

## CLASSIC ROAD RACING

GENERAL RULES AND INSTRUCTIONS CONCERNING THE CLASSIC RACING MOTORCYCLES AND RACING GEAR  
USING IN THE CLASSIC ROAD RACING COMPETITIONS IN FINLAND

IN THESE PARTS OF THE RULES WHICH DO NOT GIVE DESCRIPTION, HAVE TO USE THE FIM RULES

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## **1.0 GENERAL**

Classic road racing motorcycle type has to be competition or sports type. The motorcycle has to fill up instructions below. The personal racing gear has to accept in the inspection, when the gear is dress up.

### **1.1. THE LICENCE**

Competitor has to have valid licence, witch allow participating competition.

### **1.2. THE HELMET**

The helmet has to be acknowledged by F.I.M rules. There have to be one of these accepting labels in the helmet: ECE 22-05 (Europe), JIS T 8133:2007 (Japan) or SNELL M2010 (USA).

For more details consult the F.I.M Technical rulebook.

### **1.3. THE LEATHER RIDING GEAR**

The recommendable riding rear is one-piece leather suit, but two-piece will be accepted when it is possible zip to one-piece. Back shield is the must.

### **1.4. RIDING BOOTS**

Riding boots have to be leather or the synthetic like, made for motorcycle use.

### **1.5. RIDING GLOVES**

Riding gloves have to be leather or the synthetic like the motorcycle gloves.

### **1.6. NUMBER PLATES**

Minimum size of the plate is 230 mm x 280 mm, one on front and one for each side.

The colors of the plate and numbers have to be as stating below:

50cc: The white plate with the black numbers.

125cc: The black plate with the white numbers.

175cc: The red plate with the white numbers.

250cc: The green plate with the white numbers.

350cc: The blue plate with the white numbers.

500cc: The yellow plate with the black numbers.

750cc: The white plate with the black numbers.

Forgotten Era > 250cc: The red plate with the white numbers.

Forgotten Era < 250cc: The green plate with the white numbers.

Formula I: The white plate with the black numbers.

Formula II: The blue plate with the white numbers.

Motorcycle sidecars: The white plate with the black numbers.

|     |  |
|-----|--|
| 50  | 50CC,750CC, FORMULA 1 AND SIDECAR MOTORCYCLES. SIDECARS HAVE TO HAVE ALSO A-,B-,C- OR D-LETTER TO CLARIFY THE CLASS. |
| 125 | 125CC MOTORCYCLES. ALSO IN FORMULA 2, IF THE BIKE IS GENUINE GP RACER  |
| 175 | 175CC AND >250CC FORGOTTEN ERA MOTORCYCLES   |
| 250 | 250CC AND <250CC FORGOTTEN ERA MOTORCYCLES. ALSO IN FORMULA 2, IF THE BIKE IS GENUINE GP RACER                       |
| 350 | 350CC AND FORMULA 2 MOTORCYCLES  |
| 500 | 500CC MOTORCYCLES. ALSO IN FORMULA 1, IF THE BIKE IS GENUINE GP RACER  |

#### 1.7. MOTORCYCLE ACCESSORIES

How to determine the manufacturing year of the motorcycle? The newest part of the motorcycle will determine the age era. If the basic motorcycle was manufactured in year 1934, but the were chanced telescope front end and rigid back end was modified to swinging arm with the shock absorbers in 1950, the manufacturing year is 1950.

#### 1.8. COMPETITION CLASSES

- Class 1: Motorcycles made in 1947 or before. Cylinder volume is free.
- Class 2: Motorcycles made in 1967 or before when it is 2-stroke design or made in 1972 or before when it is 4-stroke design. Cylinder volume has to be under 175cc.
- Class 2B: Motorcycles made in 1972 or before. Cylinder volume has to be under 50cc.
- Class 2C: Motorcycles made between 1972 and 1983. Cylinder volume has to be under 50cc.
- Class 3: Motorcycles made in 1967 or before when it is 2-stroke design, or made in 1972 or before when it is 4-stroke design. Cylinder volume has to be under 250cc.

- Class 4: Motorcycles made in 1967 or before when it is 2-stroke design or made in 1972 or before when it is 4-stroke design. Cylinder volume has to be under 350cc.
- Class 5: Motorcycles made in 1972 or before. 4-stroke design only. Cylinder volume has to be under 500cc.
- Class 6: Motorcycles made in 1967 or before when it is 2-stroke design or made in 1972 or before when it is 4-stroke design. Cylinder volume has to be under 750cc.
- Class 7A: Motorcycles made in 1979 or before. Cylinder volume is between 250-1300cc.
- Class 7B: Motorcycles made in 1979 or before. Cylinder volume has to be under 250cc.
- Class 7C: Formula 1: Motorcycles made in 1987 or before. Cylinder volume has to be under 1100cc.  
Formula 2: Motorcycles made in 1987 or before. Cylinder volume has to be under 600cc or under 750cc in twin cylinder engines when it is 4-stroke design or under 400cc when it is 2-stroke design. Genuine GP-racers, cylinder volume has to be under 250cc.
- Class 7D: The class is open to the motorcycles that were used in road racing classes in season 1992 or earlier. Up to 750cc 4-stroke, 4 cylinder Machines Pre 31/12/1992 Up to 1000cc 4-stroke, 2 and 3 cylinder Machines and Norton rotary-engined machines Pre-31/12/1992  
Up to 750cc 2 stroke Machines Pre- 31/12/1992
- Class 8A: Motorcycle sidecars made in 1972 or before, wheel size minimum 16". Rim max. width VM4. Slick-tires not allowed, not even cutted.  
Cylinder volume is under 500cc in 2-stroke design and 750cc in 4-stroke design. Sidecar's engine must have sidecar racing history in road racing at least in 1972 season. The machine must be passengered from front of sidecar wheel.
- Class 8B: Motorcycle sidecars made in 1972 or before, wheel size 10", 12" or 13". Tire's track surface width max. 140mm/5,5". Slick-tires not allowed, not even cutted. Cylinder volume under 1000cc. Sidecar's engine must have sidecar racing history in road racing at least in 1972 season. The machine must be passengered from front of sidecar wheel.
- Class 8C: Motorcycle sidecars made in 1979 or before. Cylinder volume under 1300cc, when it is 4-stroke design or under 750cc when it is 2-stroke design. Sidecar's engine must have sidecar racing history in road racing at least in 1979 season. Wheel size 13", the available tire type of the period. Rim width in side/ front 8" max and 10" rear. The machine may be front or rear passengered.

