



NMC Copenhagen 2015

Classic RR

Minutes of the meeting.

Participants:

Sören Holm, Tor-Henning Molstad, Pentti Elo, Björn Nordensten, Per Holmström

1. Opening
2. Selection of chairman; Sören Holm Welcomes all delegates.
3. Secretary; Per Holmström
4. Short presentation of themselves from all delegates
5. Minutes from the Nordic Meeting 2014

The minutes was checked and approved. Neither the scrutener document nor the Race manual is completed.

6. Round the table

Sum up of the 2015 season

15-17/5 Falkenberg

Organized by Falkenberg mk. Mostly wet race and windy. Lot of crashes, mainly due to slippery track because of rain /bad surface and oil spill.

Number of riders; tbd

5-7/6 Botnia ring

Long track which was very nice. Very good (new) surface and that is part of the result of only two crashes. Good weather despite a short rain storm on Saturday. The number of riders was too low to be able to run this race event on a long term basis. A minimum of 140 is needed.

12-14/6 Våler

Fewer number of participants than it used to be, probably due to that it was only a week between Botnia and Våler. The meeting was run on dry



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track and with nice weather. The economic result was satisfied and the number of riders was 180.

10-12/7 Mo i Rana

Very nice weather but very few participants. One reason could be that there were some uncertainties for the race and another that it was held one week later than usual and thereby it was in the vacation period. Only around 90 riders participated.

31/7-2/8 Linköping

Rain until Thursday noon which almost has the event cancelled. It was over three hundred entries and there were probably a record when it comes to the number of spectators. The only problem was that some classes had to use qualifying for the races, which led to that some riders weren't allowed to participate in the races.

28-30/8 Gelleråsen

Fairly good number of spectators, riders and a fair weather. A few crashes that was a little bit more serious than normal. Classic Superbike on a Nordic event for the first time outside Norway.

12-13/9 Jyllandsringen

Rain, rain and rain but good organization and at the lowest entry fees for the whole season.

Number of competitors was around 175. The number of spectators was a catastrophe, mainly due to the weather.

7. Going trough and harmonizing of the Nordic Rules.

NA

8. Race calendar 2016

20-22/5 Botnia ring NO, NC

10-12/6 Våler NO, NC

1-3/7 Anderstorp NO

5-7/8 Linköping NO



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26-28/8 Gelleråsen NO, NC

10-11/9 Jyllandsringen NO, NC

Decision: Race calendar for 2016 according to the listing above.

The number of races held in the same country in one year should be limited to three. This is valid for NO and NC.

9. Proposals from the countries

9.1 From Sweden

Subject:	Red rear light for classes that use rain tires
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Proposal text:	All motorcycles in classes that are using slicks/rain tires shall be equipped with a red rear light. It shall be mounted at technical control but could be dismounted at dry race. The light shall be switched on when demanded by the competition leader. The light shall be clearly visible from any point behind the motorcycle. The brightness shall be equivalent to a 10-15 W normal bulb or 3-5 W LED. The light shall be steady, not flashing.
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Decision according to the proposal. Valid in 2016 season.

Subject:	Changes in eligibility rules for class 7 (Forgotten Era)
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Proposal text:	<p>The following changes; marked with yellow, are proposed</p> <p>General</p> <p>5.7. Brakes: The brakes shall not be of newer type or construction than used within the period. The discs shall not be ventilated or floating and must be made of ferrous material. Maximum diameter: 305 mm. Callipers shall be of type that was available during the period and shall not have more than 2 pistons. Single acting callipers with 2 pistons are not allowed.</p> <p>Note that half floating discs of type ISR are allowed. Drilled and slotted brake discs are allowed.</p> <p>5.9. Suspension units: Linkage for the suspension system is not allowed if not originally mounted.</p> <p>5.12. Engine: The crank case, cylinder and cylinder head must be period parts. Parts manufactured later are allowed if the design is unchanged. There are no tuning restrictions. Modification of original parts and the use of period after marked 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.</p> <p>5.15. Carburettor: There are no restrictions to the carburettors. Shall be of a type that was available during the period. Fuel injection is not allowed.</p>
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Decision: Proposals according to above approved. Valid for 2016 season.

Subject:	Changes in eligibility rules for Classic racing
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Proposal text:	<p>The following changes; marked with yellow, are proposed</p> <p>1.1. To participate in speed competition; only competition licence valid for classic or modern road racing is required. For parading, run in connection with a competition event, an ordinary street rider a licence, or equivalent, either for racing or parade is required.</p> <p>1.2 Helmet: To be approved in accordance with recognised Scandinavian or European regulation for road racing standard.</p>
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“ pudding basin ” type helmet will not be approved. Helmets made from polycarbonate, lexan or similar material shall not be painted. The helmet shall be faultless without damage. The scrutinizer shall disapprove (or even confiscate for the event) helmets that do not fulfil the requirements. Helmets with flip-up front (type BMW) are not allowed.

