



CEMAR

Classic European Motocross Association of Riders

REGULATIONS

JST

JEFF SMITH TROPHY

Version 2020



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 Age -66 */ 66+ Pre '74 bikes 2stroke and 4 stroke. (Pré 74: bikes manufactured latest Dec. 31 1973)
- 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 JST regulations.

ARTICLE 4 Rules

- 4.1 The race track must be safety-inspected and prepared if/as needed before each JST 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 short stroke suspension classes (ex. OLT) but not with long stroke suspension classes (ex. CETSC and CEEC).
- 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. (organizer'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 (organizer to decide). The waiting zone closes 10 min. prior to start. (Organizer's decision) 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.
- 4.5 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 organizer gives three cups per class (-66 and 66+) for the result of the day.
The CEMAR Organisation gives 3 cups per class (-66 and 66+) 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 in a class, only the winner will get a cup..
- 4.8 The JST -champions are announced directly after the last race of the year.
- 4.9 The race organizer must immediately after the race send the results in Excel format to the CEMAR coordinator Jörgen Ahlström jorgen.ahlstrom@ektv.nu
- 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. (= the full push rod travel is considered.)
Rear wheel travel: **100 mm axle travel + max. 30 % tolerance.**
The 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-/ copies of approved parts/bikes are allowed.
Also the silhouette must be in accordance with the original.
Exception: a Wheel hubs, brakes/anchor plates, incl. Duplex, of later design with time typical characteristic are 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 and engines:
a Engines: Pré -74 single cylinder 4 stroke and 2stroke small block engines.
b Pré -74, 4-stroke: BSA Victor B44 with square barrel, BSA B50, Metisse MK 3/3 A, generation 1 of Honda XL 350 and Yamaha TT/XT 500 engines. Rickman MK IV and Cheney frames are OK.
c Pré -74, 2-stroke: Bikes and components used must have been first time manufactured latest Dec. 31, 1973.
d Doubt regarding 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 6 Organisation

- 6.0 The organizer 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 organizer 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 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 send by the riders to arrive to the organizer within time specified in the invitation.
- 6.5 Technical inspection must be performed. The organizer sets up an inspection staff consisting of 2 inspectors from the organizing 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 2 x 10, or 1x20 minutes available for each rider. It is free for the organizer 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 organizer to the Coordinator, Jörgen Ahlström jorgen.ahlstrom@ektv.nu in advance. After confirmation from the Coordinator, the Organizer must inform the riders in time before the race.
- 6.9 Entry fee, riders: 1 day race max. € 50, 2 days race max. € 75 + in case of application after the last date of entry an additional fee of €10 to the race organizer. Each organizer 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 organizer's electric supply network.
- 6.11 On demand of the organizer 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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