- Class 8D: Motorcycle sidecars until 1987.  
Engines allowed 2-stroke design max. 750cc and 4-stroke design max. 1300cc until 31/12-1987. The engines must have been raced in sidecar road racing before or during racing season 1987. Wheel size maximum 13" of the type and model used in the period. Rim width maximum 10" rear /8" side and front. The machine should be passengered from rear of sidecar wheel.
- Class 9: SOS: Single cylinder 4-stroke design motorcycles, no age limits, cylinder volume max. 800cc. Support class, non classic.
- Class 10: Parade, not competition class. Motorcycle has to be at least 20 years old. No time keeping, no mass start.

### 1.9. SIGNAL FLAGS

BLUE/WHITE FLAG (not national flag): STARTFLAG



RED FLAG: Competition or training is halted; competitors have to come back to the paddock with low speed.



BLACK FLAG + COMPETITOR'S NUMBER ON THE BOARD: The competitor has to stop to the pit lane at without delay.



GREEN FLAG: Circuit is clear to ride. Shown at beginning of training, warm up lap or when the competition clerk is inspect the track.



YELLOW FLAG UNMOVING: Danger, slow down, passing is forbidden.  
YELLOW FLAG MOVING: Instant danger, be ready to stop. Passing the moving competitors is heavily forbidden.



YELLOW FLAG WITH RED STRIPES: Foreign material on the track, for example oil will cause slippery on the track. Will show also when the rain is starting for the sign of slippery.



**WHITE FLAG:** There is slow motion vehicle on the track (example ambulance, motorcycle). Ride with carefully. Shown 2 flag points earlier where the slow vehicle is.

**WHITE FLAG WAVED:** Slow motion vehicle on the track is visible (close to you).



**WHITE AND YELLOW FLAGS TOGETHER:** Slow motion vehicle on the track. Instant danger, be ready to halt.



**YELLOW AND YELLOW FLAG WITH RED STRIPES TOGETHER:** Competition or training is halted. Shown instantly after RED FLAG was shown.



**BLUE FLAG, STEADY:** Passing signal, the passing is expect soon (at least one motorcycle will pass the competitor who was shown the flag).

**BLUE FLAG WAVED:** Passing signal, the passing is instantly.



**BLACK FLAG WITH THE FULL ORANGE CIRCLE:** Together with the competitor's number. There is technical fault in the motorcycle. Example the oil leak, the part is parting etc. Competitor have to stop to the nearest save place.



**CHEQUERED FLAG**



**CHEQUERED FLAG AND BLUE FLAG TOGETHER:** Faster competitor is lapping slower near the finish line. Slower competitor has to ride one lap.

## **2.0. RULES CONCERNING COMPETITION IN SOLO CLASSES**

2.1. THE MOTORCYCLE TYPES AND THE MANUFACTURING YEARS IN CLASSES 1, 2, 3, 4, 5 AND 6. IN CLASS 7 A, B AND C THERE ARE OWN REGULATIONS, SEE LATER.

The motorcycle had been sold in Europe or similar motorcycle had taken part competitions in Europe not later than 1967 if it is 2-stroke design or 1972 if it is 4-stroke design. Later models can take part, but then the motorcycle has to be exact copy from the allowed model. In class 5 (under 500cc) the 4-stroke design is allowed only.

In 50 cc A class till 1972 both designs are allowed. In class B only 2-stroke design is allowed.

Modifications have to comply with the indications below.

### **2.2. MACHINE/CERTIFICATE CARD**

The machine card is the MUST. Competitor can not take part competitions witch are named "Classic Racing" or similar without machine card. If there is one competitor without machine card, everybody has to have racing licence witch is accorded for racing A-Class in this competition. Competition is then something else than the classic racing.

SVKMK's technical board will accord the machine card. All the technical or age limit details has to be proven from the applicant.

Machine card is valid 5 years from the according date

### **2.3. MOTORCYCLE FRAME AND SWINGING ARM**

The frame and the swinging arm have to be from the period time.

### **2.4. FRONT FORK**

The type of the front fork must be from the period time.

### **2.5. STEERING BAR**

Motorcycles made in 1955 or later have to use clip-on bars.

### **2.6. WHEELS**

Wheels have to be spoke type and minimum rim size is 18". In the class 1, 2, 3, 4 and 5 there are maximum VM3 width rims only allowed. In the class 6 rim width is free.

