

Nordic classic

Eligibility rules; 2020_1

These rules are, unless separately stated, valid from January 2020

These rules and subdivision are approved by the Nordic countries and valid for both Nordic championship/Open as well as domestic championships/cups. FIM Europe vintage cup could have deviations regarding the classes.

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Revision History

Revision	Date	Updated	Changes
2013:1	2013-03-20	Per Holmström	All changes from the 2011 and 2012 Nordic meetings added.
2014:1	2013-12-29	Per Holmström	All changes from the 2013 Nordic meeting added.
2016:1	2016-01-20	Per Holmström	All changes from the 2014 and 2015 Nordic meetings are implemented
2016:2	2016-02-01	Per Holmström	Interim decision for 2016 season
2017:1	2017-01-22	Per Holmström	All changes from the 2016 Nordic meeting added
<i>2018:1</i>	<i>2018-02-23</i>	Per Holmström	<i>All changes from the 2017 Nordic meeting added</i>
2018:2	2018-03-12	Per Holmström	Updated after comments
2019:1	2019-01-20	Per Holmström	All changes from the 2018 Nordic meeting added + name of the document changed
<i>2020:1</i>	<i>2020-01-10</i>	<i>Per Holmström</i>	<i>All changes from the 2019 Nordic meeting added.</i>

The changes that are added in the last revision are always in *Italic*. Contents that are deleted are strikethrough for the ~~first~~ next valid revision and thereafter deleted.

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1. General rules for Classic Road-Racing, Competition, Parading and Track meetings.

* See SVEMO's (Sweden's national motorcycle racing federation) Competition Rules.

1.0. Generally: Machines are to be factory racers, production racers or machines built to resemble racers from the actual period.

Clarification of point 1.0.: A machine in the class <48 is to look like a racer from before 1948. A machine from the 50's is to look like a racer from the 50's. A machine from the 60's is to look like a racer from the 60's. A machine for the class 7 "Forgotten Era" is to look like a racer from the period 1973-1980. Machines with appearance that resemble a certain period but with additional newer parts cannot classify for the later period and will thus not be approved. Note, it is the owner's responsibility to prove and to document the availability of the machine and its equipment's within the said period.

The year of manufacture of the motorcycle shall primarily determine which class the machine shall belong to. A motorcycle that already fits in to a certain class should not be changed in order to fit in to another class. This is especially important for production racers and factory racers because of their historical value. It is allowed to use newly manufactured frames to old specifications and to modify OEM produced frames. For newly built machines the combination of engine and frame must have existed within the time period. Existing machines; earlier approved, will remain their approval.

The machine shall be prepared to a high standard with regard to safety and appearance, to achieve the machine licence. If the machine is regarded not to meet an accepted standard, the machine licence will not be issued, or an existing licence may be recalled until an acceptable standard can be proved.

Advice: If you are uncertain on how to understand the rules please contact the "Machine committee" for advice before buying, constructing or modifying your machine.

Note! At speed competitions also the SVEMO's competition rules shall apply. The details below must be fulfilled. Equipment like helmet, leather suit and so on must be inspected and approved in the scrutineering.

1.1. To participate in speed competition; competition licence valid for classic or modern road racing is required. For parading, run in connection with a competition event, a licence or equivalent, either for racing or parade is required.

1.2. Helmet: To be approved in accordance with Scandinavian or European regulation for road racing. " 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 scrutiner 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.

1.4. Boots: Are to be of suitable type for motorcycle riding. Moto cross boots are not to be used.

1.5. Gloves: Only leather gloves will be approved.

1.6. Number plates: 230x280 mm, 1 on the front of the machine and one on each side.

The colours are to be as listed in the table:

50 ccm	10
<175 ccm, black bottom, white figures.	10
250 ccm, green bottom, white figures. Also Forgotten Era <250 ccm	10
350 ccm, the blue bottom, white figures	10
500 ccm, yellow bottom, black figures	10
500 - 750 ccm, white bottom, black figures	10
Forgotten Era >250 ccm, red bottom, white figures.	10
Side cars, white bottom, black figures*	10

*All sidecar classes share the same series of numbers. The starting number shall also contain a suffix showing which class the cycle is competing in, e.g. 10B, if the starting number is 10 and competing in class 8B.

The organizer of a competition event may decide on other colours. This shall then be stated in the supplementary regulations.

