
<b>Valvetrain</b>	4 V/DOHC
<b>Lubrication</b>	Wet sump system
<b>Cooling</b>	Liquid cooling
<b>Clutch</b>	Mechanical multi-disc wet clutch
<b>Engine management</b>	Bosch EMS

## ► Chassis

<b>Frame</b>	Powder-coated steel tubes
<b>Front wheel suspension</b>	WP USD Ø 43mm
<b>Rear wheel suspension</b>	WP mono-shock
<b>Front brakes</b>	4-piston radially bolted calliper brake, Ø 300mm disc
<b>Rear brakes</b>	single-piston calliper brake, Ø 230mm disc
<b>Wheels front/rear</b>	Aluminium rims 3.00 x 17"; 4.00 x 17"
<b>Tyres front/rear</b>	110/70 ZR 17; 150/60 ZR 17
<b>Muffler</b>	Akrapovic Titan muffler, 3-way catalytic converter
<b>Steering head angle</b>	66.5°
<b>Wheel base</b>	1340 +/-15mm
<b>Seat height</b>	850mm
<b>Tank capacity</b>	approx. 9.5l
<b>Weight</b>	approx. 130kg



## The Racing Calendar

Traditionally, the ADAC Junior Cup riders' season starts with a multi-day introductory course at Magione in Italy. The season comprises eight races, held as a supporting event to the International German Championship IDM. Like in previous years, German circuits will host most of the ADAC Junior Cup powered by KTM: Lausitzring, the etropolis Motorsport Arena Oschersleben, Sachsenring, the "Schleiz Triangle", and the Nurburgring and Hockenheimring race circuits. Since the 2011 season, the motorcycle young talent series also holds a race in Austria. Since its re-opening, the Red Bull Ring at Spielberg has become a veritable motor sport Mecca for two-wheel and four-wheel fanatics. Traditionally, the season highlight for the talented young riders of the ADAC Junior Cup powered by KTM will be the race held as a supporting event to the German Moto Grand Prix at Sachsenring. On this weekend in July, the young riders are even more excited because they will be sharing a circuit with their heroes Valentino Rossi, Marc Marquez etc. cheered on by hundreds of thousands of fans.



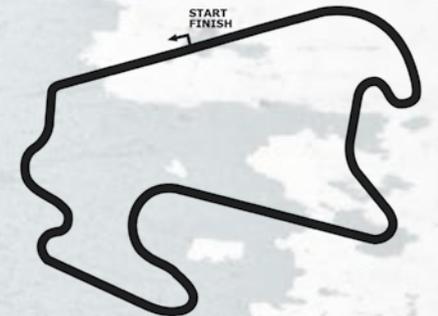
## The Circuits

### ► Lausitzring

Once this was an open-cut brown coal or lignite mine - now it's a motor sport arena. In the late 1990s, the Lausitzring was built on the site of the Neulausitz open-cut mine. It opened as a test and race circuit on 20 August 2000. The 4.255km moto circuit is located in the infield of the Lausitzring tri-oval. A sequence of fourteen corners (eight left turns and six right turns) and a very homogenous mix of fast and slow sections, the circuit is a challenge both for the riders and the bikes. The racing direction is anti-clockwise.

### Recent winners:

- 2013: Lukas Tulovic
- 2012: Kevin Rentzsch
- 2010: Lukas Wimmer
- 2009: Michael Ecklmaier
- 2008: Tobias Hinze
- 2007: Luca Grünwald

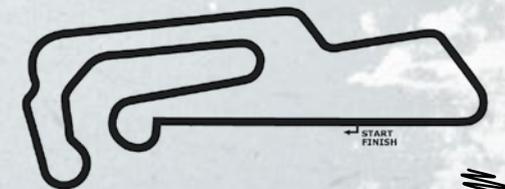


### ► Oschersleben

The etropolis Motorsport Arena Oschersleben fully deserves to be designated an "arena". The very popular arena style is almost unique among German race circuits. All spectator areas have been installed six to eight metres above the track. This brings the viewers very close to the action. The fastest section of the circuit is at the end of the Start & Finish straight. The 3.667km circuit is made up of seven left turns and seven right turns.

### Recent winners:

- 2013: Arnaud Friedrich
- 2012: Aris Michail
- 2011: Max Maurischat
- 2010: Lukas Wimmer
- 2009: Luca Amato, Tobias Blinten
- 2008: Patrick Meile, Giulian Pedone



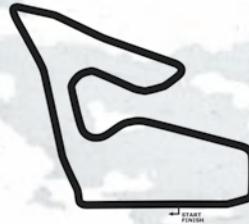
## The Circuits

### ► Red Bull Ring (A)

Red Bull Ring is bedded in breathtaking surroundings, with panoramic view and high levels of security thanks to extensive asphalt arrester beds. The layout of the circuit is identical with that of the former Formula One circuit. The stop-and-go sections in the Castrol Edge and the Remus Corner make the circuit a real challenge for riders. The difference in altitude at various locations underscores the uniqueness of the Red Bull Ring. The Red Bull Ring opened its gates to the racing community on 15 May 2011, providing a new home to national and international motor sport enthusiasts with two left turns and five right turns on a length of 4.326km.