## 2.7. BRAKES

The type of the brakes including the master cylinder, have to be from the period. In the front wheel there is only one disc allowed, max. disc diameter is 300 mm. The 2-stroke engine motorcycles have to have drum brakes only. The 4-stroke motorcycles will change their drum brakes to the disc ones. Only the ferrous materials in the discs are allowed.

## 2.8. TIRES AND INNER TUBES

Slick and hand cutted slicks are not allowed. In class 6 tire widths in front is max 110 mm and rear 130mm. Modern rain tires are not allowed. Tire warmers are not allowed. Tire valve stems have to be short design and the valve caps have to make of metal with rubber sealing.

## 2.9. REAR SHOCK ABSORBERS

Shock absorbers with remote or external reservoir are not allowed.

## 2.10. FUEL TANK, SEAT AND FAIRING

They have to be the relevant period model and type. Modern type tank (air box – type) is not allowed. Modern fairing type with low “duck bill” and modern seat are not allowed. There hasn't to be the fairing on the motorcycle, but if not there's has to be a front fender. There has to be the tank foam in the tank in all competitions.

## 2.11. NUMBER PLATES

See closely the point 1.6.

## 2.12. ENGINE

Crankcase, cylinder and cylinder head have to be relevant period type. Tuning is allowed. Modifying the original parts and accessories from the relevant period is allowed. Engines cylinder volume has to remain under the class eligibility => class 5. < 500 cc max volume is 499,99cc. In the pressure lubricated engines (i.e. bush/sliding bearing engines), all the external oil pipe/hose joints have to be pressed type and all the mechanical joints have to be secure wired.

## 2.13. OIL PLUGS

All plugs in the lubrication system which will allow oil leak if loosen, have to be safety wired. Wire has to joint to base element (i.e. crank case, cooling fin, frame) from the other end, but not to the exhaust pipe or something else vibrating element. Wire have to be tempered stainless steel, minimum diam. is 0,7 mm. Copper wire is not

allowed. In the pressure lubricated engines all the external oil line joints have to be pressed-joints and the mechanical joints have to be safety wired. The external oil filter of the engine has to be safety locked (wired) with acceptable mode.

#### 2.14. BREATHING CONTAINERS

All breathing hoses have to joint to the breathing container (which have to be at least the same as the cylinder volume).

#### 2.15. CARBURETTORS

The type of the carburetors has to be from the period time.

#### 2.16. IGNITION SYSTEM AND KILL SWITCH

Ignition system is free, but electronic system has to be hidden. Ignition has to have killing switch.

#### 2.17. GEAR BOX

Gear box type and model has to be from relevant period. Gear ratios and the number of gears are not limited. All lubrication plugs have to be safety wired.

#### 2.18. PRIMARY DRIVE, SECONDARY DRIVE

They have free construction; the belt drive has to be concealed from view. Primary/secondary chain lock has to be wired or clued if not root riveted. Rear sprocket has to have shark fin shelter.

#### 2.19. EXHAUST

Exhaust system has to have with acceptable noise killer. maximum noise limit is  $107+3$  dB/A (ref. S.I.M. RRWCER 2.14 Noise Control). Competition or track organizer will limit the max noise.

#### 2.20. CONTROL EQUIPMENT AND GAUGES

All free, but gas grip has to be self return type.

#### 2.21. BRAKE CABLES

Front brake cable wire has to be minimum 1.75mm thick. Rear brake cable wire has to be minimum 2,50mm thick. All spigot joints have to be soldered or welded. Spigots with screw joint are not allowed.

## 2.22. REPLICAS (I.E. LOOK A LIKE COPIES OF RACING MOTORCYCLES)

(Replica word will be used when the original manufacturer has made the motorcycle, example the Rudge TT-replica and the Paton BIC 500 replica). All replica and copy motorcycles have to comply with its example external.

## 2.23. ACCESSORIES

Motorcycle has to be built for racing use. Lights, turn signals, mirrors, registration plate etc. have to be removed before inspection. All standing supports have to be removed.

## 2.1 ADD-ONS FOR THE MOTORCYCLE WHICH IS PARTICIPATE IN CLASS 1 (PRE-48)

**General: Pre-48 motorcycle has to look the period time racer (the 5 meters rule).**

### 2.1.3. FRAME AND SWINGARM

Period type (Pre- 48), later than 31.12.1947 made frames are allowed, but the type, model and dimensions have to be as original frame had in the period. In the hydraulic shock absorbers, there is only one way damping allowed as period type had.

### 2.1.4. FRONT FORK

Telescope front fork is allowed, if it is proved to belong to the frame. Only one way damping is allowed in the hydraulic absorbers.

### 2.1.5. STEERING BAR

Clip-on type steering bars are not allowed.

### 2.1.6. TIRES AND RIMS

VM2 (1.85) rim in the front and VM3 (2.15) in the rear are the max. widths. Aluminium rims are allowed. Minimum wheel size is 19" if there is no proof about smaller size used in this individual motorcycle.

### 2.1.7 BRAKES

Period time brakes, half width hub type and max. 7" drum diameter. Only single leading shoe design is allowed, not even hidden t/s. Larger than the 7" drums and twin leading shoe design is allowed only, if there is proof about used in this individual motorcycle in the period time (Pre-48).

#### 2.1.8. PETROL TANK, SADDLE AND FAIRING

The shape and design of the petrol tank has to be from the period time and made of metal. There has to be tank foam in the tank in all competitions. Fairings are not allowed, only the fly screen is permitted.

