

Agenda and minutes for Roadracing Classic	<i>Date</i>	<i>Pages</i>
	2014-10-11	1(4)
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Quality Airport Hotel Arlanda	Nordic Meetings	
<i>Present at the meeting</i>		
Per Holmström, Svemo (Secretary) Daniel Corin Stig, Svemo (Chairman) Pentti Elo, SML Bo Thygesen, DMU Sven-Erik Johansen, NMF		

Minutes of Meeting

1. Opening of the meeting

Welcome.

2. Selection of Chairman

Daniel Corin Stig

3. Selection of Secretary

Per Holmström

4. Minutes from the Nordic Meeting 2013

Check regarding the prices for 2011 NC

Gone through and approved.

5. Round the table

Short status report from all countries.

Review of the 2014 season

Botnia Ring, Finland, June 6-8

Nordic Open, Nordic Championship

The organizers were satisfied with the event. Many riders expressed that it was well arranged and the new surface. Little bit fewer riders than in 2013.

Financially it was also ok.

Våler, Norway, June 13-15

Nordic Open

There were fewer riders than previous years, but the organizers were satisfied with the event and the attendance. Surprisingly there were only a few Danish riders at the event. The feedback on the event has been positive from the riders.

The set up with races on two weekends in a row, might have affected the number of riders on both races.

Mo i Rana, Norway, July 4-6

Nordic Open, Nordic Championship

The attendance was poor at the event.

The event was better this year compared to 2013. Everything worked well and all but a little too optimistic time schedule was great.

Linköping, Sweden, August 1-3

Nordic Open

There were 260 race entries in the Roadracing classes, which were around 20 more than in 2013, and the organizers were very satisfied with the

By

Secretary

All

All

Chairman

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event. There spectator attendance was higher than the year before.

Gelleråsen, Sweden, August 29 - 31

Nordic Open, Nordic Championship

The attendance was good with 215 race entries. The event was successful and the organizers were satisfied.

Jyllandsringen, Denmark, September 13-14

Nordic Open, Nordic Championship

There were more riders than last year and the number of spectators was increased. The arrangements around the races with evening entertainment and food were much appreciated. Some heats used split starts for the classes which worked well.

6. Proposals from the countries

1. FMN: Svemo

Name: Daniel Corin Stig

Subject: Race the same bike in two different classes

Decision:

It is only allowed to race in one historical class with the same bike and rider during a race event. Use the rule from the decision in 2009.

2. FMN: Svemo

Name: Daniel Corin Stig

Subject: Noise Levels

Decision:

Yes. The text in the regulation should be changed according to the proposal with the additional text; according to the supplementary regulations.

3. FMN: Svemo

Name: Daniel Corin Stig

Subject: Participation on illegal bikes

Discussed and the recommendation to the organizers is to always contact the class representative before allowing "illegal" bikes into a race heat.

4. FMN: Svemo

Name: Daniel Corin Stig

Subject: Personal starting numbers

Decision: Go with the proposal; " Personal starting numbers can be applied for or renewed through the Svemo TA website (ta.svemo.se).

Those registrations have priority if multiple riders request the same starting number when registering to a Nordic Classic race."

Organizers could ask for complete lists. Riders who run into difficulties could phone Svemo (at the moment Anja Rauch).

5. FMN: Svemo

Name:

Subject: Overview Racing Calendar 2015

Decision; Add Falkenberg to the Nordic Open race calendar.

Schedule for 2015

All

All

All

All

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15-17/5	Falkenberg	NO
5-7/6	Botnia Ring	NC, NO
12-14/6	Våler	NO
10-12/7	Mo i Rana	NC, NO, UEM
31/7-2/8	Linköping	NO
28-30/8	Gelleråsen	NC, NO
12-13/9	Jyllandsringen	NC, NO

Finland and Norway are recommended to have internal discussion of how to handle the situation with the spring race dates for 2016.

6. FMN: Svemo

Name:

Subject: Planning of Swedish Races 2015

See above.

7. Four stroke 500 cc eligible in 7B?

No one have shown any interest in this matter and from a historical point of view we can't see what type of racing bikes that should be actual to use. Proposal is rejected.

7. Harmonizing of the Nordic Rules

NA

8. Time Schedule Nordic Championship 2015

See above

9. Long time schedule Nordic Championships

Denmark is administrating the calculation of point's for 2015.

10. Miscellaneous

8. Discussion about the 250 to 350 change and cut off date in forgotten era for UEM.

We don't see the benefit from changing the capacity. The problem seems not to be the availability of bikes; it's more the availability of riders. Regarding the cut-off date, we stay with 1979 for the time being.

9. Engine capacity for sidecars. Difference between Nordic and UEM?

John will initiate discussions with the Nordic sidecar riders; we don't have any reason to propose a change at the moment.

At the moment we think that we do have a god balance between time for practice and race heat.

10. Guideline for scrutenering?

Was started on last year's meeting and Leo did a proposal for this. Bo takes the lead and comes up with a proposal before Christmas.

11. 7A bikes that don't fulfils the rules?

Bikes shall fulfil the rules in the regulation. Discrepancies could be

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reported to the machine committee.

12. Event manual for Nordic classic race meetings.

Will be made as a number rules and guidelines that are collected in a document. The document will be named Event manual for Nordic classic race meetings. Per H is creating the document and all proposals are E-mailed to him. He then will send out the sum up at the end of February.

13. Posters for the NC 2015

MCHK-racing is planning to make a poster for next year. Language? English. We make and send out a proposal for layout and cost prior to February.