#### Recent winners:

- 2013: Arnaud Friedrich
- 2012: Aris Michail
- 2011: Thomas Gradinger



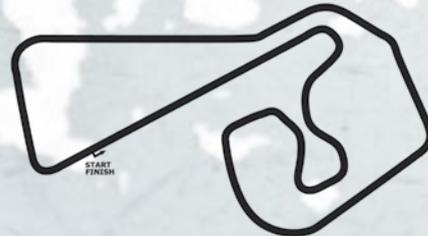
### ► Sachsenring

Looking back on changeable times, the Sachsenring continues to be an attractive circuit. Not only did it survive the many different political eras but it came out stronger than before. The first motorcycle race, dubbed Badberg-Vierecksrennen (Badberg quadrangle race), took place on 26 May 1927. The event attracted over 140,000 spectators. Turn-out at today's MotoGP races on the Sachsenring is over 200,000 spectators.

With its 3.671km, 14 left turns and ten right turns, the Sachsenring is the annual highlight in the racing calendar of the ADAC Junior Cup powered by KTM. It is an opportunity for young talent promoted by ADAC to perform in a support race of a MotoGP event. The Sachsenring usually hosts a second race each season, which takes place during the SUPERBIKE\*IDM event.

#### Recent winners:

- 2012: Michael Gerstacker, Aris Michail
- 2011: Max Maurischat, Max Maurischat
- 2010: Maximilian Eckner, Max Fritsch
- 2009: Robert Neubert, Deni Cudic
- 2008: Patrick Meile, Kilian Gyger



### ► Schleiz

The "Schleiz Triangle" has a long motorcycling tradition. The first race was held as early as 10 June 1923 on public roads. On the occasion of the 1950 all-German championship race, 250,000 spectators came to Thuringia. Over the years, the circuit has seen several modifications. On 21 August 2004, after completion of the 1.3km long connecting road

## The Circuits

going through the business park, the "Schleiz Triangle" reopened on a track half its original length. Ever since, the IDM races on the 3.805km layout of the "Schleiz Triangle" have been among the highlights of the racing season.

#### Recent winners:

- 2012: Kevin Rofner
- 2011: Max Maurischat
- 2010: Max Fritsch
- 2009: Luca Amato

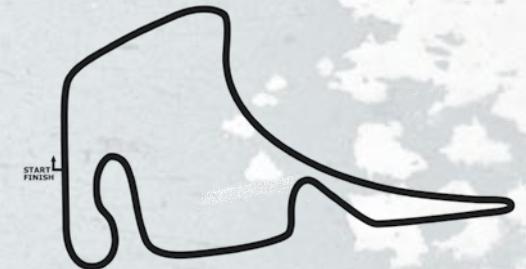


### ► Hockenheim

The Hockenheimring race circuit celebrated its 80th anniversary in 2012. At the first motorcycle race on 29 May 1932, who would have believed that racing fever would hit Hockenheim making this small town famous all over the world? In addition to the ADAC Junior Cup, the 4.574km long Hockenheimring, which underwent end-to-end renovation and modernisation in 2002, hosts the ADAC GT Masters, the Formula 1, and the DTM.

#### Recent winners:

- 2012: Aris Michail
- 2011: Max Maurischat
- 2010: Lukas Wimmer
- 2009: Philipp Öttl
- 2008: Patrick Vincon



### ► Nurburgring

After over 56 years of racing on the legendary "North Loop," the Nurburgring opened a new chapter in 1984 with the inauguration of the new 4.5km long Grand Prix circuit. In 2001, the additional "Mercedes Arena" section increased the circuit's total length to 5.137km. The circuit, which has been known for hosting spectacular motorcycle races for several decades, is between 10 and 25m wide and boasts seven left turns, ten right turns and extensive arrester beds.

#### Recent winners:

- 2012: Michael Gerstacker
- 2011: Max Maurischat
- 2010: Max Fritsch
- 2008: Patrick Meile
- 2007: Luca Grünwald



# The Rules and Regulations

## ► Rules governing the competition

The ADAC Junior Cup powered by KTM is organised in line with the German motorcycle racing code. ADAC drafts the Rules and Regulations and special regulations required for the series. The general DMSB and event host's street racing provisions shall apply. In addition, all starters in the ADAC Junior Cup powered by KTM must comply with the international FIM/UEM rules, unless the above regulations specify otherwise.