1.7. Appearance: The machines shall be painted in a pattern typical for the time frame. That means no lightning or graffiti type painting. Decals that were unknown within the period should not be used. Decals from sponsors are accepted.

1.8. Oil plugs and hoses: Oil plugs or bolts that may cause oil leakage if loosening is to be safety wired to a solid part of the motor or gear box (not to an exhaust pipe or other parts prone to vibration). The safety wire shall be annealed stainless steel; minimum Ø 0.7 mm. Copper wire cannot be used. External oil carrying hoses shall have threaded fittings that shall be secured. If fittings cannot be used, safety wired jubilee clips that shall be secured to the motor, oil filter or oil cooler, must be used.

1.9. Machines shall be prepared for racing. Side stand and start lever shall be removed.

1.10. A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel. See picture



1.11 Rear light: 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 dismantled 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.

1.12 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 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.

1.13 Fuel: For classic racing; *unleaded commercially available fuel and E85* is allowed as fuel.

1.14 Other: Definition of a machine's year of manufacture: Year of manufacture is regarded as the latest year of production for motor or frame. If important items (i.e. wheels, front fork etc.) have been modernized at a later stage, the year of the modernization shall be regarded as the manufacturing year. For instance: A machine manufactured in 1934 that has been modernized in the 1950's with plunger rear suspension and telescopic front fork shall be regarded as a machine from the 1950's. The year of manufacture for a newly constructed copy is to be regarded as the same year as the original machine.

2. Machine regulations for track meetings and parading.

A rider's licence or equivalent; valid for road racing or parading is required for participating in track meetings and parading.

2.1. Type and age: Participating machines must be of racing type (see § 1.0), comply with the time frame the machine belongs to and machines up to and including 1998 years' model is allowed. Factory racers and production racers with rolling 15-year age limit is allowed.

For track meetings-Super Mono machines are allowed.

For parade, the machines are divided in Parade 1 (real racer and exclusive and exceptional machines) or parade 2 (ordinary and modified ordinary machines). The category Parade 1 or Parade 2 must be stated on the cycle licence application. For parading, the machines shall be carefully prepared and comply with § 1.0.

2.2 Registration Certificate (Also known as "Machine id card"): To take part in a parade event a Registration certificate is required. A Registration certificate is also required for riders' from other Scandinavian countries. If no Registration certificate can be presented, the machine shall not be allowed to take part in the parade.

No registration certification is needed for track meetings.

2.3. Frame, swing arm: Original, replica or newly manufactured frames with period look is allowed. There are no restrictions to the suspension as long as it is typical for the period. Centrally located suspension units are only allowed on machines that originally were constructed that way.

2.4. Front fork: The front fork shall not be of newer type or construction than used within the period.

2.5. Steering: Type of handlebar is free.

2.6. Wheels: The wheels shall not be of newer type or construction than used within the period.

2.7. Brakes: The brakes shall not be of newer type or construction than used within the period. Brake discs must be of ferrous material.

2.8. Tyres, inner tubes: Sizes shall be as close to standard sizes for the period as possible. Tyres must be in good shape. Threaded tyres shall have at least 2.5 mm thread depth. Valve should be of short model. Metal cap with gasket shall be used. Slick tyres are not allowed.

2.9. Suspension units: There are no restrictions to the suspension as long as it is typical for the period. Rear suspension units with external reservoirs are only permitted on machines that originally were equipped with that type of units.

2.10. Tank, seat and fairing: Shall be of type and model that was used within the period. The machine does not need to be fitted with a fairing but must in that case be fitted with front fender.

2.11. Number plates: See §1.6.

2.12. Engine: The engine must have been manufactured within the time limit for the class or the look of the engine must be identical to an engine that was available within the period. There are no restrictions to tuning.

2.13. Oil hoses, drain plugs and filling plugs: Oil plugs or bolts that may cause oil leakage if loosening is to be safety wired to a solid part of the motor or gear box (not to an exhaust pipe or other parts prone to vibration). The safety wire shall be annealed stainless steel; minimum Ø 0.7 mm. Copper wire cannot be used. External oil carrying hoses shall have threaded fittings that shall be secured. If fittings cannot be used, safety wired jubilee clips that shall be secured to the motor, oil filter or oil cooler, must be used.

2.14. * Oil catch tank: Vents from motor/gear box shall be routed to a catch tanks with a minimum capacity of 0.5 litres. See also § 1.12.

