



REGULATIONS EUROPEAN CLASSIC MOTOCROSS ORGANIZATION - ECMO CLASSIC EUROPEAN CHAMPIONSHIP (CEC)

Version 2020

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 Classes

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| 2.1 | Age 30+ with pre' 74 bikes
Black plates / white numbers | (Pre' 74: bikes first built before 01-01-1974)
20 min. + 1 lap |
| 2.2 | Age 50+ with pre' 74 bikes
Yellow plates / black numbers | (Pre' 74: bikes first built before 01-01-1974)
20 min. + 1 lap |
| 2.3 | Age 60+ with pre' 72 bikes
White plates / black numbers | (Pre' 72: bikes first built before 01-01-1972)
15 min. + 1 lap |
| 2.4 | Age 66+ with pre' 65 bikes
Green plates / white numbers | (Pre' 65: bikes first built before 01-01-1965)
15 min. + 1 lap |
| 2.5 | Age 72+ with pre' 65 bikes
Red plates / white numbers | (Pre' 65: bikes first built before 01-01-1965)
15 min. + 1 lap |
- 2.6 Date to define the age of the rider is December 31th of the current year.
- 2.7 During the practice, a maximum number of 60 riders of the same class may be on the track simultaneously. The number of riders that can start simultaneously in a race depends on: 1) Club rules, 2) (local) Government regulations and/or 3) Insurance aspects. If, at CEC-1, there is more than the permitted number of riders in a class, the time practice (second training) is the criterion for qualifying. Being free from qualifying at the CEC-1 are the top 20 riders of the past year in that class. In the following races, the first 20 riders of the current year will be exempt from qualifying. When a rider makes a transition to an older group, his place is supplemented from below. "Dropouts" in a class can start in a "younger" class if there is room for it, if they want

ARTICLE 3 Rules for the Riders

- 3.1 It is the rider's own responsibility to inform himself about actual regulations.
- 3.2 It is the responsibility of the rider himself to attend to a sufficient personal insurance (and/or licence). As the rider also has declared on his enrolment form.
- 3.3 The entry form can be downloaded from www.classicmotorsport.org.
- 3.4 The entry form must be sent to the ECMO secretariat before the closing date mentioned on the entry form.
- 3.5 The rider receives from the ECMO secretariat a confirmation/licence with the start number for the race.
- 3.6 The rider has to pay € 50,00 fee, incl. the rent transponder to the secretariat of the organizer on the day of the race.
- 3.7 After the closing date the ECMO secretariat composes the registration lists for the organizer.
- 3.8 After the closing date, enrolment is only possible at the secretary of the organizing club, by complete filling in an Entry Form and paying an additional penalty fee of €10 for the club. In case of "no show" without a message, the rider has to pay a €10 penalty to ECMO before the next race.
- 3.9 Recommended to have external clothing corresponding to that former time (or "Look alike")
- 3.10 **Safety: Obligated** for riders: **a)** Leather boots and leather pants, or an equivalent material, **b)** ECE/BS approved helmet with mouth guard, **c)** goggles, **d)** body protector (under the shirt), **e)** gloves and **d)** shirt with sleeves covering the full arm length. **Recommended:** a) Elbow- b) Knee- c) Shoulder protection and d) Neck brace. Also recommended an appropriate and up to date **Fire Extinguisher in the vehicle/van.**
- 3.11 Modern motocross rules/regulations must be followed unless exceptions/additions are specially stated in these regulations. (Such as safety, obeying flag signals etc).

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. Pre' 65/70/72/74: **130 mm max. axle travel.**
Official ECMO suspension calculation program (Rubin Mild) is available on www.classicmotorsport.org.
- 4.3 All Bikes: Original as possible. Look-a-like and replica parts/bikes are allowed. Only material from that time is allowed. New material is only allowed when it is shatterproof and flexible (no carbon fiber for mud guards, hand protectors, number plates etc..)
- 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. Acceleration pump carburetors are not allowed.
 - b 2-stroke engines: Reed-valves and Flat slide carburetors 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 carburettor (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: 15 minutes free practice and 15 minutes second / time practice available for each class. Max 60 riders on the track simultaneously. Practice per class. When less riders in 66+ and 72+ they have together free practice. Second / time practice will be separate. See Time table.
- 5.3 There are 2 manches per race, 3 races per year, that gives 6 manches in total. Each manche is a separate race regarding point rating. The result of 1 of the real started manches will be scratched.
- 5.4 Participants race numbers, according to the result list of the year before, are given by the ECMO secretariat to the riders before the first CEC-race of the year, and will keep their validity during all CEC-races of that year.
- 5.5 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).
- 5.6 During the time practice and the races the timekeeping will be done by transponders.
- 5.7 Each race the positioning in the waiting zone is determined by time qualification during the time practice. The waiting zone closes 5 min. prior to start. The riders have free choice of position behind the starting gate.
- 5.8 The riders on the first 3 places in each manche, have to go immediately after finishing to a small parc fermé for a short technical inspection. A fourth rider also will be randomly designated for a check.
- 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 50 points, second 47, than 45, 43, 41, 40, 39, 38, 37 etc. For Championship: In case of an equal number of points, the most winning manches and after that the last manche decides. There must have been a race. When a bike is not in line with the rules, rider gets no points. Same problem next race, means exclusion.
- 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 The CEC-champions are announced after the last race of the year. ECMO supplies the cups for the total result of the year.

ARTICLE 6 Rules for the Organization

- 6.1 The organizer receives a contract in duplicate from the ECMO secretariat and has to send back one signed copy.
- 6.2 The organizer pays, per event, € 300 organization fee to ECMO account BIC INGBNL2A IBAN NL51 INGB 0004444515
- 6.3 The organizer must ensure that the track is suitable for classic motocross and has to use qualified flag officials only.
- 6.4 It is the responsibility of the organizer to attend to have a sufficient event insurance and also ensures fire safety in the paddock. Riders insurance/license and safety equipment are to be checked by the organizer.(At the race office).
- 6.5 The organizer is responsible for the electronic time keeping. The organizer has sufficient transponders for the riders who don't have one.
- 6.6 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.
- 6.7 The jury consists of:
 - Chairman: representative from ECMO (has no vote)
 - Contact person from the organizing country/club
 - Clerk of the course
 - 3 Country representatives by draw, done by the chairman, clerk of the course and one member of the club.
- 6.8 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 members) and one extra inspector (also by draw) are completing the technical staff.
- 6.9 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.
- 6.10 The organizer receives from each rider € 50,= entry fee. Too late enrolment means the rider pays an additional € 10,= penalty to the club (see also Art.3.8).
- 6.11 The organizer receives the participants lists with the transponder numbers from the ECMO secretariat after the closing date about 3 weeks before the race. If a rider is not on the list, he has to fill in an entry form and has to pay € 10,00 penalty fee. The organizer gives this penalty fee together with the final enrolment lists and the entry forms at the end of the day to ECMO.
- 6.12 The organizer gives 3 cups per class for the result of the day.
- 6.13 The organizer will sent the results or the URL of the electronic results by e-mail as soon as possible to the ECMO secretary emmadeer@hotmail.co.uk
- 6.14 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).
- 6.15 The organizer ensures at least a simple program booklet containing the lists of the participants.
- 6.16 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.