## ► Participants

The competition shall be open to ADAC members covered by ADAC Euro assistance booklets or ADACPlus members holding valid B riders' licences issued by DMSB (when applying for the DMSB riders' licences, ADAC must be indicated as the sport division – "Sportabteilung") and same-age riders from other European FIM/UEM federations holding national B riders' licences. Where warranted, ADAC may grant exemptions.

In 2014, riders born between 1993 and 2001 shall be eligible.

The 2014 competition shall be open to no more than 40 riders. All riders must register with ADAC using the official on-line entry form available from ADAC e.V. at [www.adac.de/motorsport](http://www.adac.de/motorsport). Entry forms must be completed on-line and then printed, signed and sent by mail to ADAC e.V., Munich. Both parents of underage riders must give their consent and sign the entry form.

## ► Guest riders

ADAC may allow guest riders to start provided they have the necessary riders' licences (no C licence) and they do not take any registered entrant's starting place. Guest riders shall not score points or receive prize monies.

## ► Bikes

Each rider shall use and present to scrutineering only one bike during a meeting. During practice and races, the bike must be in impeccable technical and visual condition.

## ► Scrutineering and technical checks

ADAC shall put a motorcycle DMSB-accredited Scrutineer in charge of scrutineering. In addition to scrutineering, the event host may have the bikes checked at any time during and after a meeting. The appointed DMSB Scrutineer shall select vehicles for checking in consultation with the Clerk of the Course, the Chief Scrutineer and/or the other Scrutineers and the Stewards of the Meeting and an ADAC representative. Should any irregularities be noticed, the Scrutineer reserves the right to have the bike in question checked on or off the premises in the presence of another Scrutineer. After careful inspection, the Scrutineer shall communicate his/her findings to the Stewards of the Meeting who shall make a decision. Until such decision, the results shall be pending.

## ► Rider briefings

Rider briefings shall be held at any meeting; the time and place of which shall be communicated in good time. Riders must attend these briefings.

## ► Practice and qualifying

Riders shall qualify based on the times they achieve in at least two timed practice sessions. Riders who fail to clock at least one timed practice lap shall not be allowed to start. Unless advised otherwise, riders may practice during the racing season.

# History

**The ADAC Junior Cup** looks back on a long and successful history. In 1993, ADAC established its young talent factory. Since then, the series has produced many successful riders who continue to be successful both at the national and international levels. The championship is an affordable entry-level series for young talents from Germany and the neighbouring countries, providing the ideal and age-appropriate opportunity to move from the ADAC Mini Bike Cup to a higher series. It is the ideal setting for young riders to prepare for higher racing classes and get first racing experience.

Many successful motorcyclists used the ADAC Junior Cup to break into the world of racing. MotoGP riders such as Markus Ober, Steve Jenkner, Reinhard Stolz, Klaus Nöhles, Mike Baldinger, Christian Kellner, Marcel Schrötter, Philipp Öttl, Jasper Iwema, Randy Krummenacher, Dominique Aegerter and Tom Lüthi are all graduates of the ADAC talent factory. Katja Poensgen equally started her racing career in the ADAC Junior Cup. The former MotoGP rider was the first girl to win the young talent series in 1995. Poensgen continues to be the most successful female MotoGP rider so far. She is the only female rider to score points in the 250cc class. The ADAC Junior Cup was the start of Poensgen's international career. "Without the ADAC Junior Cup, having a career would have been tough or impossible. For me, the ADAC Junior Cup was the only opportunity to get a foothold in the world of professional racing. It was great that ADAC introduced the series back then," Poensgen recalls. She read her first article about the young talent series when she was 15. "I ran to my Dad, telling him that I would like to participate. First he said no, explaining that there would be only boys and I should take up pony riding or ballet instead. I wore him down, sweet-talking him for three or four months. Finally, we went to Spain for practice in the winter of 1992/1993 and I had my first race in the ADAC Junior Cup in 1993."

Although Poensgen won the 1995 ADAC Junior Cup on a Suzuki, outperforming her male competitors, the competition was already tough over 15 years ago. "It was tough back then but a good experience for me. Knowing how to race against boys was a great advantage in the women's championship in Italy. I was the fastest right from the beginning, and only because I had practiced with the boys. If I had participated only in women's races, I would never have got that fast," she explains. The boys were a great challenge for Poensgen (36), requiring her to push herself to or even over the limit. "Competition was tough and it continues to be so."