2.15. Carburettor: The look must be typical for the period otherwise there are no restrictions.

2.16. Ignition, emergency stop: There is no restriction to the ignition system except that electronic ignition system fitted at a later stage shall be concealed. The machine shall be equipped with some sort of emergency stop switch that shall be easily accessible at or adjacent to the handlebar.

2.17. Gearbox: The look must be typical for the period otherwise there are no restrictions.

2.18. Transmission: There is no restriction to the transmission. If belt drive is used, this must be concealed. Chain link with clip shall be secured with locking wire or similarly secured.

2.19. Exhaust: Applies for all riding. The machine must be equipped with appropriate means of silencing: The maximum noise level is determined by the rules for each track respectively and shall be defined by the invitation or the additional rules.

2.20. Levers, handles, instruments: No restriction, but the throttle must return to closed position by itself.

2.21. Brake wire: Front brake wire minimum Ø 1.75 mm, Rear brake wire minimum Ø 2.5 mm. Nipples must be soldered, no screw nipples allowed.

2.22. Foot rests: Diameter of the foot rest shall at least be 16 mm. The ends shall be rounded and have a radius of least 8 mm. Hinged foot rests shall be self-returning. Solid mounted foot rests shall have end plugs of plastic, aluminium or similar material. According to * SVEMO 3.1.5.

3. Machine regulation for Classic Road-Racing (competition).

3.1 Solo machines 1948 - 1972. (Period 1 and 2)

3.1.1 Type and age: The machine shall be of racing type and comply with machines within the period (see §1.0). The machine shall have been available on the European market before or during the 1967 season for 2-strokes and 1972 for 4-strokes. A machine produced after these time limits are also eligible provided no change or updating has been done. If the organizer of the meeting regards it beneficial, the post war class can be divided in period 1 (produced until December 31st, 1963) and period 2 (produced from January 1st; 1964 until 1967 or 1972 as described above). Machines with 50 ccm cylinder volume shall have been available on the European market before or during the 1983 season regardless 2- or 4-stroke. For class 5 (500 ccm) only 4-stroke machines are eligible.

For class 2; 2 strokes that have been available on the European market from 1968 to and including the 1972 season and with a maximum engine displacement of 125 cc are allowed. Only drum brakes are allowed for these bikes.

The material for rims and handlebar is not restricted for machines produced between 1948 and 1955. Machines from this period should also be permitted to have a look more in line with a street machine. For modification or construction of machines as described above, the following rules are valid:

3.1.2 Registration Certificate (Also known as “Machine id card”): To take part in a competition event a Registration certificate is required. A Registration certificate is also required for competitors from other Scandinavian countries. If no Registration certificate can be presented, the machine shall not be allowed to take part in the competition.

3.1.3 Frame and swinging arm: Shall be made from circular tubing that was used for road racing within the period. The swinging arm shall only have one tube each side. It is allowed to use newly manufactured frames to old specifications and to modify OEM produced frames. For newly built machines the combination of engine and frame must have existed within the time period. Existing machines; earlier approved, will remain their approval.

3.1.4 Front fork: The front fork shall not be of newer type or construction than used within the period. Mechanical or hydraulic anti dive is not allowed, nor is bracing between the lower fork legs. Maximum allowed diameter for the fork stanchions are 35 mm. For machines originally equipped with larger diameter stanchions, this must be proved.

3.1.5 Steering: Machines shall have clip-on type handlebars. This is not applicable for machines produced between 1948 and 1955. See SVEMO technical regulations.

3.1.6 Wheels: Rims shall be made from aluminium and be of valanced or non-valanced type. This is not applicable for machines produced between 1948 and 1955. The wheels shall be spoked and have a diameter of at least 18”. Maximum rim width is WM 3 front and rear for classes up to and including 500 ccm. For larger cc capacity classes, there is no restriction to rim width.

3.1.7 Brakes: The brakes shall not be of newer type or construction than used within the period. Classes up to and including 500 cc may use a single disc (Ø300 mm) front brake if not double discs were originally fitted to the machine. Brake discs must be made of ferrous material. Drum brakes should be preferred. For larger than 500 cc capacity classes double disc brakes of type and construction commercially available within the period can be used. The discs shall not be drilled, ventilated, slotted or floating. Callipers shall be of type that was available during the

period and shall not have more than 2 pistons. 2-strokes shall have drum brakes. For 4-strokes drum brakes may be replaced with disc brakes (front and back).

