



CEMAR

Classic European Motocross Association of Riders

REGULATIONS

EVO

CEEC

Classic European EVO Championship
version 2019



ARTICLE 1 Goal/Motto

To keep racing motorbikes as original as possible and race them in the manner of the time of their origin. These races should be exclusive. Sportsmanship is important; everyone has to take responsibility to keep the sport fair and alive.

ARTICLE 2 Classes

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| 2.1 | Age -50* with Pré -90 motor bikes
Black number plates / white numbers | Pré -90: bikes manufactured latest Dec. 31 1989 (i.e. including model 1990)
15 min. + 1 lap |
| | Age 50+** with Pré -90 motor bikes
Yellow number plates / black numbers | Pré -90: bikes manufactured latest Dec. 31 1989 (i.e. including model 1990)
15 min. + 1 lap |
- * Min. age 16, max age 49 years
** Number plate colours: 70+ riders: red plates/white numbers.
- 2.2 The classes ride together if max. allowed number of riders is not exceeded. (See 2.5)
- 2.3 Qualification will be used in cases where max. allowed number of riders per class/leg is exceeded. (See 2.5).
(Ex. training lap times or special qualification legs over 4 laps – organizers decision)
The 10 first riders in the total result after previous EVO/CEEC race are directly qualified. (In the first race of the year the total result from last year decides.) In case of qualification: If max. number of rider in a class is exceeded, the “excessive” riders should be offered to start with another class, if possible.
- 2.4 Date to define the riders age is December 31st of the current year. Age class – 50 = min 16 years, max 49 years of age.
- 2.5 Participation: Max. 48 riders per leg, or if lower, the max. No. of riders allowed for actual race-track.

ARTICLE 3 Riders

- 3.1 It is the responsibility of the individual rider to have an appropriate licence, carry the European Health Insurance Card and additionally to that have a personal insurance covering up in cases where the license connected insurance is not sufficient. Ex. races abroad. Important that the rider apply to his own federation for his participation in foreign races.
- 3.2 Recommended to have external clothing in keeping with the time only.
- 3.3 Safety: It is compulsory for the riders to wear leather boots and leather pants (or equivalent material), FIM approved motocross helmet, goggles, back protector (under the shirt), gloves and shirt with sleeves covering the full arm length. Elbow/shoulder/chest protector like knee protector of link style is recommended (under the shirt/pants).
- 3.4 It is the rider’s own responsibility to be aware of the actual EVO/CEEC regulations.

ARTICLE 4 Rules

- 4.1 The race track must be safety-inspected and prepared if/as needed before each EVO/CEEC training/race.
- 4.2 Prize-giving for the classes per meeting. 3 or 4 races annually. 3 legs per race = 9/12 legs of which 7/10 are counted.
- 4.3 Depending on the number of participants all the riders are starting together in the same legs/manches. The results will be counted per class. The class can, in case of a need, during practice and races, be merged with other long stroke suspension classes (ex. CEEC) but not with short stroke suspension classes (ex. OLT and JST).
- 4.4 Pre start/start procedure.
Positioning in the Waiting zone: In the first leg the positioning in the waiting zone is determined by the rider’s best training lap time or lottery per draw. (organizer’s decision) – Transponder or not.) In the second and third leg according to the result in previous leg or according to the best qualifying lap in timed practice (organizer to decide). The waiting zone closes 10 min. prior to start. (Organizer’s decision) This to allow the organizer to check motorbikes and riders to follow the regulations before the start. The riders have free choice of position at the starting gate.
- 4.5 The rider must have, when passing the finish line, completed 2/3 of the leg for his performance to be considered by the jury.
- 4.6 Points per leg: The winner of the leg gets 40 points, second 37, than 35, 33, 31, 30, 29, 28, 27 etc. In cases where riders have the same total points after the final race, the number of first places will decide, and if still the same, then followed by number of second places and after that the third places. If still equal, the result of the last leg will determine. Penalty points may apply for non-compliant bike. Penalty to be decided by the Jury.