There has to be the single seat, made of leather or rubber. "Sugar cube" style pad on the rear mudguard is allowed. Back seat is not allowed.

There have to be mudguards front and rear on the bike, shape and style from the period time. Mudguards have to be made of metal.

#### 2.1.9. ENGINE AND GEAR BOX

Shape and design of all visible parts of the engine and gear boxes have to be from period time. BSA and Triumph gear boxes are allowed made to 1953. Five and six speed gear boxes are allowed only if this individual motorcycle model had one before 1948. Gear change levers will be as "rear sets".

#### 2.1.10. CARBURETTOR

All models made before 31.12.1960 are allowed. Example: Amal Monoblock.

#### 2.1.11. PRIMARY DRIVE

Free of design. Belt drive has to be hidden under the chain cover. Shape and design of the chain cover has to be from the period time.

#### 2.1.12. COUNTERS AND HAND CONTROLS

Clutch and brake controls and gas grip have to be styled from the period time.

#### 2.1.13. ACCESSORIES

There has to be cover under the engine and gear box filled with the material which not allow oil leaking to the tarmac or wheels.

### **3.0 RULES CONCERNING MOTORCYCLE WHICH PARTICIPATE CLASS 7 A/B**

#### **“FORGOTTEN ERA”**

**CLASS 7A - CYLINDER VOLUME OVER 250 CC**

**CLASS 7B - CYLINDER VOLUME UNDER 250 CC**

#### **3.1. TYPE AND AGE**

Motorcycles which participate class 7 A/B have to be as “Road Racing” motorcycles and they had been available in racing season 1979 or before. Replica or copy motorcycles are allowed and they have to meet regulations below. Modifications have to comply with the indications below.

#### **3.2. MACHINE/CERTIFICATE CARD**

There has to be machine or certificate card if motorcycle will be used in competition in classic racing. Machine card is valid 5 years from the according date. See closely point 2.2.

#### **3.3. FRAME AND SWINGING ARM**

Geometry and type must be as used in the period time.

#### **3.4. FRONT FORK**

The fork has to be as used in the period time. Mechanical or hydraulic anti dive is not allowed.

#### **3.5. STEERING BAR**

As used in the period time.

#### **3.6. WHEELS**

The sizes and types have to be as used in the period time. Minimum size is 18”.

#### **3.7. BRAKES**

The type of the brakes, including master cylinder, has to be from the period time. Only the ferrous materials in the discs are allowed.

### 3.8. TYRES AND INNER TUBES

Slicks are not allowed. When using the inner tubes, the valve stems have to be short design. Valve caps have to be made from metal and there have to be rubber sealing in the cap.

### 3.9. REAR SHOCK ABSORBERS

The type and designs from the period time.

### 3.10. FUEL TANK, SEAT AND FAIRINGS

Type and design from the period time. Fairings are not necessary, but when fairings are not used, there has to be front mudguard on the motorcycle. There has to be safety foam in the fuel tank in all classic racing competitions.

### 3.11. NUMBER PLATES

See closely 1.6.

### 3.12. ENGINE

Type and model of the crankcase, cylinders and cylinder heads have to be from the period time. Tuning is allowed. Engine parts can be modified and accessories from the period time can be assembled. Fuel injection is not allowed. In class 7 A the maximum cylinder volume is 1300cc. In the pressure lubricated engines (i.e. bush/sliding bearing engines) all the external oil line joints have to be pressed-joints and the mechanical joints have to be safety wired.

### 3.13. OIL AND OILPLUGS

See closely 2.13.

### 3.14. BREATHING CONTAINERS

See closely 2.14.

### 3.15. CARBURETTORS

The period time types of the carburetors are allowed.

### 3.16. IGNITION SYSTEM AND STOP SWITCH.

Ignition system is free. Stop switch has to be assembled to the steering bar or similar so it can be used easily.

### 3.17. GEAR BOX

Electrical accessory equipments are not allowed.

### 3.18. SECONDARY DRIVE

Free, but circlip type chain lock has to be safety wired or clued with the engine sealant silicone.

### 3.19. EXHAUST SYSTEM

See closely 2.19.

### 3.20. HAND CONTROLS, GAS GRIP AND CAUGES

Free. Gas grip has to be the self return type.

### 3.21. BRAKE CABLES

See closely 2.21.

### 3.22. REPLICAS OR COPY MOTORCYCLES

See closely 2.22.

### 3.23. ASSECSORIES

See closely 2.23.

## **4.0 RULES CONCERNING MOTORCYCLES UNTIL 1987 WHICH PARTICIPATE CLASS 7C:**

**FORMULA 1: 1987 OR BEFORE MADE MOTORCYCLES. CYLINDER VOLUME UNDER 1100CC**

**FORMULA 2: 1987 OR BEFORE MADE MOTORCYCLES. IN 4-STROKE DESIGN CYLINDER VOLUME IS UNDER 600CC. TWIN CYLINDER ENGINE WILL BE UNDER 750 CC IN 4-STROKE DESIGN. 2-STROKE DESIGN CYLINDER VOLUME IS UNDER 400CC. GENUINE OR COPY (REPLICA) GP MOTORCYCLES CYLINDER VOLUME IS UNDER 250CC.**

**NOTE: ALL PARTS, ENGINES AND MOTORCYCLES MADE AFTER 1987 ARE NOT FROM THE PERIOD TIME. SO IF YOU ARE PLAN TO USE AFTER 1987 MADE PARTS ETC. CONTACT BEFORE ASSEMBLING TO YOUR OWN TECHNICAL BOARD.**

#### 4.1. TYPE, MODEL AND THE DATE OF MANUFACTURING

In the class 7 C, motorcycles which were used or could be used in FIM GP or FIM Formula classes in the 1987 or before, are allowed. Copies or replicas will accept.