Examples of eligible 2-piston brake callipers:

1. Brembo (the black calliper as fitted to Moto Guzzi T3)
2. Yamaha (the cast iron type as fitted to the Yamaha XS 650)
3. Honda (as fitted to the first CB 750)
4. Lockheed
5. Dunstall (integrated in the fork legs)

3.1.8 Tyres, inner tubes: Slick tyres or slick tyres with cut threads are not allowed. For larger than 500 cc capacity classes tyre width is limited to 110 mm front and 130 mm rear. Modern type rain tyres are not allowed. Tyres shall be used as they left the manufacturer. Additional threads shall not be cut. Tyre heaters are prohibited. Air valve of short type is recommended. Valve caps are to be of metal and equipped with a gasket.

3.1.9 Suspension units: Units with external reservoirs are prohibited. Centralised suspension units are only allowed if the machine was so equipped within the period.

3.1.10 Tank, seat and fairing: Shall be of type and model that was used within the period. Fairing and seat shall not be of modern wedge type design. The machine does not need to be fitted with a fairing but must in that case be fitted with front fender. Fuel tank of aluminium or plastic shall contain foam type fire retardant material.

3.1.11 Number plates: See §1.6.

3.1.12. Engine: The crank case, cylinder and cylinder head must be period parts. There are no tuning restrictions. Modification of original parts and the use of period aftermarket 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. Triumph T140, Norton 850 crank cases and other Crank cases manufactured after -67/72 are allowed provided they are identical to those manufactured in 67/72. Norton 850 cylinders are allowed, but the cylinder volume shall not exceed 750 cc. The bore and stroke of an engine may be changed for the machine to be used in another cylinder volume class. The look of the engine shall not be changed.

3.1.13 Oil hoses, drain plugs and filling plugs: Oil plugs or bolts that may cause oil leakage if loosening is to be safety wired to a solid part of the motor or gear box (not to an exhaust pipe or other parts prone to vibration). The safety wire shall be annealed stainless steel; minimum Ø 0.7 mm. Copper wire cannot be used. External oil carrying hoses shall have threaded fittings that shall be secured. If fittings cannot be used, safety wired jubilee clips must be secured to the motor, oil filter or oil cooler.

3.1.14 Oil catch tank: Vents from motor/gear box shall be routed to a catch tanks with a minimum capacity of 0.5 litres.

3.1.15 Carburettor: Carburettors with "power jet", flat slide or acceleration pump are not allowed. Neither are modern smooth bore carburettors, except Amal MK 2 and the first type of Keihin CR carburetors. Fuel injection is prohibited.

3.1.16 Ignition, emergency stop: There is no restriction to the ignition system except that electronic ignition system fitted at a later stage shall be concealed. The machine shall be equipped with some sort of emergency stop switch that shall be easily accessible at or adjacent to the handlebar.

3.1.17 Gearbox: The type and model must be as was used during the period. There are no restrictions to gear ratios and number of speeds.

3.1.18 Transmission: There is no restriction to the transmission. If belt drive is used, this must be concealed. Chain link with clip shall be secured with locking wire or similarly secured.

3.1.19 Exhaust, silencing: Applies for all riding. The machine must be equipped with appropriate means of silencing: The maximum noise level is determined by the rules for each track respectively and shall be defined by the invitation or the additional rules.

3.1.20 Levers, handles, instruments: No restriction, but the throttle must return to closed position by itself.

3.1.21 Brake wire: Front brake wire minimum Ø 1.75 mm, Rear brake wire minimum Ø 2.5 mm. Nipples must be soldered, no screw nipples allowed.

3.1.22 Replicas: The look of a replica shall mainly comply with the original machine.

3.1.23 Others: The machine shall be prepared for competition. Side stand and start lever shall be removed.

3.2 Additional regulations for class 1, pre-1948.

3.2.1 General: The motorcycle shall give the impression of complying with a typical racing motorcycle of Pre-1948 era.

3.2.2 Frame, swinging arm, front fork: Should comply with the time period. Hydraulic dampers may be used if they are discreet or hidden. Only single way dampers are allowed. Frame, swinging arm or forks later than 1948 are approved if they are dimensionally correct and the general appearance is consistent with a Pre-1948 motorcycle. Remanufactured parts shall be visibly consistent with the original part from this period.

3.2.3 Handlebars: Shall be made in one piece.

3.2.4 Wheels, rims and brakes

Wheels: Minimum 19" diameter. Rims: Max WM2 front and WM3 back.