- 4.7 The race organizer gives three cups per class (-50, 50+) for the result of the day
The CEMAR Organization gives cups to the three best riders + to the best 70+ rider in the 50+ class for the total result of the year.
The rider must annually have participated in minimum two races to be qualified for a cup in the total result of the year. In cases of less than 5 riders in a class, only the winner will get a cup.
- 4.8 The EVO/CEEC -champion is announced directly after the last race of the year is completed.
- 4.9 The race organizer must immediately send the results in Excel format to the CEMAR - coordinator Jörgen Ahlström
jorgen.ahlstrom@ektv.nu
- 4.10 The modern FIM Motocross rules/regulations must be followed unless exceptions/additions are specially stated in these regulations. (Ex. Safety, flag signals etc.)

ARTICLE 5 EVO/CEEC motor bikes

5.1 Definition:

Pré -90, factory manufactured/sold motorbikes, hereinafter referred to as **Original Equipment Manufacturer (OEM)** bikes, originally equipped with one or two rear shock absorbers (with or without linkage), conventional or up-side-down front fork, air- or water cooled engine and drum- or disc brakes front and rear. All bikes must have folding footrests, silencer and handle bar mattress-protection (regardless type of handlebar). Last approved OEM model according to 5.1.1.

5.1.1 Last approved model of factory OEM bikes: Bikes produced on or before December 31, 1989. Doubt over the bike's identity/year: The rider must prove the bikes origin. (Picture + certificate/ brochure from the factory). Further doubts: the jury will decide.

5.2: Technical regulations for approved Pré -90 bikes:

5.2.1: Wheels – are free

5.2.2: Brakes - Only brakes from an approved OEM bike as per 5.1.1 are allowed. Other design or manufacturer must be pre-approved by technical committee. Oversized rotor / disc brakes is not allowed

5.2.3: Engine & exhaust -

- Only OEM engines from an approved OEM bike as per 5.1.1. is allowed. Exceptions: engines manufactured later than 1989 can be used provided that they are identical to the original engine type for approved Pré -90 bike model.
- Use of OEM cylinder and/or head from a later non-approved OEM bike as per 5.1.1 is not allowed.
- Max 2 mm overbore of cylinder from original dimension in the 125 Evo class
- Clutch and transmission is free. Hydraulic clutch is not allowed unless originally equipped from OEM factory
- Reed valve is allowed.
- Only OEM type of carburetor from approved bike as per 5.1.1 is allowed. Fuel injection, and later design of carburetor is not allowed. Only natural aspirated intake is allowed.
- Octane gasoline boost is allowed.
- Exhaust pipe and silencer is free, within the noise regulations. Outlet pipe of silencer must be encapsulated and secured to eliminate the risk of injuries on other riders.
- Ignition is free
- Radiator is free
- Use of aftermarket non-OEM cylinder or cylinder head is allowed, provided the parts were offered for sale to the public in before 31.12.1989 (E.g. DG head, Ohlin 360 cc cylinder etc). Must be documented in case of doubt over identity/year.

5.2.4 Frame

- Only original frame with matching VIN number for approved OEM bikes as per 5.1.1 are allowed. Modified frame of a later non approved OEM bike is not allowed. Reproduced frame with a Look-alike design and a silhouette and overall dimensions as the original is allowed.
- Foot pegs and handlebars of a later and different design is allowed
- Only OEM rear swing arms of an approved bike in accordance with 5.1 are allowed. Aftermarket non-OEM swing arms of a different design and/or material are allowed provided they were offered for sale to the public before 31.12.1989. Swing arms of a later design are not allowed.

