

PROPOSAL for Class 2B Clarification of paragraphs and general update with European classic 50cc rules

Federation:	Svemo
Discipline:	Classic Road Racing
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Date:	180812

Subject:	Class:2B 50cc
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Proposal text:	<p>Describe the proposal in general Clarification of paragraphs and general update with European classic 50cc rules. Cylinders, Brake discs and brake handle/pump, Stearing damper, Minimum weight.</p> <p>The eligibility rules are proposed to be altered with the following text</p> <p>3.3.7 Front fork: -Steering damper is allowed. Piston, membrane or friction type. Must be made “anonymizng”, mening that all logos, names and other colures than silver (aluminium) must be removed to obtain a classic look.</p> <p>3.3.11 -Modern made cylinder must be made “anonymizng”, mening that all logos, names and other colures than silver (aluminium) must be removed. Or be covered with a period correct dummie/cover to obtain the classic look</p> <p>3.3.16 Brakes - Brake discs must be made of ferrous material and have a max 200mm double disc ,245mm single disc. Brake caliper: Classic model. Max piston diam 32mm ,max 2 pistons.. Front: Brake handle/pump piston parallel with handlebar, make free, integrated oil reservoir.</p> <p>3.3.20 Others: - The machine shall have a minimum dry weight of 55 kg. Drilling of light holes should be done wisely. No drilling or extreme lightning on rims, hubs or forklegs for safety resons.</p> <p>The proposal has influence on the following paragraph</p> <p>3.3.7 Front fork: Maximum allowed diameter for the fork stanchions are 30 mm. Hydraulic, anti-dive or upside down forks are not allowed. Steering damper is allowed. Piston, membrane or friction type. Must be made “anonymizng”, mening that all logos, names and other colures than silver (aluminium) must be removed to obtain a classic look.</p> <p>3.3.11 There are no tuning restrictions. Parts from different manufacturers may be used. The gear box is limited to 6 speeds (except for racers and replicas according to §3.3.1.-and 3.3.2). External manually operated overdrive is allowed. Modern made cylinder must be made “anonymizng”, mening that all logos, names and other colures than silver (aluminium) must be removed. Or be covered with a period correct dummie/cover to obtain the classic look. Modern cylinder must be covered with a period correct dummie/cover to obtain the classic look. Homemade engine (machined of a solid aluminium, billet) shall be a replica.</p> <p>3.3.16 Brakes The machine shall be equipped with drum or disc brakes with period look and size. No wave disc. Brake discs must be made of ferrous material and have a max 200mm double disc ,245mm single disc. Brake caliper: Classic model. Max piston diam 32mm ,max 2 pistons. 230 mm. Maximum 2 piston callipers. Front: Brake handle/pump piston parallel with handlebar, make free, integrated oil reservoir.</p> <p>3.3.20 Others: The machine shall have a minimum dry weight of 55 kg. Drilling of light holes should be</p>
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done wisely. No drilling or extreme lightning on rims, hubs or forklegs for safety reasons.

Purpose with proposal

Clarification of paragraphs and general update with European classic 50cc rules.

We have a regularly racing exchange with our 50cc friends in Europe. And to obtain this with high quality

racing bikes on equal terms we need to have equal rules.

Our proposal clarify what is approved and not with brakes and disc. (Update with European classic 50cc rules)

Durability and safety matter with cylinder dummies covering modern made LC cylinder. Overheating problems with dummies and through time documentation show modern LC cylinders look the same as LC cylinders from the 50cc era. (Update with European classic 50cc rules)

Also to eliminate some safety issues with steering damper and minimum weight with "light hole" drilling.

The 50cc "expert committee" will present some names later. The purpose is to help new bike builds are done according to our regulation and high quality.