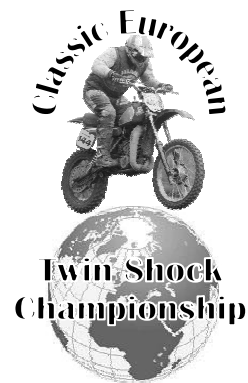


REGULATIONS  
**CLASSIC EUROPEAN  
TWIN SHOCK CHAMPIONSHIP**

**CETSC**

version 2011



**ARTICLE 1 Goal/Motto**

To keep racing 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 -50 with Pré 85 motor bikes\* (Pre' 85: bikes manufactured latest Dec. 31 1984.)  
Black number plates / white numbers 15 min. + 1 lap
- Age 50+ with Pré 85 bikes (Pre' 85: bikes manufactured latest Dec. 31 1984.)  
Yellow number plates / black numbers 15 min. + 1 lap  
\* Min. age 16, max age 49 years
- 2.2 The classes ride together if max. allowed number of riders is not exceeded. (See 2.5)
- 2.3 Qualification will be used in cases where max. allowed number of riders per class/leg is exceeded. (See 2.5).  
(Ex. training lap times or special qualification legs over 4 laps – organizers decision)  
The 10 first riders in the total result after previous TSC race are directly qualified. (In the first race of the year the total result from last year decides.) Riders that have not qualified can participate in a B-final or in the open classes.
- 2.4 Date to define the rider's age is December 31st of the current year. Age class -50 = max. 49 years of age.
- 2.5 Participation: Max. 48 riders per leg, or if lower, the max. No. of riders allowed for actual race-track.

**ARTICLE 3 Riders**

- 3.1 It is the responsibility of the individual rider to have an appropriate licence/ personal insurance.
- 3.2 Recommended to have external clothing in keeping with the time only.
- 3.3 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 protector like knee protector of link style is recommended (under the shirt/pants).

**ARTICLE 4 Rules**

- 4.1 The race track must be safety-inspected and prepared if/as needed before each CETSC training/race.
- 4.2 Three legs per race. All except 2 legs of the total are counted (ex. 4 races = 12 legs of which 10 are counted).
- 4.3 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. (The organizer's choice – Transponder or not.) In the second and third leg 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.
- 4.4 The rider must have, when passing the finish line, completed 2/3 of the leg for his performance to be considered by the jury.
- 4.5 Points per leg: The winner of the leg gets 40 points, second 37, than 35, 33, 31, 30, 29, 28, 27 etc.
- 4.6 The race organizer gives three cups for the result of the day.  
The CETSC Organisation gives cups to the three best riders + cups to the best 125cc, 250cc and 4-stroke rider per age class for the total result of the year.
- 4.7 The CETSC -champion is announced directly after the last race of the year is completed.
- 4.8 The race organizer must immediately send the results in Excel format to the CETSC -Coordinator:  
Jörgen Ahlström [jorgen.ahlstrom@ektv.nu](mailto:jorgen.ahlstrom@ektv.nu)
- 4.9 It is the rider's own responsibility to be aware of the actual CETSC regulations.
- 4.10 The modern FIM/UEM Motocross rules/regulations must be followed unless exceptions/additions are specially stated in these regulations. (Ex. Safety, flag signals etc.)

# REGULATIONS CLASSIC EUROPEAN TWIN SHOCK CHAMPIONSHIP, CETSC 2011

## ARTICLE 5 Bikes Pré -85

- 5.1 Pré -85, factory manufactured/sold motorbikes originally equipped with two rear shock absorbers without linkage and drum brake front/rear and air cooled engine. (Last approved model per manufacturer, see example in 5.1)
- a Exception: Centre fitted shock absorber(-s) without linkage (ex. Yamaha Mono Shock, Krämer-Maico).
  - b Doubt over the bike's identity/year: The rider must prove the bikes origin. (Picture + certificate/ brochure from the factory). Further doubts: the jury will decide.
  - c All bikes must have folding footrests, silencer and handle bar mattress-protection (regardless type of handlebar):
  - d Not allowed: up-side down front forks, linkage suspension, disc brakes, water cooling.
  - e The following components are only allowed if they were originally fitted from the factory on a approved motor bike: Flat slide carburettor, reed-valves, suspension components with adjustable compression/rebound.
  - f Motor bikes which do not fulfil the requirements in the regulations can not participate.
- 5.2 For all motor bikes: Use of approved components in keeping with the time according to 5.1 only.  
Exception:
- a Wheel hubs of later design with time typical characteristic can be used.
  - b Silencer of later design, for the purpose of lower noise level, is allowed
  - c Foot pegs and Handlebars of reinforced model are allowed
  - d Other wheel dimension, with time typical look, is allowed.
- 5.3 Explanation
- a Motor bikes/components manufactured later than the last approved model are not allowed  
Look-alike replica parts/bikes are allowed. Also the silhouette must be in accordance with the original.
  - b It is allowed to use/build in components from another approved motor bike. Components used must come from/or be manufactured fully according to approved original component/motor bike (See 5.1).
  - c Last approved model, example: : Honda: 125-250cc: 1980, Husqvarna: 125-250cc:1983 , 500cc: 1984, Kawasaki: 125-500cc: 1979, KTM: 125-495cc: 1981, Maico: 125cc: 1979, 250-490cc: 1981, Suzuki 125-420cc: 1980, Yamaha: 125cc: 1980, 250cc-465cc: 1981.

## ARTICLE 6 Organisation

- 6.0 The organizer must ensure that the track is suitable for Twin Shock motor bikes and to use qualified flag officials only.
- 6.1 The jury consists of: - Chairman: representative from CETSC (has no vote) - Clerk of the course  
- Contact person from the organising country - 3 Country representatives\*
- \* = 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)
- 6.3 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.
- 6.4 The invitation will be published/for down load on [www.classicmx.se](http://www.classicmx.se)
- 6.5 The enrolment must be send by the riders to arrive to the organizer within time specified in the invitation.
- 6.6 Technical inspection must be performed.
- 6.7 The organizer sets up an inspection staff consisting of 2 inspectors from the organizing country and responsible CETSC representative selects 2 inspectors, from the country representatives, by lottery draw.
- 6.8 Each technical inspector must be familiar with the current regulations.
- 6.9 Practice before the races: primary minimum 2 x 15, or if this is not possible for the day's program 1x25 minutes available for each rider. (Organizers decision) Max 60 riders on the track simultaneously.
- 6.10 In case of special local 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 CETSC Coordinator, Jörgen Ahlström [jorgen.ahlstrom@ektv.nu](mailto:jorgen.ahlstrom@ektv.nu) Fax +4643110142 in advance. After confirmation from the CETSC Coordinator, the Organizer must inform the riders in time before the race.
- 6.11 Entry fee, riders: 1 day race max. € 30, 2 days race max. €45 to be paid in EURO + in case of application after the last date of entry an additional fee of € 10 to the race organizer.  
Each CETSC organizer pays an org. fee, € 200, to the CETSC account: see below.
- 6.12 Event toilets and showers must be free of charge and based on No. of riders and visitors, and be open Friday – Monday
- 6.13 On demand of the organizer the jury is entitled to make decisions within the regulations. Such decisions must be documented and reported to the TSC Coordinator Jörgen Ahlström, [jorgen.ahlstrom@ektv.nu](mailto:jorgen.ahlstrom@ektv.nu) Fax +4643110142
- Others:** In case of a dispute regarding the content in a translation of this document, this English original has priority.

### CETSC Organisation

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