Brakes. Should comply with the time period. Max 7" brake drum and of half hub design; both front and rear. Larger and/or dls (double leading shoe) brakes are only approved if they were originally fitted on the motorcycle.

3.2.5 Petrol tank, seat, mudguards and fairings.

Petrol tank: Period styling and made of metal. E.g. Aluminum or steel.

Saddle: Only solo saddle and bum pads are approved. If a long saddle was originally fitted, then this is also approved.

Mudguards: Period styling and made of metal. E.g. Aluminum or steel.

Fairing: Only a fly screen is approved.

Number plates: May not be made of plastic.

3.2.6 Engine: All visible parts must fall within the time period. Crank cases manufactured after - 47 are allowed provided they are identical to those manufactured within the time-period. Tuning is permitted.

3.2.7 Gearboxes

Exterior of Pre-1948 design. BSA and Triumph pre-unit gearboxes up to 1953 are also approved. Minor deviations such as mounting fixtures and a speedo drive unit are also

approved. Gear linkages may be changed from the original design. 5 or 6 gear gearboxes are not accepted unless they were available for the original bike.

3.2.8 Carburetors: May be up to a 1960 model.

3.2.9 Transmission: Belt driven primary transmission is allowed but must be concealed within a period style transmission housing.

3.2.10 Levers: Period styling. Throttle control may be parallel to handlebar.

3.2.11 Oil collection tray: There must be one under the engine and gearbox.

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

Revision regarding dividing class 2B into air-cooled and water-cooled class. *The classes are called 2BA for the air-cooled class and 2BW for the water-cooled class.*

The basic rule is that all GP bikes that represents the era up to 1983 being air-cooled or water-cooled are allowed to race.

50cc racebikes allowed to race in *these classes are* ~~this class is~~ divided into three categories:

3.3.1 Category 1 racer:

Generally, a race bike is approved if it has entered a national or international race within the 50cc era, given that the state of the race bike is the same as back then, in terms of appearance as well as its functionality.

3.3.2 Category 2 racer:

Accurate replicas of original race bikes are also allowed, if significant parts such as; frame, engine, suspension, wheels, brakes, tank, seat and faring does not differ from the original.

3.3.3 Category 3 racer:

Rules apply: Contact the technical committee or a class-representative before beginning the construction of the race bike. Through this contact, it is important to ensure that the building components and parts used for the construction of the bike withhold the ruleset, which can be found below. It is the builder's responsibility to make sure the ruleset is upheld. The race bike must be fitting within a certain era, e.g. a race bike from the 60's should not be equipped with an engine or faring from the 80's.

Fact: Unique for the 50cc class were the attendance of very few factories! The 50cc period were very much characteristic in the large amount of privateer- entered self- built race bikes, with a lot of different engine/chassis combinations. The third category is needed to cover the array of these very special race bikes.

3.3.4 Frame:

The frame type shall be of type back bone, pressed steel plate, monocoque or made from circular tubing. Beam frame made of 2 larger profiles like Honda RS 125 1988 is not approved.

3.3.5 Wheels:

The wheels shall be 18" or 19" diameter, spoke wheels with aluminium or chrome rims. Cast aluminium or magnesium rims with look from right time era. Maximum allowed rim width are 1,4" front and 1,6" rear.

3.3.6 Tyres:

Tyres shall be threaded. Maximum widths are 2.00 front and 2.25 rear. Slick tyres, slick tyres with cut threads or rain tyres are not allowed

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 “anonymizing”, meaning that all logos, names and other colours than silver (aluminum) must be removed to obtain a classic look.

3.3.8 Rear swing arm:

The swing arm shall be manufactured from circular or rectangular tubing and equipped with 2 shock absorbers or central placed suspension. Linkage for the suspension units are not allowed.

3.3.9 Engine:

All engines that have been raced in national or international 50ccm events through 1983 are allowed. The main parts of the motor (cylinder head, cylinder and crankcase) shall comply with period parts before 1983.

3.3.10 Side covers may be modified or removed. Conversion to rotary inlet valve and to dry clutch is allowed.

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 “anonymizing”, meaning that all logos, names and other colours than silver (aluminum) must be removed. Or be covered with a period correct dummy/cover to obtain the classic look.

Homemade engine (machined of a solid aluminium, billet) shall be a replica.

3.3.12 Carburettor:

The carburettor can have cylindrical or flat slide throttle.