No other girl after Poensgen won the ADAC Junior Cup. Subsequent winners include Arne Tode, Dario Giuseppetti, Randy Krummenacher and Marvin Fritz. The 2007 winner was Luca Grünwald who is presently successfully competing in the SUPERBIKE\*IDM. "When I decided in late 2006 to move from the ADAC Mini Bike Cup to the ADAC Junior Cup, I was worrying that I would be too small to ride the motorcycle," says Grünwald (18).

There was no need to worry, however: Grünwald won the ADAC Junior Cup in his first year. "I had a great year. I learned a lot in the tough duels, which helped a lot in my career. When all entrants ride the same bike, you have to fight and what counts is your riding skills. My weight certainly gave me a small advantage over the taller and heavier riders but I lacked the experience of someone who had been racing for a while," Grünwald recalls. The Supersport rider appreciates every meter he rode in the ADAC Junior Cup. "All in all, it was a great season and my advice to every ambitious young racer is to race in the ADAC Junior Cup."

## The Champions of the past decade:

- ▶ **2012: Aris Michail**
- ▶ **2011: Max Maurischat**
- ▶ **2010: Lukas Wimmer**
- ▶ **2009: Michael Ecklmaier**
- ▶ **2008: Patrick Meile**
- ▶ **2007: Luca Grünwald**
- ▶ **2006: Sebastian Kreuziger**
- ▶ **2005: Marvin Fritz**
- ▶ **2004: Dennis Brink**
- ▶ **2003: Randy Krummenacher**

## The Partners



### ► ADAC young generation: the young world of ADAC.

When it comes to mobility issues, over 18,5 million people rely on ADAC and its powerful range of benefits and services. A substantial part of our members are teenagers and young adults. For them ADAC has developed the "ADAC young generation" programme with three different membership models fitting the life of young people under 23 years of age like a glove. It does not matter whether you are 18 or under or whether you own a car or not: The young world of ADAC has something on offer for everyone. And for some memberships you don't even have to pay.



### ► Metzeler

Our mission is to continuously develop products at the cutting edge of technology to meet the needs and expectations of motorcyclists. Our customers are discerning and opt for the tyre for their bike which gives them the best performance, without sacrificing safety and reliability.



### ► MOTUL

As one of the first world-wide motor oil brands, MOTUL was registered in the USA in 1853. There is hardly another mineral oil brand so closely connected to the development of internal combustion engines as MOTUL. As experts in developing and producing high-quality lubricants for cars and motorcycles, MOTUL has a proven track record in the field of lubricant technology and has every certification, including the latest from the manufacturers. Headquartered in Paris, with subsidiaries in Germany, Italy, Spain and the USA as well as an additional 100 agencies world-wide, the company is one of the Global Players in the lubricants sector.



### ► NGK Spark Plug Europe

In 2013, NGK Spark Plug Europe is again a partner of the time-honoured ADAC Junior Cup. True to its last year's engagement, the world's leading manufacturer of spark plugs and lambda probes and major supplier of spark plugs to the motorcycle manufacturers is again putting up additional prize money to be awarded to the winner of the year-end overall standings.

## The Partners



### ► Racing Policy

Your specialist in motor sport insurance for over 25 years.

We specialise in motor sport insurance – for you.

- Event third party liability insurance
- Accident insurance for participants, assistants, drivers/co-drivers and riders, incl. cover against motor sport risks (pursuit of highest speeds), in races, practice and test sessions
- Racing collision and/or comprehensive insurance (Rennkasko)

Custom insurance cover is essential in sports involving a certain amount of risk. Protect yourself by taking out adequate specialist motor sport third party and accident insurance cover. We look back on more than 35 years of experience in the field of insurance.



### ► Nolangroup

Nolangroup Germany is one of the most important manufacturers of motorcycling helmets, represented by the Nolan, X-lite and Grex brands. Since the company's foundation in 1972, the city of Bergamo in Northern Italy has been the birthplace of our reputed and tried helmet range. The helmets are developed and produced in compliance with strict EU standards regarding materials quality, contaminants and workplace safety. Our quality process is certified to ISO 9001:2008. In addition to performing regular quality checks in our in-house safety test lab, the Bergamo plant ensures comprehensive customer service and a long-term supply of spare parts.



### ► Zurich Group Germany – Partners of Motor Sport

Being an official partner and insurer of the German Olympic Team, we at Zurich Group Germany place much stock in sport and sport sponsorship. We are also supporters of motor sport, for instance we have been the title sponsor of the ADAC Zurich 24 Hours at Nurburgring for thirteen years.

As a major motor insurance underwriter and partner of ADAC, Zurich Group Germany again supports the ADAC Junior Cup. In doing so we wish to promote young racing talent in this special moto street racing series. Further to the bikes and the technology, this series is all about team work, performance and passion. These are ideas we identify with.

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