5.2.5 Suspension – Front Fork

- OEM front fork outer parts from a later non approved OEM bike is not allowed.
- External adjustment of rebound on an OEM fork is only allowed if equipped with such a feature from the factory on a bike approved under 5.1. It is allowed to use an adjustable OEM front fork from another approved bike under 5.1.1. (Ex.: an approved adjustable fork from a Yamaha on a Suzuki bike is OK etc.)
- The use of internal components like springs and valves of a later design are allowed.
- Aftermarket complete front forks, such as Simons, Ohlin, WP etc. are allowed provided they were offered for sale to the public on or before December 31, 1989. Must be documented in case of doubt over identity/year.
- Aftermarket front fork cartridges with adjustable rebound, such as ProFlex, Hulco etc. are allowed provided they were offered for sale to the public on or before December 31, 1989. Must be documented in case of doubt over identity/year.

5.2.6 Suspension – Rear shock (s)

- Pre -90 Time typical shock absorbers manufactured later than 31/12-89 (acc. to 5.1), are allowed.
- Shock (s) with adjustable compression/rebound and/or with external reservoirs adjustments devices, is only allowed if fitted from the factory on an approved OEM bike as per 5.1.1.
- The use of internal components like springs and valves of a later design is allowed.
- Single adjustment of compression and/or single adjustment of rebound is allowed (acc. to 5.1). Suspension types with multiple adjustments of compression and/or multiple adjustments of rebound, such as TTX, SXS etc. is not allowed. Suspension types of a later design with alternative external adjustments, other than those found on an original Pre -90 bike is not allowed. “Works components” must have been sold to the public and must fulfil the above conditions to be allowed.

ARTICLE 6 Organisation

- 6.0 The organizer must ensure that the track is suitable for EVO/CEEC motor bikes and to use qualified flag officials only.
- 6.1 The jury consists of: - Chairman: representative from CEMAR (has no vote) - Clerk of the course
- Contact person from the organising country - 1 Country representative*
- * = Selected by draw, done by the chairman of the jury, from list of country representatives.
- 6.2 It is the responsibility of the organizer to have a sufficient event insurance.
Rider’s insurance/licence and safety equipment are to be checked by the race organizer (At Race office/Technical inspection and at the entrance gate to the race track)
- 6.3 Deleted Dec 2016
- 6.4 The invitation will be published/for down load on www.classicmx.se
- 6.5 The enrolment must be send by the riders to arrive to the organizer within time specified in the invitation.
- 6.6 Technical inspection must be performed.
- 6.7 The organizer sets up an inspection staff consisting of 2 inspectors from the organizing country and the Jury responsible CEMAR representative selects 1 inspector, from the country representatives, by lottery draw.
- 6.8 Each technical inspector must be familiar with the current regulations.
- 6.9 Practice before the races: primary minimum 1x20 minutes available for each rider. It is free for organizers to extend the practice time if suitable for the day’s program. Max 60 riders on the track simultaneously.
- 6.10 In case of special local rules (which are not according to these regulations) are called for in an event (ex. safety etc.), this must be announced by the organizer to the CEMAR Coordinator, Jörgen Ahlström jorgen.ahlstrom@ektv.nu in advance. After confirmation from the CEMAR Coordinator, the Organizer must inform the riders in time before the race.
- 6.11 Entry fee, riders: 1 day race max. € 50, 2 days race max. €75 + in case of application after the last date of entry an additional fee of € 10 to the race organizer.
Each EVO/CEEC organizer pays an org. fee, € 150, to the CEMAR account: see below.
- 6.12 Event camping, toilets and showers must be free of charge and based on No. of riders and visitors, and be open Friday – Sunday
Electricity can be charged extra, but only if the rider request connecting to the organizers electric supply network.
- 6.13 On demand of the organizer the jury is entitled to make decisions within the regulations. Such decisions must be documented and reported to the CEMAR Coordinator Jörgen Ahlström, jorgen.ahlstrom@ektv.nu

Others: In case of a dispute regarding the content in a translation of this document, this English original has priority.

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