#### 4.2. MACHINE/CERTIFICATE CARD

The machine card is the MUST. Competitor can not take part competitions which are named "Classic Racing" or similar without machine card. If there is one competitor without machine card, everybody has to have racing licence which is accorded for racing A-Class in this competition. Competition is then something else than the "Classic Racing".

SVKMK's technical board will accord the machine card. All the technical or age limit details has to be proven from the applicant.

Machine card is valid 5 years from the according date.

#### 4.3. FRAME AND SWINGING ARM

The type and the model have to be from the period time.

#### 4.4. FRONT FORK

The type and the model have to be from the period time. Deviations may be approved if documented used for road racing in appropriate class during the period

#### 4.5. STEERING (BAR)

Has to be in-line with the FIM's regulations.

#### 4.6. WHEELS

The wheels have to be from the period time. 16,5" wheels are not allowed. The rims of the spoke-wheels have to be aluminium manufactured. All parts under the load have to be metal manufactured.

#### 4.7. BRAKES

The brakes have to be from the period time. Carbon fibre parts are not allowed. Only the ferrous materials in the discs are allowed.

#### 4.8. TYRES AND INNER TUBES

The slicks and rain tyres are allowed. When using the inner tubes, the valve stems have to be short design. Valve caps have to be made from metal and there have to be rubber sealing in the cap.

#### 4.9. REAR SHOCK ABSORBERS

The absorber designs have to be from the period time.

#### 4.10. FUEL TANK, SEAT AND FAIRINGS

The type and the model of all of these have to be from the period time. There have to be the fairing on the motorcycle (obligatory). 4-stroke motorcycles have to have solid oil reservoir for the leaking oil in the bottom of the fairing. The edge of the reservoir has to be at least 50mm high and the volume of reservoir has to be half of the engine's oil and cooling fluid volume, however at least 5 litres. There has to be safety foam in the tank in every competition.

#### 4.11. NUMBER PLATES

See closely 1.6.

#### 4.12. ENGINE

The type and the model of the crankcase (block), the cylinder and the cylinder head have to be from the period time. Tuning is allowed. Use of the std. overbore pistons are allowed (std. overbore = size which is available from the factory), even though the cylinder volume of the class will transgress. In the pressure lubricated engines (i.e. bush/sliding bearing engines) all the external oil line joints have to be pressed-joints and the mechanical joints have to be safety wired.

#### 4.13. OIL AND OIL PLUGS

All plugs in the lubrication system which will allow oil leak if loosened, have to be safety wired. Wire has to be joint to base element (i.e. crank case, cooling fan, frame) from the other end, but not to the exhaust pipe or something else vibrating element. Wire has to be tempered stainless steel, minimum diam. is 0,7 mm. Copper wire is not allowed. In the pressure lubricated engines all the external oil line joints have to be pressed-joints and the mechanical joints have to be safety wired. The external oil filter of the engine has to be safety locked (wired) with acceptable mode.

#### 4.14. BREATHING CONTAINERS

All breather hoses have to be derived to the breather reservoir(s).

#### 4.15. CARBURETTORS

Carburetors are free. The fuel injection is allowed if it is original in this individual motorcycle. All parts have to be as original parts but the throttle body can be changed.

#### 4.16. IGNITION AND CUT-OFF BUTTON

No restrictions to the ignition system. The bike has to be equipped with an ignition cut-off switch easily accessible on the handlebar.

#### 4.17. GEAR BOX

Maximum of 6 gears are allowed.

#### 4.18. PRIMARY DRIVE AND TRANSMISSION

Free, but circlip type chain lock has to be safety wired or clued with the engine sealant silicone.

#### 4.19. EXHAUST SYSTEM

Exhaust system has to have with acceptable noise killer. Maximum noise limit is 107+3 dB/A (ref. S.I.M. RRWCER 2.14 Noise Control). Competition or track organizer will limit the max noise.

#### 4.20. HAND CONTROLS AND TROTTLER GRIP

No restrictions to the instruments. Handles and levers must comply with the general technical regulations. The throttle grip must return to closed position by itself.

#### 4.21. REPLICA AND COPY MOTORCYCLES

The look of the bike must comply with the original bike. The bike has to be prepared for racing. Stands and kick-start lever have to be removed.

### **5.0 RULES CONCERNING MOTORCYCLES UNTIL 1987 WHICH PARTICIPATE CLASS 7D**

#### 5.1 TYPE AND AGE

The class is open to the motorcycles that were used in road racing classes in season 1992 or earlier. Up to 750cc 4-stroke, 4 cylinder Machines Pre 31/12/1992  
Up to 1000cc 4-stroke, 2 and 3 cylinder Machines and Norton rotary-engined machines Pre-31/12/1992. Up to 750cc 2 stroke Machines Pre- 31/12/1992  
For modifications, the period look must be maintained and following paragraphs shall be adhered to.

