

**PROPOSAL for 7C F1**

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Road Racing
<b>Signed by:</b>	Mats Winberg
<b>Date:</b>	2019-08-16

<b>Subject:</b>	Technical rules Formula 80-87
-----------------	-------------------------------

<b>Proposal text:</b>	<p><u>Motion 2</u> § 1 Type and age § 4 Front forks</p> <p><i>The class have lost riders to other classes and if not something do about it the class will sadly fade away. I suggest that we try to make some changes to see if the interests go up. Elderly bikes then 1992 <u>will not</u> be used in classic superbike</i></p> <p><b>Purpose with proposal</b>  § 1. Change from year model 1980-1987 to model year 1980-1991.  In this proposal there are some more bikes to choose from to use.  Use the same technical regulations as before.</p> <p><b>1. ELIGIBLE MACHINES</b>  In principle, all 4-stroke machines of the following ages are eligible: -  Suzuki GSX-R 750&gt; 1991 GSX-R1100 &gt;1992  Yamaha FZR1000&gt;1990 FZ750&gt;1991 FZR750OW01  Honda VFR750&gt;1993 also RC30 all models  Kawasaki GPX750 ZXR750&gt;1990 GPZ900&gt;1990  Ducati 851&gt;1990</p> <p>§4 Allow up-side down forks up to 43mm</p>
-----------------------	--

**PROPOSAL for Classic Superbike**

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Road Racing
<b>Signed by:</b>	Mats Winberg
<b>Date:</b>	2019-08-16

<b>Subject:</b>	Change in period of years on bikes and number plate colour
-----------------	--

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b>          Technical regulations for Classic Superbike          §1. Type and age §12. Number plate and numbers</p> <p><b><u>Proposal 1</u></b>  <i>The timeline should be change to the last year in the 750cc 4-cyl era          There is a big advantage to have the same as for example Germany and England.          Much easier what is aloud or not. Witch bike you can use.          We have wrong number plate colour and numbers, they are used for Endurance racing.          Change to the right ones which is used in every other country.          In addition, we get some interesting bikes from historical perspective.</i></p> <p><b>Purpose with proposal</b>          § 1/  <i>The proposal intends to raise annual models from now 1988-1998 to the period <u>1992-2002</u>.          The same formula as today 750cc-4cyl, 960cc-3cyl. 1000cc-2cyl.          Same technical regulations as we have today.          Good for the future and set the end of this era for all time.</i></p> <p><b>1. ELIGIBLE MACHINES</b>  <i>In principle, all 4-stroke machines of the following ages are eligible: -          4-cylinder machines up to 750cc built before 1st January 2002          3-cylinder machines up to 960cc built before 1st January 2002          2-cylinder machines up to 1000cc built before 1st January 2002  <u>Plus, the following models that were basically unchanged from that period until they ceased production:</u>          Kawasaki ZX7R and RR up to 2003          Aprilia RSV Mille &amp; Mille R up to 2003 (not later model RSV 1000 with central air intake)          Suzuki TL1000S &amp; TL1000R GSX-R750 up to 2003          Triumph T595 up to 2002          MV Augusta F4 750 Oro &amp; S models to 2002          Honda RC51 (SP1 &amp; SP2)          Ducati 916 – 996 (not 998 models)          Yamaha OWO1          Yamaha YZF 750 (all models)          Yamaha R7</i></p> <p>§ 12/  <i>Number plates should be white and black numbers as it is in the superbike class in all countries.</i></p>
-----------------------	---

**PROPOSAL to divide class 2b in a liquid cooled and an air-cooled class**

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Road Racing
<b>Signed by:</b>	Rickard Käll
<b>Date:</b>	190810

<b>Subject:</b>	Change in eligibility rules regarding class 2b.
-----------------	---

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b> To clarify that class 2b is divided into 2 different classes; each with their own individual class name.</p> <p><b>The eligibility rules are proposed to be altered with the following text</b></p> <p><b>3.3 Tillägg för klass 2B 50cc 1961- 83.</b></p> <p>Ändring gällande uppdelning av klass 2b i en luftkyld och en vattenkyld klass. <i>Klass 2b1 är cyklar med luftkylda motorer, klass 2b2 är cyklar med vattenkylda motorer.</i> Grundregeln är att alla GP cyklar inom tidsperioden upp t.o.m. 1983, oavsett om de är luftkylda eller vattenkylda är godkända att tävla med. 50 cc tävlingscyklar som är godkända att tävla med är indelade i tre kategorier:</p> <p>Revision regarding dividing class 2B into air-cooled and water-cooled class. <i>Class 2b1 is for bikes with an air-cooled engine, class 2b2 is for bikes with liquid cooled engines.</i> The basic rule is that all GP bikes that represents the era up to 1983 being air-cooled or water-cooled are allowed to race. 50cc racebikes allowed to race in this class is divided into three categories:</p> <p><b>The proposal has influence on the following paragraph</b></p> <p>3.3</p> <p><b>Purpose with proposal</b> The purpose with this proposal is to make it obvious to all, that class2b are divided into 2 classes. The reason for that is to ensure that the air-cooled bikes will continue to participate in our races.</p>
-----------------------	--

