



CEMAR

Classic European Motocross Association of Riders

REGULATIONS

TWIN SHOCK



CLASSIC EUROPEAN TWIN SHOCK CHAMPIONSHIP

Version 2026

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

This document outlines the regulations for the Classic European Twin Shock Championship, hereinafter called Twin Shock Championship.

- 2.1 Age -60* with Pré -85 motor bikes (Pre' -85: bikes manufactured latest Dec. 31, 1984.)
Black number plates / white numbers 15 min. + 1 lap
Age 60+ with Pré -85 motor bikes (Pre' -85: bikes manufactured latest Dec. 31, 1984.)
Yellow number plates / black numbers 15 min. + 1 lap
* Minimum age according to riders license, max age 59 years
- 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 – organisers decision)
The 10 first riders in the total result after previous Twin Shock Championship 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 rider’s age is December 31st of the current year. Age class – 60 = minimum age according to riders license, max 59 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 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 Twin Shock Championship regulations.

ARTICLE 4 Rules

- 4.1 The race track must be safety-inspected and prepared if/as needed before each Twin Shock Championship 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. EVO) 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. (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: 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 organiser gives three cups per class (-60, 60+) for the result of the day.

The CEMAR Organisation gives cups to the three best riders for the total result of the year. The rider must annually have participated 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 in a class, only the winner will get a cup.

- 4.8 The Twin Shock Championship champion is announced directly after the last race of the year is completed.
- 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 Pré -85

5.1 Definition:

Pré -85, factory manufactured/sold motorbikes, hereinafter referred to as **Original Equipment Manufacturer (OEM)** bikes, originally equipped with two rear shock absorbers or a single mono shock system without linkage as per Yamaha and Kramer, conventional front fork, air-cooled engine and drum 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 and special build non-OEM model according to 5.1.2.

5.1.1 Last approved model of factory OEM bikes:

Honda: 125-250cc: 1980, **Husqvarna:** 125-250cc:1983, 500cc: 1984, **Kawasaki:** 125-500cc: 1979, **Kramer:** 250-410cc 1980, **KTM:** 125 1980, 250-495cc: 1981, **Maico:** 125cc: 1979, 250-490cc: 1981, **Montesa:** 125 1980, 250-360-414 1981, **Puch:** 125cc 1979, 250-500cc 1981, **Suzuki** 125-420cc: 1980, **SWM:** 125-250-370-440cc 1981, **Yamaha:** 125cc: 1980, 250cc-465cc: 1981. **Can-Am:** MX6/Qualifier/Sonic 1982

5.1.2 Approved special build Non-OEM bikes:

Curtis Honda 500 1983, **CCM** 500 1979, **ATK** 560 1984. Other special build non-OEM bikes are not allowed, unless pre-approved by technical committee.

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 -85 bikes:

Use of parts from an approved special build non-OEM bike is not allowed on other bikes, unless it can be documented that the bikes were originally equipped with these parts.

5.2.1: Wheels - Wheels are free according to 5.1

5.2.2: Brakes - Only drum brakes are allowed. Disc brakes are not allowed.

5.2.3: Engine & exhaust -

- Only air cooled engines from an approved OEM bike as per 5.1.1. are allowed. Non-OEM replica motors manufactured later than last approved model, are allowed provided all external dimension are identical to those of the approved engine model.
- Husqvarna 4-stroke Air cooled engines up to and including model 1986 is allowed, provided the engine have the oil filter located in the barrel/cylinder. Engine block with Integrated oil filter (1987-) is not allowed. Drive shaft seal cover must be bolted on. Full cast type (1987-) is not allowed.
- 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 TS class. (Currently no 125 TS class)
- Clutch and transmission is free. Hydraulic clutch is not allowed unless originally equipped from OEM factory.
- Reed valve is only allowed if equipped from OEM factory as per 5.1.1.
- Only OEM type of carburetor from approved bike as per 5.1.1 is allowed. Fuel injection, flat slide and later design of carburetor is not allowed. Modification to the round slide carburetor is allowed.
- Only natural aspired intake is allowed.
- Octane gasoline boost is allowed.
- Exhaust performance valve is not allowed on 2-stroke engines
- 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
- Use of aftermarket cylinder or cylinder head is allowed, provided the parts were offered for sale to the public in the year of the last approved model as per 5.1.1. (E.g. DG head, Mugen 360 cc cylinder etc). Must be documented in case of doubt over identity/year.

5.2.4 Frame

- Only original frame from approved OEM bikes as per 5.1.1 is 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 swingarms of an approved bike in accordance with 5.1 are allowed. Reproduced swingarm with a time typical characteristic is allowed. Swing arms of a later design are not allowed.

5.2.5 Suspension – Front Fork

- Upside down front fork is not allowed
- OEM front fork or outer parts hereof, from a later non approved OEM bike is not allowed. It is allowed to use an OEM front fork from another approved bike under 5.1.1. (Ex.: an approved fork from a Honda on a Suzuki bike is OK etc.)
- The use of internal components like springs and valves of a later design are allowed.
- Mechanical and/or hydraulic external adjustment of front fork suspension is not allowed unless it was original fitted from the factory.
- Aftermarket front forks, such as Fox, Simons, Ohlin etc. in accordance with 5.1 are allowed provided they were offered for sale to the public in the year of the last approved model as per 5.1.1. Must be documented in case of doubt over identity/year.

5.2.6 Suspension – Rear shock (s)

- Time typical accessory shock absorbers of later design, (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.
- “Works components” must have been sold to the public and must fulfil the above conditions to be allowed.

ARTICLE 6 Organisation

- 6.0 The organiser must ensure that the track is suitable for Twin Shock 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 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)
- 6.3 The invitation will be published/for down load on www.classicmx.se
- 6.4 The enrolment must be send by the riders to arrive to the organiser within time specified in the invitation.
- 6.5 Technical inspection must be performed.
- 6.6 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.
- 6.7 Each technical inspector must be familiar with the current regulations.
- 6.8 Practice before the races: primary minimum 1x20 minutes available for each rider. It is free for organisers to extend the practice time if suitable for the day’s program. Max 60 riders on the track simultaneously.
- 6.9 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 organiser to the 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.
- 6.10 Entry fee, riders: The organising club decides the entry fee and must inform of the fee in the race invitation.
Each organiser pays an organisation fee, € 100, to the CEMAR- account: see below.
- 6.11 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 requests connection to the organiser’s electric supply network.
- 6.12 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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