



CLASSIC MOTOCROSS REGULATIONS



Club Cross & Trialveteranerna Sweden version 2016

Feb. 15, 2016

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

2.1 The classes are based on motorbike classes, see 2.3. (A, B, C etc.) Class E is divided in age-based subgroups, see 2.3.6. The other solo-classes (A, B, C, D, D+, F and G) can, as alternative to specified subgroups in 2.3, be divided likewise. E.g. Pré -60 can as alternative be divided in 30+, 66+ and 70+ or Pré -65 in -50, 50+, 60+, or other combination, acc. to 2.2. The rider always has/keeps his age based number plate/number colours acc. to 2.4. In cases of merger of classes they can be separated with alternative number colours.

Championships and their composition acc. 2.2/2.3 can be founded by SVEMO and/or C&Tv. For other races the organizer determines which classes, and if/which subgroups are to be used.

For races of serial structure the same class division must be used for all races included in the actual serial/cup.

2.2 Rider classes

Motorbike classes acc. to 2.3 can as alternative be divided in age classes (7 classes possible). Class Open Age, class 30+, class -50, class 50+, class 60+, class 66+ and class 70+. For example Pré -65 can be divided in 30+ and 60+. Minimum age for participation is 16 years of age. Open Age, 30+ and -50 are classes where riders below 50 years of age can participate – only one of these 3 rider classes can be used per motorbike class/race occasion.

Class Open Age = 16 years and upwards, no upper limit. Class 30+ = 30 years and upwards, no upper limit. Class -50 = 16 – 49 years. Class 50+, 60+ and 66+ have no upper limit. Older rider can participate in younger classes, but younger can not participate in older classes. E.g. if the rider is 66+, but his motorbike is too new for this age class, than he can participate in a younger class where his motorbike fits in. (Not valid for -50.) Date to define the rider's age is December 31st of the current year.

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| 2.3 | Motorbike classes | See 2.4 for number plate colours for solo motorbikes |
| 2.3.1 | Pré -60 (A) "The Original class" | Pré -60: motorbikes manufactured latest December 31, 1959.
(Pré = before E.g. Pré -60 = before 1960 = latest Dec. 31, 1959) |
| | A.1 ≤ 250cc | |
| | A.2 ≤ 500cc 4-stroke | |
| 2.3.2 | Pré -65 (B) | Pré -65: motorbikes manufactured latest December 31, 1964. |
| | B.1 ≤ 250cc | |
| | B.2 ≥ 251cc | |
| 2.3.3 | Pré -70 (C) | Pré -70: motorbikes manufactured latest December 31, 1969 |
| | C.1 ≤ 250cc | |
| | C.2 ≥ 251cc | |
| 2.3.4 | Pré -74 (D) | Pré -74: motorbikes manufactured latest December 31, 1973
(With suspension acc. to 5.1 d) |
| | D.1a ≤ 125cc 2-stroke | |
| | D.1b ≤ 250cc 2- stroke | |
| | D.2 ≥ 251cc | |
| 2.3.5 | Pré -76 (D+) | Pré -76: motorbikes manufactured latest December 31, -1975 |
| | D+1a ≤ 125cc 2- stroke | |
| | D+1b ≤ 250cc 2- stroke | |
| | D+2 ≥ 251cc | |
| 2.3.6 | Pré -85 Twin Shock (E) | Pré -85: motorbikes manufactured latest December 31, 1984 |
| | E1 -50 Max. 49 years | |
| | E2 50+ | |
| 2.3.7 | EVO (Pré -90) (F) | Pré -90: motorbikes manufactured latest December 31, 1989 |
| 2.3.8 | Pré -82 ≤ 50cc (G) | Pré -82: motorbikes manufactured latest December 31, 1981 |
| | G1 Pré-76 (Short suspension)
acc. to 5.1 d) | Pré -76: motorbikes manufactured latest December 31, 1975 (With suspension |
| | G2 Pré -82 (Long suspension) | Pré -82: motorbikes manufactured latest December 31, 1981 |
| 2.3.9 | Side car (SC) | |
| | Pré -71 SC1 (≤ 1970) | Pré -71: motorbikes manufactured latest Dec. 31, 1970 White number plates/black numbers |
| | Pré -75 SC2 (1971 – 1974) | Pré -75: motorbikes manufactured latest Dec. 31, 1974 Black number plates/white numbers |
| | Pré -87 SC3 (≥ 1975) | Pré -87: motorbikes manufactured latest Dec. 31, 1986 Yellow number plates/ black numbers |
| | 1987+ SC4 (≥ 1987) | 1987+: motorbikes manufactured Jan.1, 1987 or later* Black number plates/yellow numbers
*Min. 21 years old. |