## Updated Machine Regulations for class 7C

Proposal is based FIM EU vintage rules to unified our rules with them. This will also correct many incorrect paragraphs in current rules, mainly the bike list which are not based period rules or motorcycles used in road racing back then. Like we have seen, allowing 1100cc bikes in F1 class have lead situation where is only two competitive four-stroke motorcycle models in mentioned class, and declined interest for class. In other hand, in CRMC post-classic races (almost identical rules with FIM) have seen wide range of competitive machinery.

In Finland we have allowed those 1100cc pre-88 bikes race with newer machines in classic superbike class, if use this same method there is possibility to continue racing with over 750cc F1 bikes despite the rule change.

### 6. Machine Regulations for Classic Road-Racing class 7C, motorcycles through 1987.

Class 7C F1 - 351cc- 500cc Two-strokes manufactured before 31/12/1983, 601cc -1300cc four-stroke manufactured before 31/12/1983, and 750cc four-stroke motorcycles manufactured before 31/12/1987.

Class 7C F2 – Up to 350cc two stroke motorcycles and up to 600cc four stroke motorcycles manufactured before the end of 1987.

#### VCRR 05.3.2 FRAME, FORKS & SUSPENSION

The appearance and construction shall be as used during the period. Only engine-frame combinations used in the period are permitted.

#### VCRR 05.3.3 ENGINE

Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings for the sole purpose of using non-original ignition systems and/or the fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of these eligibility rules.

All engine breather pipes must lead to a catch tank.

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire.

Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

#### VCRR 05.3.4 GEARBOX & CLUTCH

Gearboxes must retain the outside appearance of the original manufacturer. The internal specification is free from restriction but must meet all the requirements of these eligibility rules. Period slipper clutches are permitted

Electronic control of the gearbox operation is not permitted.

All gearbox breather pipes must lead to a catch tank

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage

#### VCRR 05.3.5 CARBURETTOR

Carburettors must be of a type that was available during the period.

Period correct fuel injection is allowed only if originally used on the motorcycle.

Induction above atmospheric pressure is not permitted.

#### VCRR 05.3.6 IGNITION SYSTEM

There is no restriction to the ignition system. The machine shall be equipped with an easily accessible emergency stop switch.

#### VCRR 05.3.7 BRAKES

The brake drums, calipers and cylinders must be of a type and construction that was used within the period. The discs must be made of ferrous material. The size, type and construction must be period correct.

#### VCRR 05.3.8 WHEELS & TYRES

The wheels shall be of a design, construction and size that was used within the period. Moulded treaded tyres must be used. Slick, modified slick, and wet weather tyres are not permitted. Tyre warmers are not permitted

#### VCRR 05.3.9 EXHAUST SYSTEM & SILENCERS

The exhaust system outlet must be approximately horizontal and comply with any sound regulations in force at the meeting.

#### VCRR 05.3.10 INSTRUMENTS & CONTROLS

Must satisfy the technical regulations in force at the meeting.

#### VCRR 05.3.11 TANKS & FAIRINGS

The tank, seat and fairing shall be of type and model that was used within the period. Petrol tanks should contain explosion retardant foam.

#### VCRR 05.3.12 NUMBER PLATES

All machines must display number plates on the front and both sides. The plates should be 230mm high by 280mm wide in the colours described below.

