



OLT

OVE LUNDELL TROPHY version 2011



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

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| 2.1 Age -50 with pre' 65 bikes pré unit * | (Pre' 65: bikes manufactured latest Dec. 31 1964.) |
| Black number plates / white numbers | 12 min. + 1 lap |
| 2.2 Age 50+ with pre' 65 bikes pré unit | (Pre' 65: bikes manufactured latest Dec. 31 1964.) |
| Yellow number plates / black numbers | 12 min. + 1 lap |
| 2.3 Age 60+ with pre' 65 bikes pré unit | (Pre' 65: bikes manufactured latest Dec. 31 1964.) |
| White number plates / black numbers** | 12 min. + 1 lap |
| 2.4 Date to define the rider's age is December 31st of the current year. | |
| 2.5 Participation: Max. 40 riders per class and leg. | |
| * Min. age 16, max. age 49 years | |
| ** 60+: Riders in this class of age 66+ ride with green number plates/white numbers | |

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 (= no multi coloured helmets, shirts, pants, boots etc.).
- 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 OLT training/race
- 4.2 Separate prize-giving for respective class per meeting. 3 races = 9 legs of which 7 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.
- 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. (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.
- 4.5 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.
- 4.7 The race organizer gives three cups per class for the result of the day.
The OLT Organisation gives 3 cups per class (-50, 50+, 60+) and also special cups to the 3 best 66+ riders (in the 60+ class) for the total result of the year.
- 4.8 The OLT -champions are announced directly after the last race of the year.
The 60+ class is the "Emperor class" (Kaiserklasse), where the "Ove Lundell Trophy-challenge cup", sponsored by the family of Karin & Christer Garver, is given to the winner for the year of this class. After the challenge cup is won three times by the same rider, the challenge cup belongs to this rider
- 4.9 The race organizer must immediately after the race send the results in Excel format to the OLT Coordinator:
Jörgen Ahlström jorgen.ahlstrom@ektv.nu
- 4.10 It is the rider's own responsibility to be aware of the actual regulations.
- 4.11 The modern FIM/UEM 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.
Pre' 65: **100 mm axle travel + max. 30 % tolerance.**
Official ECMO and OLT 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 parts/bikes are allowed. Also the silhouette must be in accordance with the original.
Exception: a Wheel hubs of later design with time typical characteristic is 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.
- 5.6 Bikes Pré 65, pré unit:
a 4-stroke engines: 2-valve only. Exception: Complete original engines.
b Exceptions:
Allowed: ESO and FN unit engines, Triumph and BSA twin-unit engine, Matchless G 85, Hedlund with Hedlund crankcase and ESO/JAWA Speedway push rod engines, Metisse MK 3/3 A, Cheney Duplex frame for pre unit engines
Not allowed: BSA Victor original, BLM B40, Cheney Duplex for unit engines and Metisse MK IV.
c Doubt over the bike's identity/year: The rider must prove the bike's origin. (Picture + certificate from the factory).
Further doubts: the jury will take over.

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 OLT (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) 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.
- 6.3 The invitation will be sent to the ECMO country representatives for forwarding to the riders and 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 OLT-representative selects 2 inspectors,/ 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 15 minutes available for each rider. 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 OLT Coordinator, Jörgen Ahlström jorgen.ahlstrom@ektv.nu Fax +4643110142 in advance. After confirmation from the OLT Coordinator, the Organizer must inform the riders in time before the race.
- 6.9 Entry fee, riders: Max. € 30 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 organizer pays an org. fee, € 300, to the OLT-account: see below.
- 6.10 Event toilets and showers must be free of charge and based on No. of riders and of visitors and be open Friday – Monday.
- 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 OLT Coordinator Jörgen Ahlström, 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.

OLT Organisation

Coordinator:

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