#### 5.2 GENERAL CONSIDERATIONS

In formulating these Classic Regulations, the organizers have endeavored to produce races for machines built using components available in the eligibility periods. Machines may also incorporate components of a type manufactured before the 31st December cut-off date or manufactured after that date without substantial alteration. Competitors are expected to present machines with visible components

(e.g. wheels) generally similar to a type available in the period. All components fitted must be of a type available and fitted to machines of the relevant classes within the relevant classic period. This includes all major components such as frame, forks, wheels etc. No modifications (other than those specifically authorized in these regulations) will be permitted unless used during the period. Where components are of later manufacture, they must resemble the original period components. The onus is on the rider or entrant to prove eligibility if required. Valid machine card is obligatory for every motorcycle. Any pieces considered dangerous during technical scrutineering will have to be removed.

### 5.3 OIL CONTAINMENT

Oil Containment is compulsory for all 4 stroke machines (i.e. faired and un-faired). The oil containment must be of rigid construction fastened securely to the machine and have a capacity of at least half of the total oil (and coolant) capacity in the event of an engine failure. The oil containment for un-faired machines must be at least 50mm deep and at the front must extend upwards to at least 50mm below the base of the cylinder except in the case of horizontal cylinder machines which will be subject to the agreement of the Chief Technical Officer whose decision is final. The reservoirs of gasoline, water, engine oil and gear oil should be equipped with a catch tank with minimum capacity of half a litre. For the liquid cooled engine, the only authorized liquid will be pure water. All the drain bolts, oil filters, hoses and hose-bolts, oil filling caps and checking gauges of the engine and gearbox cases have to be locked with safety wire, in order to prevent any bolt from coming loose.

### 5.4 SEAT, TANK AND FAIRING

Motorcycles must be presented in period condition. Seats, tanks and fairings (if fitted) must be of a style and type manufactured and used in the appropriate period. Fuel tanks must not hold more than 24 litres. In the fuel tank must be use "Explosafe" or tank foam.

### 5.5 WHEELS

Free choice – as many machines of this era will have used magnesium alloy wheels which are subject to metal fatigue over time, in the interests of safety an availability, modern wheels that closely resemble what was used on the bike in the period may be used. Free choice of the size. A chain guard must be fitted in such a way as to cover the point where the chain runs onto the rear sprocket and irrespective of wherever the rear wheel is positioned to maintain correct chain tension. The guard must be made of substantial material and must be securely mounted to the swinging arm so that it cannot rotate and come into contact with the chain or sprocket.

### 5.6 TIRES

Slick and rain tires are allowed. Metal valve caps (not extractor type) must be fitted. Valves must be of the short stub stem type. Free choice of size with no maximum tire size requirement.

## 5.7 BRAKES

Maximum number of caliper pistons is four, otherwise free choice of brake caliper and master cylinder (including radial master cylinders but excluding radial calipers and carbon-fibre brakes)

Brake lever has to be equipped with a ball end (minimum diameter 16mm).

## 5.8 SWINGING ARM, SUSPENSION AND FRONT FORKS

Suspension systems must resemble the type available and fitted in the relevant period for the machine. Shock absorbers must not to be electronically controlled, but otherwise free of choice. Modifications can be made to allow a different size tire to be used.

## 5.9 CARBURETORS AND AIRBOX

Free of restriction, but only if used within the period (i.e. if a machine did not have an airbox in the period, use of an airbox is not permitted; however, if a different make of carburetor was available in the period, it can be used) . Fuel injection allowed if originally fitted the motorcycle in question. The throttle grip must close to its initial position when the rider releases it.

## 5.10 ENGINE AND GEARBOX

All engine and gearbox casings must be unmodified externally, except modifications carried out in the period. May be modified internally and fitted with components of modern manufacture. Engines may be rebored up to the machine manufacturer's recommended maximum oversize but no more than 1.5mm+ if the actual capacity would then exceed the capacity class size. Engines must be complete and as originally produced by the manufacturer.

## 5.11 CLUTCH

Any clutch can be used. Slipper clutches are allowed. Clutch lever has to be equipped with a ball end (minimum diameter 16mm).

## 5.12 FRAMES AND REPLICA FRAMES

The frame should be what was used for the machine in the period. Replica frames will be permitted provided they are dimensionally accurate copies of known period chassis. For chassis without known pedigree, entries must be supported by documentary evidence proving eligibility.

## 5.13 SOUND

The UEM/SML has granted a waiver of the sound level permitted under Standing Regulations.

Race organisator may have their own sound level limits, they supersede other limits.

## 5.14 EXHAUSTS

Must comply with FIM/SML Standing Regulations.

## 5.15 IGNITION SYSTEM

There is no restriction on the type of ignition system used. A engine cut-off switch fitted at the handlebar is mandatory.

## 5.16 REPLICAS

Replica or copies of eligible motorcycles are allowed, but the look of the motorcycle must comply with the original.

## 5.17 GENERAL SAFETY RULES

Must comply with FIM/SML Standing Regulations

# 6.0 RULES CONCERNING SIDECAR RACING MOTORCYCLES

## 6.1 GENERAL RULES CONCERNING SIDECAR RACING MOTORCYCLES IN CLASSES 8A AND 8B

### 6.1.1. TYPE AND MODEL

The motorcycle sidecar's type, model, appearance and the structural have to be inline the models witch were built in 1972 or before. The replicas and the copy motorcycles are allowed.

CLASS 8A: Wheel size 16" or larger in front and aft. Rim's width is max. VM4 (2.50). Slick tires are not allowed, not even cutted. Engines max. cylinder volume is 500cc if it is 2-stroke design or 750cc in 4-stroke design. Engine type has to be used in motorcycle sidecar road racing at least in season 1972. The machine must be passengered from front of sidecar wheel.