1.3 Leather suit: Shall comply with Scandinavian or European regulation for road racing.

One-piece or two-piece leathers can be used. One-piece leathers are recommended. The suit shall be of good quality. Back protector must be used.

2. Machine regulations for track meetings and parading.

Membership in MCHK-Racing is obligatory for participating to meetings arranged by MCHK-racing. A rider’s licence; valid for road racing or parading, ~~for at least parading~~ is required for participating in track meetings and parading.

For parading organized together with competitions or track meetings, ~~rider’s course and licence~~ for competition or parading is required.

Chapter two shall be moved to another document only a requirement for License or equivalent evidence with insurance coverage shall be stated.

2.14, 3.14, 4.14, 5.14: * Oil catch tank: Vents from motor/gear box shall be routed to a catch tanks with a minimum capacity of 0,5 litre.

3.3 Additional regulations for class 2B, 50 ccm, 1961-83.

Adjust the paragraph numbers according to the rest of the document.

2.13 Exhaust system:

There is no restriction to the design of the exhaust system.

Decision: Approved with remarks (in blue). Valid for 2016 season.

9.2 Proposals from Norway

Subject:	Classic Superbike Regulations
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Proposal text:	<p>The suggestion for the new regulations in the enclosed pdf file</p> <p>Please find attached the regulation for Classic Superbike as a proposal to the Nordic Meeting to include this class in the Nordic Classic Racing series. The regulation is presented as a mark-up on the regulations used this season. Blue text is new. Red, striked out, text shall be deleted,</p> <p>There are most likely bikes that were allowed to compete in national races in the Superbike class during the 90's that were clearly outside the regulations. How shall we treat these bikes?</p>
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Decision; The proposal was approved with remarks. Valid for 2016 season. Complete regulation shown as appendix.

9.3 Proposals from Finland

Oil containment (boat)

1. -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 engine/gearbox oil and coolant capacity. For dry sump engines the oil capacity for the engine is presumed to be 0,3 liters. The oil containment must be at least 50mm deep and the lower edge of any openings in the oil containment must be positioned at least 50 mm above the bottom of the fairing.

The lower edge of openings in the oil containment must be positioned at least 50 mm above the bottom of the containment. The oil containment must incorporate 2 openings of 25 mm (minimum) diameter in the bottom front lower area. These holes must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.

-concerns all classes

-this rule is already valid in FIM rules for international road racing meetings, so in effect there

Decision; Approved according to the text above. Valid for 2016 season.

2. Only period correct engine/frame combinations is eligible

-concerns all classes

Decision: For this Year the proposal is rejected. This rule will with high possibility be changed according to the proposal. Each country is asked to do an inventory to see how many bikes that are affected. The machine committee in each country shall tell anyone building a new bike that this will probably be



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changed, so the advice is to only use a combination of frame/motor that was used during the actual time period.

3. Engine capacity

- strict limit of capacity, ie. max.499.99cc in 500 class
- concerns all classes

Decision: Everyone understands the problem and the difficulties with explaining to people the meaning of standard overbore dimension. The proposal is rejected but the technical committee in each country shall start to check bikes regarding the cylinder capacity. Idea; check how they are doing it within the speedway world. Per H checks.

4. Slipper Clutch

- eligible only in Formula classes (and classic superbikes, if rule will come valid)
- first use Honda NR500 (1979) and RS1000RW (1982)

- first production bike Honda V65 Magna (1983) and VFR 750 F (1984)

Decision: If the bike was originally equipped with a slippery clutch it is ok to use it.

9.4 Proposals from Denmark

The Nordic machine card has now worked for 2 years. It is time to evaluate.

Please bring an example of the card as It is made in your organization. Then we can experience from each other.

Decision: Not implemented to 100% in all Nordic Countries. The English version will be sent to all countries and shall be used from now on in all countries. Each NMC representative has to ensure that the national machine committees are given that information.

Proposal: The role as "chairman" for the Nordic Machine Committee, for the upcoming year, is the country that has the NMC.



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10. Miscellaneous.

FIM Europe has changed the 7B class to allow newer machines than 1979, we should not be obliged to follow this line.

However, we need to find a way to increase the number of participants in this class. A possible way can be to allow 4-stroke 400 cm³ street based bikes in this class.

Something needs to be done to be able to keep existing classes alive.

Everybody needs to think about this for the NM next year.

Chairman

Secretary

Sören Holm

Per Holmström