250cc White figures on Green background

350cc White figures on Blue background

500cc Black figures on Yellow background

750cc Black figures on White background

1000cc White figures on Red background

**PROPOSAL01 Norway**

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Roadracing
<b>Signed by:</b>	Sven Erik Johansen
<b>Date:</b>	17/10 - 2019

<b>Subject:</b>	<b>Changes in the regulations Classic Supersport §7 Wheels</b>
-----------------	--

<b>Proposal text:</b>	<p><b>7. Wheels:</b>  Wheels must remain as originally produced by the manufacturer for the particular machine.  Wheels build up with carbon fiber is not allowed.  The speedometer drive may be removed and replaced with a spacer.  If the original design included a cushion drive for the rear wheel, it must remain as originally produced.  Wheel diameter and rim width must remain as originally produced by the manufacturer.  <b>For bikes delivered with 18" rear wheel, this can be changed to 17" from a bike from the same manufacturer, also approved for Classic Supersport.</b></p> <p><b>Reason:</b>  This is a class where slick and rain tyres are allowed. Appropriate 18" racing tyres are unobtainable. This change will make the older bikes in this class more competitive.</p>
-----------------------	--

## PROPOSAL

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Roadracing
<b>Signed by:</b>	Øyvind Herheim
<b>Date:</b>	17/10 - 2019

<b>Subject:</b>	<b>Changes in eligibility rules for Classic racing</b>
-----------------	--

<b>Proposal text:</b>	<p>The following changes; marked with yellow, are proposed</p> <p>1.13. Fuel. For classic racing it is allowed to use E85</p> <p>3.1.12. Engine: The crank case, cylinder and cylinder head must be period parts. There are no tuning restrictions. Modification of original parts and the use of period aftermarket parts are allowed. Boring of the cylinder to the engine manufacturer's standard over-sizes is allowed even though this may cause the cylinder volume to exceed the upper limit for the class. Triumph T140, Norton 850 crank cases and other Crank cases manufactured after -67/72 are allowed provided they are identical to those manufactured in 67/72. Norton 850 cylinders are allowed, but the cylinder volume shall not exceed 750 cc. The bore and stroke of an engine may be changed for the machine to be used in another cylinder volume class. The look of the engine shall not be changed, but for all road bikes converted to racebikes, cooling fins on original manufactured cylinder and cylinder heads can be extended up to 15mm. Both on converted originals and new productions.</p>
-----------------------	--





**PROPOSAL for 2019**

<b>Federation:</b>	DMU	Danish proposal 3.
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	Søren Holm	
<b>Date:</b>	15.10.2019	

<b>Subject:</b>	<i>Minutes of the meeting</i>
-----------------	-------------------------------

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p><b>2019 text.</b> 3.1.2 Registration Certificate (Also known as “Machine id card”): To take part in a competition event a Registration certificate is required. A Registration certificate is also required for competitors from other Scandinavian countries. If no Registration certificate can be presented, the machine shall not be allowed to take part in the competition.</p> <p><b>New text:</b> 3.1.2 Registration Certificate (Also known as “Machine id card”): To take part in a competition event a Registration certificate is required. A Registration certificate is required for competitors from <b>all four</b> Scandinavian countries. If no Registration certificate can be presented, the machine shall not be allowed to take part in the competition. <b>The only valid card is the Common Nordic Machine Card.</b></p> <p><b>Purpose with proposal</b></p> <p><i>To replace the last of the “old” machine cards and to make sure that all 4 countries has approved all new machine cards. This to avoid “bad talking” amongst the competitors and to secure a high level of fair play in our sport.</i></p>
-----------------------	---







PROPOSAL for 2019

<b>Federation:</b>	DMU	Danish proposal 7.
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	Teddy Schultz	
<b>Date:</b>	18.10.2019	

<b>Subject:</b>	Frame / engine combination – solo machines up to 1972
-----------------	---

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p><b>Remove the following text/rule:</b></p> <p><b>3.1.3. Frame and swinging arm:</b> Shall be made from circular tubing that was used for road racing within the period. The swinging arm shall only have one tube each side. It is allowed to use newly manufactured frames to old specifications and to modify OEM produced frames. <del>It is not allowed to combine frames and engines if the combination is not proved to have existed in the period.</del></p> <p><b>Or alternatively use the text from this chapter, which also allows to build your own frame</b></p> <p><b>2.3. Frame, swing arm:</b> Original, replica or newly manufactured frames with period look is allowed. There are no restrictions to the suspension as long as it is typical for the period. Centrally located suspension units are only allowed on machines that originally were constructed that way.</p> <p><b>Purpose with proposal</b></p> <p><i>To show RR/TT in a more authentic way fitting the time period and at the same time open the possibility to get more riders out on the tracks.</i></p> <p><i>In the time period it was only few riders who had possibility to ride factory and special build racers bikes, the rest of the field was using anything they could get their hands on.</i></p> <p><i>“home build” frames was also quite common</i></p> <p><i>Documentation from this period is almost impossible to find</i></p> <p><i>There are quite a number of existing bikes that cannot live up to this demand and as soon as they sell the bike or for other reason need a new machine card, these bikes will disappear within few years.</i></p> <p><b><u>We need more, not fewer bikes/riders in our sport</u></b></p>
-----------------------	--