CLASS 8B: Wheel sizes are 10", 12" and 13". Maximum surface width is 140mm/5,5". Slick tires are not allowed, not even cutted. . Engines max. cylinder volume is 750cc if it is 2-stroke design or 1000cc in 4-stroke design. Engine type has to be used in motorcycle sidecar road racing at least in season 1972. The machine must be passengered from front of sidecar wheel.

### 6.1.2. MACHINE/CERTIFICATE CARD

The machine card is the MUST. Competitors can not take part competitions witch are named "Classic Racing" or similar without machine card. If there is one competitor or passenger without machine card, everybody has to have racing licence witch is accorded for racing A-Class in this competition. Competition is then something else than the classic racing.

SVKMK's technical board will accord the machine card. All the technical or age limit details has to be proven from the applicant.

Machine card is valid 5 years from the according date.

### 6.1.3 . FRAME

If the motorcycle's sidecar is not monolith design there have to be at least four mounting points. They have to be solid and without any backlash. Max. width of the frame is 1700mm including exhaust system. Minimum road clearance is 60mm without rider and passenger. There are allowed only two tire marks when steering straight.

In class 8A, the frame has to be made from tubes. In class 8B, the frame has to be made from tubes or sheet metal. If not from the period time (genuine) it has to be equal for the structural performance in both classes.

### 6.1.4. FRONT SUSPENSION

The type has to be from the period time. There have to be telescopic or swinging arm front fork. Steering damper is allowed.

### 6.1.5. STEERING

The type has to be from the period time. Only the front wheel will be steered.

### 6.1.6. TIRES AND RIMS

The types have to be from the period time. Limit of the sizes are in point 5.1.1.

### 6.1.7. BRAKES

The types have to be from the period time. There have to be two separate and entity working circles to the two different wheels. They will be mechanical or/and hydraulic design. Brake discs will not be floating type and they will not have cooling. Brake calliper types have to be from the period time and have only two pistons. Only the ferrous materials in the discs are allowed. Drum brakes are also allowed. There will be two discs in the front wheel, but mountings have to be from the period time.

### 6.1.8. TYRES AND INNER TUBES

The tires have to be patterned and the groove depth has to be 1mm at least. When using the inner tubes, the valve stems have to be short design. Valve caps have to be made from metal and there have to be rubber sealing in the cap. Tire warmers are not allowed.

### 6.1.9. SHOCK ABSORBERS

The external reservoirs are not allowed. "Monoshock"-design is not allowed if it is not original. Rubber pad or spring/shock absorber designs are allowed.

#### 6.1.10. FUEL AND OIL TANKS

The tanks have to be mounted firmly. Fuel and oil hoses have to be made for that use. There has to be the safety foam in the fuel tank in the competitions. The engine's cut off switch has to influence to the electrical fuel pump too.

#### 6.1.11. NUMBER PLATES

See closely point 1.6.

#### 6.1.12. ENGINE

The type, design and mounting have to be from the period time. Tuning is allowed. Engine's maximum cc. volume and the availability, see closely point 5.1.1. In the pressure lubricated engines all the external oil line joints have to be pressed-joints and the mechanical joints have to be safety wired. The external oil filter of the engine has to be safety locked (wired) with acceptable mode.

#### 6.1.13. OIL PLUGS

All the engine's oil plugs have to be safety wired, including the gear box and the rear end gear box. See closely point 2.13.

#### 6.1.14. BREATHING CONTAINERS

All breathing hoses have to joint to the breathing container (witch have to be at least the same as the cylinder volume).

#### 6.1.15. CARBURETTORS

The carburettor's type and model have to be from the period time. Fuel injection is not allowed.

#### 6.1.16. IGNITION AND CUT OFF SWITCH

The ignition system is free, but modern ignition system has to be hidden from the view. Ignition cut off has to influence also to the fuel pump. Ignition cut off has to be combined to the rider's wrist with the wire (if rider fall, engine halt).

#### 6.1.17. GEAR BOX

The gear box's type has to be from the period time. The maximum numbers of gears are six. Otherwise the rations are free.

#### 6.1.18. TRANSMISSION

If the transmission is open, it has to have guard witch not allow the rider or passenger to get touch with it. Also the drive shaft joints have to be guarded. The hidden from view belt drive is allowed. Only back wheel drive is allowed.

#### 6.1.19. EXHAUST SYSTEM

In classes 8A/B the exhaust system has to exist backward. Exhaust system has to have with acceptable noise killer. Maximum noise limit is 107+3 dB/A (ref. S.I.M. RRWCER 2.14 Noise Control). Competition or track organizer will limit the max noise.

#### 6.1.20. CONTROLS AND GAUGES

Free. Gas grip has to be self return type.

#### 6.1.21. BRAKE CABLES

See closely point 2.21.

#### 6.1.22. REPLICA AND COPY SIDECAR MOTORCYCLES

The outfit has to comply with model.

#### 6.1.23. GUARDS

The back wheel has to have guard witch not allow the passenger to get touch with it. Also the sidecar wheel has to have guard witch sheltering the wheel from the front side trough the inside of sidecar. The guard has to allow the passenger moving in the front of the sidecar's wheel (see closely point 5.1.1.).

