



CEMAR

Classic European Motocross Association of Riders

REGULATIONS

OLT

OVE LUNDELL TROPHY

Version 2026



ARTICLE 1 Goal

To keep classic 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 One class (=all riders in the same class)

This document outlines the regulations for the Ove Lundell Trophy, hereinafter called OLT.

- 2.1 Pre' 65 bikes Pré unit (Pre' 65: bikes manufactured latest Dec. 31 1964.)
12 min. + 1 lap
- 2.2 Number plate-/ number colours
 - 50* riders: Black number plates / white numbers
 - 50+ riders: Yellow number plates / black numbers
 - 60+ riders: White number plates/ black numbers
 - 66+ riders: Green number plates/ white numbers.
 - 72+ riders: red number plates/ white numbers.
- 2.3 * Min age according to riders licens. Date to define the rider's age is December 31st of the current year.
- 2.4 Participation: Max. 40 riders per class and leg.

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 motocross boots and motocross pants, 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 regulations.

ARTICLE 4 Rules

- 4.1 The race track must be safety-inspected and prepared if/as needed before each OLT 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 The class can, in case of a need, during practice and races, be merged with other short stroke suspension classes (ex. JST) but not with long stroke suspension classes (ex. Twin Shock and EVO).
- 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. (organiser'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 (organiser to decide). The waiting zone closes 10 min. prior to start. (Organiser's decision) This to allow the organiser 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/manche: The winner of the leg gets 40 points, second 37, than 35, 33, 31, 30, 29, 28, 27 etc. In cases where two riders have the same total points after the final race, the number of first places will be counted 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 organiser gives three cups for the result of the day.
The CEMAR Organisation gives 3 cups for the total result of the year. The rider must annually participate in more than one race to be qualified for a cup in the total result of the year. In case of less than 5 riders, the winner only will get a cup.
- 4.8 The OLT -champions are announced directly after the last race of the year.
- 4.9 The race organiser must immediately after the race send the results in Excel format to the CEMAR coordinator Per Pedersen mail: pspfamily@yahoo.dk
- 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 Bikes

- 5.1 Suspension: Front wheel travel **180mm max.** Max. tube diameter 35,0mm.
- 5.2 Rear wheel travel is measured with the wheel (chain-) adjustment in its outmost rear position and the shock absorber piston rod buffer rubber not considered.
Pre' 65: **100 mm axle travel + max. 30 % tolerance.**
Official OLT and JST suspension calculation program (Ruben MKII) must be available at all events.
Ex. Down load from www.classicmx.se
- 5.3 For all bikes: components in keeping with the time only.
- 5.4 All bikes must have folding footrests, silencer and handle bar mattress-protection (regardless type of handlebar).
- 5.5 New designed components are not allowed. Look-alike replica parts/bikes are allowed. Also the silhouette must be in accordance with the original.
Exceptions: a Wheel hubs, brakes/anchor plates, incl. Duplex, of later design with time typical characteristic is allowed.
b Carburettor of later design with time typical look/characteristic is allowed.
c Silencer of later design, for the purpose of lower noise level, is allowed.
d Ignition components of later design are allowed
e Suspension: Accessory shock absorbers (acc to 5.3) + components like springs and valves of later design are allowed. External reservoirs and external gas and/or hydraulic adjustment devices are not allowed.
- 5.6 Bikes Pré 65, Pré unit:
a 4-stroke engines: 2-valve only. Exception: Complete original engines.
b Exceptions:
Allowed: ESO and FN unit engines, Triumph and BSA twin-unit engine, Matchless G 85, Hedlund with Hedlund crankcase and ESO/JAWA Speedway push rod engines, Metisse MK 3/3 A, Cheney Duplex frames.
Not allowed: BSA Victor original, BLM B40 and Metisse MK IV frames.
c Doubt over the bike's identity/year: The rider must prove the bike's origin. (Picture + certificate from the factory).
Further doubts: the jury will take over.

ARTICLE 6 Organisation

- 6.0 The organiser must ensure that the track is suitable for classic motocross 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 meeting, from list of country representatives.
- 6.2 It is the responsibility of the organiser to have a sufficient event insurance.
Rider's insurance/licence and safety equipment are to be checked by the race organiser (At Race office/Technical inspection and at the entrance gate to the race track). The three first riders go, right after the finish of each leg, to a Park Fermé for a compulsory technical inspection. (Max. 10min.) Refusal results in disqualification. (Jury to decide procedure)
- 6.3 The invitation will be published on www.classicmx.se
- 6.4 The enrolment must be sent by the riders to arrive to the organiser within time specified in the invitation.
- 6.5 Technical inspection must be performed. The organiser sets up an inspection staff consisting of 2 inspectors from the organising country and responsible jury-representative selects 1 inspector from the country representatives, by lottery draw.
- 6.6 Each technical inspector must be familiar with the current regulations.
- 6.7 Practice before the races: min. 2x10, or 1x20 minutes available for each rider. It is free for the organiser to extend the practice time if suitable for the day's program. Max 60 riders on the track simultaneously.
- 6.8 In case of special rules (which are not according to these regulations) are called for in an event (ex. safety etc.), this must be announced by the organiser to the CEMAR Coordinator, Jörgen Ahlström jorgen.ahlstrom@ektv.nu in advance. After confirmation from the Coordinator, the Organiser must inform the riders in time before the race.
- 6.9 Entry fee, riders: The organising club decides the entry fee and must inform of the fee in the race invitation. Each organiser pays an org. fee, € 100 to the CEMAR-account: see below.
- 6.10 Camping, event toilets and showers must be free of charge and based on No. of riders and of visitors and be open Friday – Sunday. Electricity can be charged extra, but only if the rider requests connection to the organiser's electric supply network.
- 6.11 On demand of the organiser 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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