**PROPOSAL for 2019**

<b>Federation:</b>	DMU	Danish proposal 8.
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	<i>Teddy Schultz</i>	
<b>Date:</b>	<i>18.10.2019</i>	

<b>Subject:</b>	<b>Appendix to the regulations.</b>
-----------------	-------------------------------------

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p><b>Removal of all Bike appendixes</b></p> <p><b>Purpose with proposal</b></p> <p><i>These appendixes confuse more then they help. It is up to the applicant to prove/document that the bike existed or if newer, is unchanged since the period for the class</i></p> <p><i>There should be no exceptions, but If few/any exceptions exist only these should be mentioned</i></p>
-----------------------	--

PROPOSAL for 2019

<b>Federation:</b>	DMU	Danish proposal 9.
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	Teddy Schultz	
<b>Date:</b>	18.10.2019	

<b>Subject:</b>	2 – stoke bikes up to 1972.
-----------------	-----------------------------

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p><b>Allow 2 stroke bikes up to 1972 in the old classes</b></p> <ul style="list-style-type: none"> <li>• <b>Klasse 1 &lt;48.</b> Maskiner t.o.m 1947.</li> <li>• <b>Klasse 2 175 cc.</b> 2-takt t.o.m 1967 og 4-takt t.o.m 1972 samt 2-takt 1968 t.o.m. 1972 max 125 ccm, kun tromlebremse.</li> <li>• <b>Klasse 2B 50 cc. Vandkølet 1961 – 1983</b></li> <li>• <b>Klasse 2B 50 cc. Luftkølet 1961 – 1983</b></li> <li>• <b>Klasse 3 250 cc.</b> <del>2-takt t.o.m 1967 og 4-takt</del> t.o.m 1972.</li> <li>• <b>Klasse 4 350 cc.</b> <del>2-takt t.o.m 1967 og 4-takt</del> t.o.m 1972.</li> <li>• <b>Klasse 5 500 cc.</b> <del>Kun 4-takt</del> t.o.m 1972.</li> <li>• <b>Klasse 6 750 cc.</b> <del>2-takt t.o.m 1967 og 4-takt</del> t.o.m 1972.</li> </ul> <p><b>Purpose with proposal</b></p> <p><i>To show RR/TT in a more authentic way fitting the time period and at the same time open the possibility to get more riders out on the tracks.</i></p> <p><i>This is the way it was in the time period, no reason to show the class differently.</i></p> <p><i>To our knowledge they changed it already in UK now.</i></p>
-----------------------	---

**PROPOSAL for 2019**

<b>Federation:</b>	DMU	Danish proposal 10.
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	<i>Allan Poulsen</i>	
<b>Date:</b>	<i>18.10.2019</i>	

<b>Subject:</b>	<b>VIN and engine numbers for superbike and supersport 7D class</b>
-----------------	---

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p>For 7D supersport and superbike: The Engine and the frame must have a VIN (frame number) and engine number. Both numbers must be given by the manufacturer and upon contact to the manufacturer they must be able to identify the numbers.</p> <p>Machine card cannot be issued to machines without VIN and engine number.</p> <p><b>Purpose with proposal</b></p> <p>This proposal has several purposes:</p> <ol style="list-style-type: none"> <li>1. It decreases the risk of stolen frames and engines in the sport.</li> <li>2. It makes it much easier to identify actual engine size and production year.</li> </ol> <p>All bikes in the more modern classes are given VIN and engine numbers from factory. We have seen the numbers ground away and that is suspicious for several reasons and we would not like to support e.g. dealing with "hot" parts in the sport.</p>
-----------------------	---

**PROPOSAL for 2019**

<b>Federation:</b>	DMU	Danish proposal 11
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	<i>Allan Poulsen</i>	
<b>Date:</b>	<i>18.10.2019</i>	

<b>Subject:</b>	<b>Allow electronics in 7D supersport</b>
-----------------	---

<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p>To make the 7D supersport regulations similar to the 7D superbike regulations on the electronic systems part. In superbike it is allowed to mount quick shifter and engine control units (given in 7D superbike paragraph 22). This should also be allowed in 7D supersport.</p> <p><b>Purpose with proposal</b></p> <p>It is hard to find any reasons for a making different regulations on the topic in the two classes</p>
-----------------------	---