

PROPOSAL For Classic Superbike

Federation:	Svemo
Discipline:	Classic Road Racing
Signed by:	Mats Winberg
Date:	180820

Subject:	Proposal for Classic Superbike .
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Proposal text:	<p>Describe the proposal in general</p> <p>TECHNICAL REGULATIONS FOR CLASSIC SUPERBIKE</p> <p>1. Type and age</p> <p>Motion 2</p> <p><i>Classic Superbike, when the rules were written, we looked at the English rules at the time, 1998. The right thing was to set the limit to 2002 when it was the last year of the World Championship with the 750cc 4-cyl and 1000cc 2-cyl. In addition, it becomes less obvious what is allowed or not. In addition, the rules fit into German and English Classics race and vice versa. For us, the German series is the closest to adapting to. Two drivers I know did not have to drive in our Nordic series due to controversy, Kim Jensson and Kjell Landgren, but in the German series they are welcome. In addition, we get some interesting bikes from a historical perspective.</i></p> <p>Purpose with proposal</p> <p><i>The proposal intends to raise annual models from now 1998 to > 2002. The same formula, 4 cyl. 750cc / 3cyl. 960cc 2 cyl. 1010cc. DVS. drive according to the superbike regulations tom. 2002. Very good for the future, then it's total end of the 750cc era. Short and concise, 1988-2002. There are not so big differences on the motorcycles until 2002, there will be more bikes to choose from. This proposal fits well with the German and English Classic Rules. Which is good if we want to attract foreign drivers.</i></p> <p>1. ELIGIBLE MACHINES</p> <p><i>In principle, all 4-stroke machines of the following ages are eligible:-</i></p> <p><i>4 cylinder machines up to 750cc built before 1st January 2000</i></p> <p><i>3 cylinder machines up to 960cc built before 1st January 2000</i></p> <p><i>2 cylinder machines up to 1010cc built before 1st January 2000</i></p> <p><i>Plus the following models that were basically unchanged from that period until they ceased production:-</i></p> <p><i>Kawasaki ZX7R and RR up to 2003</i></p> <p><i>Aprilia RSV Mille & Mille R up to 2003 (not later model RSV 1000 with central air intake)</i></p> <p><i>Suzuki TL1000S & TL1000R up to 2003</i></p> <p><i>Triumph T595 up to 2001</i></p> <p><i>MV Augusta F4 750 Oro & S models to 2002</i></p> <p><i>Honda RC51 (SP1 & SP2)</i></p> <p><i>Ducati 916 – 996 (not 998 models)</i></p> <p><i>Yamaha OWO1 (to 861cc)</i></p> <p><i>Yamaha YZF 750 (all models)</i></p> <p><i>Yamaha R7 (750cc only no R7- R1 conversions)</i></p> <p><i>Supply English rules http://www.thundersportgb.com/index.php/doc-centre/2018-technical-regulations/1548-04-golden-era-superbikes-technical-specs-2018/file</i></p>
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The proposal has influence on the following paragraph

1. Type and age: The class is open to bikes that were used or could be used in the FIM Superbike classes for the years 1988 through 1998.

These are bikes that are based on road going machines that were homologated or could have been homologated for Superbike racing.

In the period it was gives permission in Scandinavia to use the Triumph T595/955i, even though it has 955 ccm cylinder volume and exceed the limit for 3-sylindrede machines at 900 ccm. This permission will be continued for Classic Superbike.

When preparing bikes for use in this class, only parts and equipment that were available within the time period shall be used.