### **6.2 GENERAL RULES CONCERNING SIDECAR RACING MOTORCYCLES IN CLASSES 8C AND 8D**

The class 8C: Wheel sizes are max. 13", type from the period time. Maximum rim widths are 8" in front wheel and 10" in the rear wheel. Engines max. cylinder volume is 750cc if it is 2-stroke design or 1300cc in 4-stroke design. Engine type has to be used in motorcycle sidecar road racing at least in season 1979. The machine will be passengered from front or aft of sidecar wheel.

The class 8D: Wheel sizes are max. 13", type from the period time. Maximum rim widths are 8" in front wheel and 10" in the rear wheel. Engines max. cylinder volume is 750cc if it is 2-stroke design or 1300cc in 4-stroke design. Engine type has to be used in motorcycle sidecar road racing at least in season 1987. The machine must be passengered from aft of sidecar wheel.

#### 6.2.1. TYPE AND MODEL

See closely point 5.2 General rules.

#### 6.2.2. MACHINE/CERTIFICATE CARD

The machine card is the MUST. Competitors can not take part competitions witch are named "Classic Racing" or similar without machine card. If there is one competitor or passenger without machine card, everybody has to have racing licence witch is accorded for racing A-Class in this competition. Competition is then something else than the classic racing.

SVKMK's technical board will accord the machine card. All the technical or age limit details has to be proven from the applicant.

Machine card is valid 5 years from the according date.

#### 6.2.3. FRAME

In the class 8C, the frame will be from tubes or sheet metal. If not from the period time (genuine) it has to be equal for the structural performance. The track measurement will be max. 1100mm and the wheelbase 1600mm. Ground clearance min. 60mm when unloaded. There are allowed only two tire tracks (marks) when steering straight.

In the class 8D, the frame, if not from the period time (genuine) it has to be equal from technical design of the period.

#### 6.2.4. FRONT END

The type and design have to be from the period time.

#### 6.2.5. FRONT SUSPENSION

The type and design have to be from the period time.

#### 6.2.6. STEERING

The type and design have to be from the period time.

#### 6.2.7. WHEELS AND RIMS

The type and design have to be from the period time. See closely point 5.2 GENERAL RULES

#### 6.2.8. BRAKES

The types have to be from the period time. There have to be two separate and entity working circles to the two different wheels. Brake calliper types have to be from the period time and have only two pistons in class 8C, but in the class 8D there will be the four piston callipers from the period. Only the ferrous materials in the discs are allowed and in the class 8C the max. diam. of the brake disc is 300mm.

There will be two discs in the front wheel, but mountings have to be from the period time.

#### 6.2.9. TYRES AND INNER TUBES

In the class 8C, the tires have to be patterned and the groove depth has to be 1mm at least. In the class 8D the slick tyres are allowed. When using the inner tubes, the valve stems have to be short design. Valve caps have to be made from metal and there have to be rubber sealing in the cap. Tire warmers are not allowed.

#### 6.2.10. SHOCK ABSORBERS

The type and design have to be from the period time.

#### 6.2.11. FUEL AND OIL TANKS, FAIRINGS

The tanks have to be mounted firmly. Fuel and oil hoses have to be made for that use. There has to be the safety foam in the fuel tank in the competitions. The engine's cut off switch has to influence to the electrical fuel pump too. Sidecar's wheel and the front edge of sidecar have to be guarded.

#### 6.2.12. NUMBER PLATES

See closely point 1.6.

#### 6.3.13. ENGINE

The type, design and mounting have to be from the period time. Tuning is allowed. Engine's maximum cc. volume and the availability, see closely point 5.2 GENERAL RULES.

In the pressure lubricated engines all the external oil line joints have to be pressed-joints and the mechanical joints have to be safety wired. The external oil filter of the engine has to be safety locked (wired) with acceptable mode.

#### 6.3.14. OIL PLUGS

See closely points 2.13. and 6.1.13.

#### 6.3.15. BREATHING AND LEAKING OIL CONTAINERS

All breathing hoses have to joint to the breathing container (witch have to be at least the same as the cylinder volume). There has to have solid oil reservoir for the leaking oil under the engine. The edge of the reservoir has to be at least 50mm high and the volume of reservoir has to be half of the engines oil and cooling fluid volume.

#### 6.3.16. CARBURETTORS

The type and model of the carburetors have to be from the period time. Fuel injection is allowed if used with this individual engine is proved in the period time.

#### 6.3.17. IGNITION AND CUT OFF SWITCH

Ignition cut off has to influence also to the fuel pump. Ignition cut off has to be combined to the rider's wrist with the wire (if rider fall, engine halt).

#### 6.3.18. GEAR BOX

The type and design have to be from the period time. Maximum numbers of gears are six. Electrical clutch master is not allowed.

#### 6.3.19. TRANSMISSION

If the transmission is open, it has to have guard witch not allow the rider or passenger to get touch with it. Also the drive shaft joints have to be guarded. Only back wheel drive is allowed. Chain joint has to be solid (no circlip).

#### 6.3.20. EXHAUST SYSTEM

The exhaust system has to exist backward. Exhaust system has to have with acceptable noise killer. Maximum noise limit is  $107+3$  dB/A (ref. S.I.M. RRWCER 2.14 Noise Control). Competition or track organizer will limit the max noise.

#### 6.3.21. CONTROLS AND GAUGES

Free. Gas grip has to be self return type.

#### 6.3.22. BRAKE HOSES

The brake hoses have to be reinforced type with steel or composite layers.

#### 6.3.23. REPLICA OR COPY MOTORCYCLES

The outfit has to comply with model.

