



REGULATIONS EUROPEAN CLASSIC MOTOCROSS ORGANIZATION (ECMO) CLASSIC MOTOCROSS DES NATIONS (CMCdN)

PARTICIPATION IS ONLY POSSIBLE IF THE COUNTRY HAS PAID THE MEMBER FEE (€150,00)

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 alive.

ARTICLE 2 Rules for the Classes / Teams

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|-----|---|---|-----------------|
| 2.1 | Age 30+ with pre' 74 bikes At least one 250 cc | (Pre' 74: bikes first built before 01-01-1974) Black plates / white numbers | 20 min. + 1 lap |
| 2.2 | Age 50+ with pre' 74 bikes At least one 4-stroke and one 250cc | (Pre' 74: bikes first built before 01-01-1974) Yellow plates / black numbers | 20 min. + 1 lap |
| 2.3 | Age 60+ with pre' 72 bikes At least two 4-stroke | (Pre' 72: bikes first built before 01-01-1972) White plates / black numbers | 15 min. + 1 lap |
| 2.4 | Age 66+ with pre' 65 bikes Only Pré 65 , bike free | (Pre' 65: bikes first built before 01-01-1965) Green plates / white numbers | 15 min. + 1 lap |
| 2.5 | Age 72+ with pre' 65 bikes Only Pré 65, bike free | (Pre' 65: bikes first built before 01-01-1965) Red plates / white numbers | 15 min. + 1 lap |
- 2.6 Date to define the age of the rider is December 31th of the current year.
2.7 Only one team per class per nation is possible. In case of less than 12 teams in a class the organizing country may add one team extra in that class.
2.8 A team consists of max 4 riders.
2.9 All riders must have the nationality of the country they represent. Passport for check.
2.10 Only one team-manager per country must be included in the enrolment to the ECMO secretary.

ARTICLE 3 Rules for Riders / Team managers

- 3.1 It is the team manager and each rider their own responsibility to inform themselves about actual regulations.
3.2 It is the responsibility of the rider himself to attend to a sufficient personal insurance (and/or licence).
3.3 The representative of the country receives for each team an entry form from the ECMO secretary.
3.4 The representative of the country sends, in consultation with the team manager, the entry forms of the teams to the ECMO secretary before the closing date specified in the invitation. Entry forms arriving to the ECMO secretary after closing date will be considered as not received.
3.5 The representative of the country and the team manager receives from the ECMO secretariat the confirmation of the composition of the teams with the rider numbers latest three weeks before the race.
3.6 The representative of the country or the team manager takes care that each rider knows his rider number.
3.7 The team manager has to show the confirmation of the entry of the teams and has to pay €60,00 fee per rider to the secretary of the organizing club at the same time as he makes the enrolment. Entry fee is including the eventual rent of a transponder. NO meal included.
3.8 Recommended to have external clothing corresponding to that former time (or "Look alike).
3.9 Safety: It is compulsory for the riders to wear leather boots and leather pants (or equivalent material), ECE/BS approved helmet, with integrated mouth guard (or Jet helmet with separate mouth guard), goggles, back protector (under the shirt), gloves and shirt with sleeves covering the full arm length.
Elbow, shoulder, chest and knee protector are recommended.

ARTICLE 4 Rules for the Bikes

- 4.1 Suspension: Front wheel travel **180mm max**. Front fork diameter **35 mm max** (except original front forks)
4.2 Rear wheel travel is measured with the wheel (chain-) adjustment in its driving position and the shock absorber piston rod buffer rubber not considered. All bikes: **max. 130 mm axle travel**.
Official ECMO suspension calculation program (Ruben MKII) is available on www.classicmotorsport.org.
4.3 For all bikes: original as possible. New designed components are not allowed. Look-alike and replica parts/bikes are allowed when also the silhouette is in accordance with the original.
4.4 All bikes must have folding footrests, silencer and handle bar mattress-protection (regardless type of handlebar).
4.5 Bikes
a 4-stroke engines: 2-valve only. Exception: Complete original engines. Accelerations pump carbs are not allowed
b 2-stroke engines: Reed-valves and flat slide carbs are not allowed.
c Pré 65: The following is OK: CZ 360 twin port with crank-shaft clutch, Husqvarna 250/360 with bolted rear frame, BSA Victor B44 with round barrel and original cylinder head with side fitted carburettor, Metisse MK 3/3 A, Triumph and BSA twin-unit engine, Cheney Duplex frame, Matchless G 85, Hedlund with Hedlund crankcase, ESO/JAWA Speedway push rod engines and old model Mikuni carbs (see art 4.3 and 4.5.b).
d Pre -70: Rickman MK IV, BSA Victor B44 with square barrel, Cheney.
e Pre -72: BSA B50, Maico original.
f Inspection: BSA: Measurement barrel bolts c-c, B44 = 74mm. B50 = 80mm.
g Doubt about the bike's identity/year, the rider must prove the bikes origin.
(Picture + certificate from the factory). Further doubts, the jury will take over and decide.