Approved cylindrical throttle carburettors are Mikuni type VM, Dellorto or Kehin.

Approved flat slide carburettors are Lectron, Pekar/Lenkar and Gardner.

Powerjet is approved

D-throttlet (like Kehin PWK), electronic Powerjet and Reed valves are not approved.

3.3.13 Fairing, seat, fuel tank, levers and handlebars:

Shall be of type and model that was used within the period. Decals and painting shall be typical for the period. Foot pegs etc. shall be in accordance with applicable technical regulations. Carbon fibre should be painted and not visible.

3,3,14 Ignition:

There is no restriction to the ignition system. Modern systems should be covered, either fit inside a time like box or hidden. Data log and knock sensors are not approved.

3.3.15 Instrument:

There is no restriction but fit with in time, no digital.

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 ,230mm single disc. Brake caliper: Classic model. Max piston diameter 32mm, max 2 pistons. 230 mm. Maximum 2 piston calipers.

Front: Brake handle/pump piston parallel with handlebar, make free, integrated oil reservoir.

3.3.17 Silencing:

Applies for all riding. The machine must be equipped with appropriate means of silencing: The maximum noise level is determined by the rules for each track respectively and shall be defined by the invitation or the additional rules.

3.3.18 Exhaust system:

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

3.3.19 Fuel:

Only commercially available petrol is allowed (Applies to all machines, also those listed in §1.0).

3.3.20 Others:

The machine shall be prepared to a high standard down to details and painting, and have a period look.

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 fork legs for safety reasons. Things that have not been mentioned or clearly been approved in this Regulations are not allowed!

Additional to this additional Machine Regulation for class 2B applies:

- MCHK-R General Classic Regulation
- SVEMO's technical regulations.

- A list of approved part will be established and be updated continuously.

4. Machine regulations for Classic Road-Racing; Side car class 8 A, B, C and D.

4.1. Type and age: The machine shall be of racing type with side car. The appearance and construction shall resemble the applicable period. Replica machines are allowed.

Class 8A, -1972: Wheel size front and rear 16" or larger diameter with a maximum rim width VM4 and typical appearance for the time period (Slicks or hand cut slick not allowed). Engines that are allowed are 2-stroke 500cc max until 31/12-1972 and 4-stroke 750cc max until 31/12-1972. The engines must have been raced in sidecar road racing before or during racing season 1972. The machine must have a front exit sidecar. .

Class 8B, -1972: Wheel size front and rear 10 ", 12" or 13 "diameter with maximum contact surface on the ground 140mm or width 5,5 inches contact of surface (slicks or hand cut slick not allowed).

Engines that are allowed are 2-stroke 750cc max until 31/12-1972 and 4-stroke max 1000cc until 31/12-1972. Interior tuning of the engine allowed. The engines must have been raced in sidecar road racing before or during racing season 1972. The machine must have a front exit sidecar.

Class 8C, -1979: Wheel size maximum 13 "of the type and model used in the period. Rim width maximum 10 "rear / 8" side and front. Engines that are allowed are 2-stroke max 750cc and four-stroke max 1300cc until 31/12-1979. The engines must have been raced in sidecar road racing before or during racing season 1979. The machine could have either a front or a rear exit sidecar.

Class 8D, -1987: Wheel size maximum 13 "of the type and model used in the period. Rim width maximum 10 "rear / 8" side and front. Engines that are allowed are 2-stroke max 750cc and four-stroke max 1300cc until 31/12-1987. The engines must have been raced in sidecar road racing before or during racing season 1987. The machine must have a rear exit sidecar.

4.2 Registration Certificate (Also known as "Machine id card"): To take part in a competition event a Registration certificate is required. A Registration certificate is also required for competitors from other Scandinavian countries. If no Registration certificate can be presented, the machine shall not be allowed to take part in the competition.

4.3. Frame: Side cars not integrated with the motorcycle shall have at least 4 attachment points to the motor cycle. No movement is accepted in the attachment points. Dimensions for the machine: Maximum width included exhaust is 1700 mm. Minimum unloaded ground clearance is 60 mm.

Class 8A: Tube chassis and if not made within the period must be the performance equivalent to that in the period.

Class 8B: Tube and / or sheet metal chassis, and if not made within the period must be the

performance equivalent to that in the period.

Class 8C: Tube and / or sheet metal chassis, and if not made within the period must be the performance equivalent to that in the period.

