



NEWS LETTER 2015



C Garver, November 26, 2014

October 25, 2014 the annual international CEMAR AGM was held in Gremersdorf, Germany. This is a presentation of the news for 2015 and other questions brought up. See further details in “OLT, JST, CETSC and CEEC Regulations 2015” on www.classicmx.se.

CEMAR Organisation, Members

Jos Claessens takes over the position as country responsible person for Belgium after Oost Ostra and for the Nederland's after Max Wagener.

Rob Bayman takes over the position as country responsible person for the UK after Vic Vaughan.

Jan Völkner DE joins the organisation and takes a position in the CETSC and EVO/CEEC Technical Responsible Group together with the earlier members Per S Pedersen DK and Fleming Vad DK.

Boje Christiansen SE replaces Nils-Olov Wedin as class responsible for OLT and JST.

Article responsible will be vacant (earlier held by Nils-Olov Wedin).

See “Contact Persons list” for details. on www.classicmx.se.

About two weeks after the AGM in Gremersdorf, (November 12) Henrik Andreasen notified that he had decided to resign from his commitment as CEMAR administrator.

The administration will be handled within the board until a successor(s) is/are designated.

Cooperation with FIM Europe (former UEM)

The present FIM representative, Björn Weisman, will resign and his successor will contact CEMAR for discussions.

The insurance status is that riders with FIM-connected licence are under the insurance of FIM for FIM approved races. There is still a need for additional insurance for riders without approved FIM license, and also for all riders/organizers for races not sanctioned by FIM.

Reminder: Important for the rider to always carry the “European health insurance card” and to have a private accident insurance, also including home transportation in case of need after an accident. “Be prepared – just in case!”

CEMAR on Facebook:

Present members in the already existing CEMAR Facebook account need to invite further persons who take part in the CEMAR activities. News/messages on the official home page www.classicmx.se should be pre-announced on the CEMAR face book page.

Communication/ sharing photos between members must be promoted.

“Positive steps to get it going”.

EVO CUP, up grade to CEEC

The status of EVO CUP is 2015 upgraded to “Classic European EVO Championship”, CEEC, which now is the new official name for the class.

General

Points calculation

In cases where two riders have same total points after the final race, the number of first places will counted and if still the same then followed by number of second places and after that the third places. If still equal, the last leg-result will determine.



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Article 5, OLT, JST, CETSC, CEEC

Wheel hubs, Brakes/anchor plates of later, time typical design, including Duplex, are allowed.

Practice before races

For the reason of some times very tight day-program the length of the practice times will be adjusted 2015. For OLT and JST it will be preferable 2x10 minutes minimum or 1x20 minutes minimum, and for Twin Shock and CEEC adjusted to 20 minutes minimum. It is still free for organizers to extend the practice time if suitable.

CEMAR awards for OLT, JST, CETSC and CEEC 60+, 66+, 70+

Except for the standard three cups per class, in 2015 CEMAR will give cups to the best 70+ and 66+ riders in the “oldest” classes. Which are 60+ in OLT and JST and 50+ in CETSC and EVO/CEEC. A cup to the best 60+ and will also be given in CETSC and EVO/CEEC. Conditions for a cup to be given: the rider must have participated in more than one CEMAR race the same year to be qualified. For further detail please see the regulations per class.

2015 CEMAR give a laurel wreath to the overall winner of the year per class in OLT, JST, CETSC and CEEC, which have two subclasses each = 8 classes.

JST

Low number of participants has been a disadvantage for this class in nearly all races over the years – exceptions are the races in Linköping. Therefore 2015 it allowed to use 2-stroke bikes in the Open Age class. To preserve the status of JST, 2-stroke are not allowed in the 60+ class. The regulations will be suited to 2-stroke pré -74 bikes in the Open Age class, but basically they stays the same. See the JST regulations 2015 for details. Jeff Smith himself has, by e-mail reply, reacted positively to the change.

Twin Shock, CETSC, 2.3

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.

Twin Shock, CETSC article 5.2 f and EVO/CEEC article 5.2 d

Suspension: time typical accessory shock absorbers of later design, suiting to 5.1f, 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 approved original fork.

Twin Shock: External reservoirs, like gas and/or hydraulic adjustment devices are allowed only if it was original fitted from the factory.

CEMAR Races 2015 = OLT + JST + CETSC + CEEC

Races 2015	Date	Place	Country
CEMAR 1	2 May	Aalborg	DK
CEMAR 2	6 June	Schkölen	DE
CEMAR 3	1-2 August	Linköping	SE