14. Regulation for handling of oil/liquid spill.

Should the regulation be changed in order to prevent oil spill on the tracks? Sven-Erik writes a proposal for recommendation that he send out for review. Bo adds a part in the technical inspection hand book.

15. Discussion about oil line fittings.

See above

16. Discussion about new designed components that are hard to see if they're eligible, e.g. brake calipers.

All this type of information should be spread via our web sites and anyone that finds out such a products shall inform the machine committee.

17. WSB open discussion for 2015

Norway will continue to arrange heats for WSB class for 2015. The regulation will be up for decision on next year's Nordic meeting. All participants are asked to have discussions with their federations prior to next year's Nordic meeting.

18. Separated start

Should be considered on all race events. The races in Denmark for the last two years are good examples. This will be a part of the race event guidelines.



Proposal to Nordic Meeting Stockholm 2014

For the proposal to be valid it has to be submitted no later than september 11th 2014

FMN: Svemo

Name: Daniel Corin Stig

Discipline: Roadracing Classic

Subject: Race the same bike in two different classes

Proposal: At the Gelleråsen TT, a question was raised about whether it was allowed to race the same bike in two different classes. As I understand the regulations, there is no ban on doing so.

Before, there was a rule in the Swedish federation's regulations that the same bike cannot be raced by the same rider in multiple classes, but this rule has been taken away. This leaves us with the question of whether we should be more strict or leave it open for the riders to decide whether they want to race in multiple classes.

A few things to take into consideration:

1. Very few riders use this opportunity today
2. A rider that enters into an additional class contributes to the revenues of the organizer and helps fill the starting grids
3. A bike that never competed in a certain era would create confusion for spectators about what the class is meant to represent if it were to compete there
4. Some bikes are manufactured during one era, but raced also in a later era. Where do these belong? I'm sure a TZ250 from 1979 was raced also during the 80's, even more so than during the 70's. A G50 from 1962 on the other hand was certainly raced more before 1972 than after.
5. Can a machine care be allowed for more than one class?
6. Should riders be allowed to choose ONE class if the bikes "fit" into multiple eras?
7. Can two riders share a bike and ride it in different classes?

Expected result

An increased understanding for what factors affect the decision on whether or not to allow bikes to compete in multiple classic classes. Preparation for making a proposal for NDM 2015 where a decision can be made of clarifying the regulations if necessary.

Send the proposal to kansli@svemo.se no later than September 11th 2014



Proposal to Nordic Meeting Stockholm 2014

For the proposal to be valid it has to be submitted no later than september 11th 2014

FMN: Svemo

Name: Daniel Corin Stig

Discipline: Roadracing Classic

Subject: Noise Levels

Proposal:

- a) Change the rule regarding noise levels in chapter 2.19 from " Maximum permitted noise level is 102 dB." to "**The maximum noise level is determined by the rules for each track respectively**".
- b) Change the rule regarding noise levels in chapter 3.19 from "Maximum permitted noise level is 102 dB (A)." to "**The maximum noise level is determined by the rules for each track respectively**".
- c) Change the rule regarding noise levels in chapter 5.19 from " Maximum permitted noise level is 102 dB (A)." to "**The maximum noise level is determined by the rules for each track respectively**".

Reason for change request:

It is no longer the case that the tracks have 102dB noise levels. It can vary in different countries, and the most important is that we comply with these rules. We don't have the influence of setting our own rules and commanding the tracks to accept them. Currently, Svemo in Sweden are using the rule 95dB measured at the side of the track, which is specified in the additional rules document for the Swedish races.

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FMN: Svemo

Name: Daniel Corin Stig

Discipline: Roadracing Classic

Subject: Participation on illegal bikes

Proposal:

Organizers should seek recommendations from class representatives before accepting a rider to participate on an illegal bike in their respective classes outside the competition for results.

Sometimes a rider shows up to a race with an illegal bike, e.g. from a country outside the Nordics. Instead of rejecting them to participate, they are often allowed by the organizer to participate but not be counted in the results tables. However, such decisions sometimes create irritation among riders that are unaware that they are not in the competition or that do not feel the bike belongs in their class.

By seeking the opinion from a class representative, the decision can be made with more confidence and acceptance from the class.

Send the proposal to kansli@svemo.se no later than September 11th 2014



Proposal to Nordic Meeting Stockholm 2014

For the proposal to be valid it has to be submitted no later than september 11th 2014

FMN: Svemo

Name: Daniel Corin Stig

Discipline: Roadracing Classic

Subject: Personal starting numbers

Proposal:

Make an addition to section 1.6. in the regulations to specify how starting numbers are managed.:

” Personal starting numbers can be applied for or renewed through the Svemo TA website (ta.svemo.se). Those registrations have priority if multiple riders request the same starting number when registering to a Nordic Classic race.”

Reason for change request

MCHK-Racing has been administrating the personal starting numbers for many years. Now, that function has been integrated in the Svemo TA web-based system where registrations to all Swedish races also go through. As soon as a rider is familiar with the TA system, registering and renewing starting numbers has become very simple and riders can do so themselves without the need for us to manually accepting registrations and sending confirmations. Hence, we would like to clarify that this system shall be used for those who want to have personal starting numbers in the Nordic Classic Racing series.

If all or most riders apply for a starting number before the season, the organizers will avoid additional work for managing and changing the starting numbers for riders who register to the race, as the system assures there are no duplicates.

Riders who only participate in individual races should not have priority to their numbers over those who compete consistently, but can choose to also apply for a number in the system if they wish to ensure their numbers will be accepted when arriving to the race track.

Send the proposal to kansli@svemo.se no later than September 11th 2014