ARTICLE 5 Rules for the Races

- 5.1 Each CEC or CMCdN event/race cannot be interrupted by other races, neither beforehand nor during the event/race and must be in complete agreement with the ECMO Time Table for CEC and CMCdN races.
- 5.2 Practice before the races: 2 x 15 minutes available for each class. No time practice.
- 5.3 Each race consists of two manches. The 6 best results out of 8 (when 4 riders) of the two manches are counted. When 3 riders in a team all manches are counted.
- 5.4 Starting order normally 30+ - 72+ - 66+ - 60+ - 50+ .Depending on the weather and/or the track conditions can change the order (decision is up to the Jury).
- 5.5 In case of less teams in 66+ and 72+ they will start in 1 group. Together not more than 12 teams.
- 5.6 Pre start position in the waiting zone by draw, made during the meeting with the team managers.
- 5.7 The riders per team are positioned side-by-side, forming 4 lanes (valid for both manches) per class. The left lane drives out first to make a free choice of position behind the starting gate. The team coach is free to organize his riders who go first out to the starting gate. The 4:th rider per team starts in a 2:nd row.
- 5.8 The riders in the first 3 places in each leg, have to go immediately after finishing to a small parc fermé for a short technical inspection.
- 5.9 The rider must have completed 2/3 of the number of laps of the winner and finished by chequered flag to get points. A manche is at the end when the track marshal on the bike is back at the finish (track is free)
- 5.10 Points per manche: The winner of the manche gets 1 point, second 2, than 3, 4, etc max. 50. Each rider who doesn't start or finish properly (see 4.5), scores 50 points for the team per leg. When a bike is not in line with the rules, the rider scores 50 points per manche for the team. In case of equal points the best team result of the second manche counts. Two scratch results.
- 5.11 To protest against the official results is possible within **half an hour** after publishing the official, signed, final result of the race. Protest must be in writing.
- 5.12 Modern Moto Cross rules/regulations must be followed unless exceptions/additions are specially stated in these regulations. (Ex. safety, flag signals etc.)

ARTICLE 6 Rules for the Organization

- 6.1 The organizer must ensure that the track is suitable for classic motocross and to use qualified flag officials only.
- 6.2 The organizer receives from the team manager € 60,00 per rider, included eventual rent of transponder, excl. meal.
- 6.3 The organizer is responsible for the electronic time keeping. There have to be enough transponders available.
- 6.4 It is the responsibility of the organizer to attend 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).
- 6.5 In case that special rules are applied for an event (which are not according to these regulations) (ex. safety etc.), this must be announced by the organizer to the ECMO secretariat in advance. This to make it possible to inform the riders in time.
- 6.6 The jury consist of:
 - Chairman: representative from ECMO (has no vote)
 - Contact person from the organizing country/club
 - Clerk of the course
 - 3 Team-managers by draw, done by the chairman, clerk of the course and one member of the club.
- 6.7 Technical inspection must be performed in one lane per class, 66+ and 72+ in the same lane. The organizer must set up an inspection staff consisting of 4 inspectors from the organizing country/club. Three inspectors (from the same countries as the jury) and one inspector extra (also by draw) are completing the technical staff. Staff is wearing a technical inspector label.
- 6.8 Each inspector has to know the regulations. Official ECMO suspension calculation program (Ruben MKII) must be available on all events. (Ex. download from www.classicmotorsport.org).
- 6.9 The ECMO secretary will send the confirmations, latest three weeks before the race, to the organizer of the race, to the country representative and to the team manager for forwarding the rider numbers to the riders.
- 6.10 The organizer pays € 300,00 to ECMO account 4444515, BIC INGBNL2A IBAN NL51 INGB 0004444515
- 6.11 After the races, we will do an homage to the CMCdN Champions. All riders from the 3 first teams in each class receive a cup. The organizer supplies for the cups.
- 6.12 The organizer will sent the results or the URL of the electronic results by e-mail as soon as possible to the ECMO secretary: leunen@classicmotorsport.org.
- 6.13 There are at least 2 showers on Friday and Saturday and free for riders. There are minimum 6 toilettes for spectators and riders (free on Friday and Saturday). The organizer will have a simple program of the day with a list of competitors.
- 6.14 CMCdN should take place after that the Ferry companies have introduced the winter tariff every year (±15th of September).
- 6.15 On demand of the organizer the jury is entitled to make decisions. The decision has to be documented and reported to the secretary of ECMO.

Others: In case of a dispute regarding the content in any translation of this document, this English original is in priority. In cases not foreseen by this regulations during the races, the jury decides.