- 2.4 Number plate/number colours are valid for all solo-classes, also in case of merging more classes in the same leg.
30+ / -50 / Open Age Black number plates/White numbers 50+ Yellow number plates/Black numbers
60+ White number plates/Black numbers 66+ Green number plates/White numbers
70+ Red number plates/White numbers
- 2.4a In case of merging classes in the same leg they can be separated if one of the classes changes to red numbers.
(Valid for all number plate colours except 70+ who changes to black numbers) See page 6/6

ARTICLE 3 Riders

- 3.1 It is the responsibility of the individual rider to have an appropriate licence/ personal insurance.
- 3.2 Recommended to wear external clothing in keeping with the time only (= no multi-coloured helmets, shirts, pants, boots etc. in the short stroke suspension classes).
- 3.3 Safety: It is compulsory for the riders to wear leather boots and leather pants (or equivalent material, example Gortex), ECE/BS approved helmet, with integrated mouth guard (or Jet helmet with separate mouth guard), goggles, back- and chest protector (under the shirt), gloves and shirt with sleeves covering the full arm length.
Elbow/shoulder protector like knee protector of link style is recommended (worn 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 These regulations are valid for all Classic Motocross races organized by-/or in cooperation with KCTV in Sweden.
- 4.2 Pre start/start positioning in Waiting zone must be used at championship races.
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. (The organizer's choice – Transponder or not.) In the following leg(s) according to the result in previous leg. The Waiting zone closes 10 min. prior to start. 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.
- 4.3 Max. number of participants per leg is determined by the approval/limitation of each race track.
Depending on the number of participants, classes can, during practice and races, be merged with other classes within the same category. I.e. short stroke suspension (max. suspension travel front 180mm, rear 130mm), long stroke suspension and side car, but the short stroke-, long stroke- respective side car categories may not be mixed with each other during practice and/or races. The results are counted separately per class.
- 4.4 The rider must have, when passing the finish line, completed 2/3 of the leg for his performance to be counted in the result list.
- 4.5 Points per leg/manche: The winner of the leg gets 40 points, second 37, than 35, 33, 31, 30, 29, 28, 27 etc.
- 4.6 The race organizer must immediately after the race send the results to www.classicmx.se.
- 4.7 The modern FIM/UEM Motocross rules/regulations must be followed unless exceptions/additions are specially stated in these regulations. (E.g. safety, flag signals, noise level etc.)

ARTICLE 5 Bikes

- 5.1 General
- a For all bikes: Use of approved components in keeping with the time per class only.
- b All bikes must have folding footrests, silencer and handle bar mattress-protection (regardless type of handlebar).
- c New designed components are not allowed. Look-alike copy/replica parts/bikes are allowed.
Also the silhouette must be in accordance with the original.
- d Suspension: Class Pré -60/65/70/74/82/SC1: Front wheel travel **max. 180mm**. Max. tube diameter 35,0mm.
Maico original front suspension with 35,8mm fork tubes with external springs are allowed. (Not valid for Pré -60)
Rear wheel travel is measured with the wheel (chain-) adjustment in its outmost rear position. The shock absorber piston rod buffer-rubber is not considered (= the total stroke of the shock absorber is measured).
Rear wheel suspension travel: **100 mm axle travel + max. 30 % tolerance**.
The official OLT/JST/ECMO suspension calculation program must be available at all events.
(E.g. download from www.classicmx.se)
- e Doubt over the bike's identity/year: The rider must prove the bike's origin. (Picture + certificate from the factory).
Further doubts: the responsible technical scrutineering inspector decides.
- f Motor bikes which do not fulfil the requirements in the regulations can not participate. (Moved to another class if possible)
- g Exception: a Wheel hubs, Brakes/anchor plates of later, time typical design, including Duplex, are allowed.
(Not valid for Pré -60 + see Pré -90, 5.4.3)
- b Carburettor of later design with time typical look/characteristic is allowed.
(Not valid for Pré -60, Pré -85 see 5.3.5 and Pré -90 see 5.4.4)
- c Silencer of later design, for the purpose of lower noise level, is allowed.
- d Ignition is free (Not valid for Pré -60)
- e Suspension: time typical accessory shock absorbers of later design, suiting to 5.1a, are allowed.
Internal components like springs and valves (for front and rear) of later design are allowed.
Front Suspension: all external dimensions must be equal to the original- or other approved front fork.
External reservoirs, like gas and/or hydraulic adjustment devices are allowed only if it is time typical/was original fitted from the factory.
- f 125cc: Cylinder bore/piston: max. 2 mm. oversize from original dimension is allowed.
- g If the engine is approved with Reed Valves, it is allowed to use valves of later design, ex. V-Force3.

- 5.2 Motor bikes Pré -60/-65/-70/-74
- a 4-stroke engines: 2-valve only. Exception: Complete original engines.
 - b 2-stroke engines: Reed valves are not allowed. (See exceptions for Pré -85, in 5.3.5 and Pré -90, in 5.4.4)
 - c Pré -60 "The original class" Only motorbikes manufactured latest December 31, 1959 are allowed.
Time typical modification is allowed, i.e. to use components from another approved motorbike is OK (E.g. engine, gear box, front fork, wheels etc.)
Plastic components, newer carburettor-/ ignition components-/ wheel hubs are not allowed.
 - d 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 for Pré unit and Unit engines, Matchless G 85, Hedlund with Hedlund crankcase, ESO/JAWA Speedway push rod engines.
 - e Pré -70: Rickman MK IV, BSA Victor B44 with square barrel.
 - f Pré -74 Motorbikes with suspension acc. to 5.1d. BSA B50, Maico original,
Reed valves are allowed only if they were originally fitted from the factory on approved motorbike.
 - g Pré -76 Longer suspension travel than 5.1d is allowed. Reed valves are allowed only if they were originally fitted from the factory on approved motorbike.
 - h Inspection: BSA: Measurement barrel bolts c-c, B44 = 74mm. B50 = 80mm.

5.3:Pré -85/Twin Shock Definition:

Pré -85, factory manufactured/sold motorbikes, hereinafter referred to as OEM (Original Equipment Manufacturer) bikes, originally equipped with two rear shock absorbers or a single-/twin mono shock system without linkage as per Yamaha and Kramer, conventional front fork, air-cooled engine and drum brakes front and rear. Last approved OEM model according to 5.3.1 and special build non-OEM model according to 5.3.1a.

5.3.1 Last approved model of 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

a Last approved model of 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 the technical committee.

5.3.2: 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.

5.3.3: Wheels - Wheel are free according to 5.3

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

5.3.5: Engine & exhaust -

- Only air cooled engines from an approved OEM bike as per 5.3.1 are allowed. Non-OEM replica motors manufactured later than last approved model are allowed provided all external dimensions 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 has 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 5.3.1 is not allowed.
- Clutch and transmission/gear box 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 5.3.1. (See also 5.1g/g)
- Only OEM type of carburetor from approved bike as per 5.3.1 is allowed. Fuel injection, flat slide and later design of carburetor are not allowed. Modification to round throttle carburetor is allowed.
- Only natural aspired intake is allowed.
- Octane gasoline boost is allowed.
- Exhaust performance valve is not allowed on 2-stroke engines
- Outlet pipe of silencer must be encapsulated and secured to eliminate the risk of injuries to other riders. (See also 5.1g/c)
- 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 5.3.1. (E.g. DG head, Mugen 360 cc cylinder etc). Must be documented in case of doubt over identity/year.

5.3.6: Frame

- Only original frame from approved bikes as per 5.3.1 is allowed. Modified frame of a later non approved 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 rear swing arms from an approved bike in accordance with 5.3 are allowed. Reproduced swing arm with a time typical characteristic is allowed. Swing arms of a later design are not allowed.

5.3.7: Suspension – Front Fork

- Upside down front fork is not allowed
- Front fork or outer parts hereof, from a later non approved bike is not allowed. It is allowed to use an OEM front fork from another approved bike under 5.3.1. (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 is allowed.

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- Mechanical and/or hydraulic external adjustment is not allowed unless it was original fitted from the factory.
 - Aftermarket front forks, such as Fox, Simons, Öhlin 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 5.3.1. Must be documented in case of doubt over identity/year.
- 5.3.8: Suspension – Rear shock absorbers
- Time typical accessory shock absorbers of later design, acc. to 5.3, 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 5.3.1.
 - 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.
- 5.4: Pré -90/EVO definition:
Pré -90, factory manufactured/sold motorbikes, hereinafter referred to as OEM (Original Equipment Manufacturer) 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.
- 5.4.1: 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 technical scrutineering inspector decides.
- 5.4.2: Wheels – are free
- 5.4.3: Brakes - Only brakes from an approved OEM bike as per 5.4.1: are allowed. Other design or manufacturer must be pre-approved by the technical committee. Oversized rotor/disc brakes other than approved acc. to 5.4.1 are not allowed
- 5.4.4: Engine & exhaust -
- Only OEM engines from an approved OEM bike as per 5.4.1 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 5.4.1 is not allowed.
 - Clutch and transmission are free. Hydraulic clutch is not allowed unless originally equipped from OEM factory
 - Reed valves are allowed.
 - Only OEM type of carburetor from approved bike as per 5.4.1 is allowed. Fuel injection, and later design of carburetor is not allowed. Only natural aspired intake is allowed.
 - Octane gasoline boost is allowed.
 - Outlet pipe of silencer must be encapsulated and secured to eliminate the risk of personal injuries.
 - Radiators are free
 - Use of aftermarket non-OEM cylinder or cylinder head is allowed, provided the parts were offered for sale to the public on or before 31.12.1989 (E.g. DG head, Ohlin 360 cc cylinder etc). Must be documented in case of doubt over identity/year.
- 5.4.5 Frame
- Only original frame with matching VIN number for approved OEM bikes as per 5.4.1 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 from an approved bike in accordance with 5.4.1 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 latest Dec. 31.,1989. Swing arms of a later design are not allowed.
- 5.4.6: 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 5.4.1. It is allowed to use an adjustable OEM front fork from another approved bike under 5.4.1 (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 latest Dec. 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 Dec. 31, 1989. Must be documented in case of doubt over identity/year.
- 5.4.7 Rear suspension
- Pre -90 time typical shock absorbers manufactured later than Dec. 31, 1989 (acc. to 5.4.1) 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 5.4.1
 - 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 5.4.1). 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.

5.5 Pré -82 50cc

- a Motorbikes with max. 50cc displacement, air cooled engine with or without reed valves, one or two rear shock absorbers without linkage, conventional front fork, and drum brakes front/rear.
- b Engine tuning is free. Time typical carburettor (no max. size limitation) is allowed. Rotary valve engines are allowed only if the original engine was equipped like that (e.g. Maico 50cc)
- c New manufactured copies/replicas of approved components/motor bikes are allowed. It is also allowed to build in approved engine in another time typical chassis; first time manufactured latest Dec. 31 1981. (e.g. 80cc or 125cc chassis.)
- d Not allowed: Up side down front forks, linkage suspension, suspension components with adjustable compression/rebound.
- e Motor bikes/components designed/first time manufactured later than the last approved model are not allowed.
- f Exceptions: Time typical rear shock absorbers first time manufactured later than Dec. 31, 1981 are allowed.
- g Foot pegs, control levers, wheels and handlebars of reinforced model are allowed.
- h Pré -75: suspension acc. to 5.1d

5.6 Side car

- a SC1 Pré -71 according to 5.1d and 5.1
- b SC2 Pré -75 according to 5.1d
- c SC3 Pré -87 According to 5.1e. Approved: Air cooled engine, Factory installed linkage suspension, light weight frames produced before 1980 (e.g. P. Piron) See 5.1.g.e/e1
- d SC4 1987+ ≥1987, minimum 21 years old.

ARTICLE 6 Organisation

- 6.0 The organizer must ensure that the track is suitable for classic motocross and to use qualified flag officials only. The organizer is responsible for the time keeping.
- 6.1 It is the responsibility of the organizer to have 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)
- 6.2 The enrolment must be sent by the riders to arrive to the organizer within time specified in the invitation. In case of application after the last date of entry it is the organizer's right to require an additional fee.
- 6.3 Technical inspection must be performed. (Minimum 1/3 of the applied riders). Riders selected for motorbike inspection should be told at their check in. Additionally running inspections on random basis will be performed during the race day. Number of technical inspectors must be in relation to number of competitors. The official suspension calculation program (Ruben MKII) must be available at all events. (E.g. down load from www.classicmx.se)
- 6.4 Practice before the races: min. 1 x 20, alt. 2x10 minutes available for each rider, whereof 5 minutes start-practice. Max 60 riders on the track simultaneously.
- 6.5 In case of special rules (which are not according to these regulations) are called for in an event (E.g. safety etc.), this must be announced in advance by the organizer to the riders.
- 6.6 Event camping and toilets must be free of charge and based on number of riders and visitors, and be open the day before- and all race day/days.

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

Standard number
plate/number colour

Alternativ number-colour
when classes are merged



*Black numberplate is also used by
the classes "30+" and "Open Age"