Class 8D: Tube and / or sheet metal chassis, and if not made within the period must be the design equivalent to that in the period.

Exact replicas of machines with documented racing history from the period are allowed even if they are not typical for the time period. The sidecar may be removable or fixed.

4.4. Front fork: The front fork must be of the telescopic or bottom link type.

4.5. Steering: See SVEMO's technical regulations. Steering of the sidecar wheel is not allowed. Steering dampers are allowed.

4.6. Wheels and rims: The wheels shall have period look. For dimensions, see § 4.1.

4.7. Brakes: Must be of the type and model used within the time period. Must be drum or disc type on two or three wheels. Dual front disc brakes allowed (for the dual front discs, typical installation is required). Brake discs must be made of ferrous material.

The brakes shall be mechanical and / or hydraulic and shall have 2 independent systems.

Caliper shall be of the type and model that were used within the time period and have a maximum of two pistons. Single acting two piston caliper is not allowed.

In class 8D, 4-piston calipers from within the time period are allowed.

4.8. Tyres, inner tubes: Class 8A and 8B Threaded tyres shall be used and have threads at least 1 mm deep. Slick tyres, slick tyres with cut threads or rain tyres are not allowed. Tyre heaters are prohibited. Air valve of short type is recommended. Valve caps are to be of metal and equipped with a gasket.

Class 8C and 8D Slick tyres, slick tyres with cut threads and rain tyres are allowed. Tyre heaters are prohibited. Air valve of short type is recommended. Valve caps are to be of metal and equipped with a gasket.

4.9. Suspension. Must be of the type and model used in the period.
For rear suspension, rubber element type or shock absorbers are allowed.

4.10. Fairing: Must be of the type and model used within the time period.
There must be covers over the sidecar wheel and front of the platform.

4.11. Number plates: See §1.6.

4.12. Engine: Interior tuning of the engine is allowed.

4.13 Oil hoses, drain and filling plugs: All oil plugs, for filling and draining, on motor, gear box and transmission shall be safety wired. External oil carrying hoses shall have threaded fittings that shall be secured. If fittings cannot be used, safety wired jubilee clips that shall be secured to the motor, oil filter or oil cooler, must be used.

4.14. Oil catch tank: Vents from motor/gear box shall be routed to a catch tanks with a minimum capacity of 0.5 litres.

4.15. Carburettor:

Class 8A&B: Must comply with the applicable time period.

Class 8C&D: Must comply with the time period. Injection only permitted if used on a specific machine and can be substantiated.

Fuel supply can be by gravity, mechanical or electric pump.

4.16. Ignition, emergency stop: The machine shall be equipped with a switch that breaks the ignition and possible fuel pump if the rider should fall off. It is recommended that the switch is located on the handlebar and attached to the rider's arm with a string.

4.17. Gearbox: The type and model must be as was used during the applicable time period and have a maximum of 6 speeds.

4.18. Transmission: The transmission must have protection to prevent damage to rider and passenger. Protection is also required for propeller shaft. Belt drive allowed (must be hidden). Only one drive wheel allowed.

4.19. Exhaust, silencing: Should be directed backwards for classes 8A and 8B. The maximum noise level is determined by the rules for each track respectively and shall be defined by the invitation or the additional rules.

4.20. Levers, handles, instruments: No restriction, but the throttle must return to closed position by itself. Exception to this is Dell'Orto desmodromic system or equal systems.

4.21. Brake wire: Front brake wire minimum \varnothing 1.75 mm, Rear brake wire minimum \varnothing 2.5 mm. Nipples must be soldered, no screw nipples allowed.

4.22. Replicas: The look of a replica shall mainly comply with the original machine.

4.23. Others: The rear wheel shall be protected to prevent damage to the passenger. The sidecar shall be constructed to allow the passenger to lean out in front of the sidecar wheel only. The machine shall leave two tracks on the ground when running straight.

5. Machine Regulations for Classic Road-Racing class 7A + 7B Period 3 through 1979/1980. (Forgotten Era)

The class is divided in: Class A, machines with cylinder volume >250, maximum 1300cc and class B, machines with cylinder volume <250 cc for two stroke and 500 cc for four stroke machines.

5.1. Type and age: The machines shall be factory racers, production racers or constructed to resemble racing machines from the actual period (see §1.0), and the following applies:

Class 7A bikes shall have been available during the 1979 racing season. Exceptions to this are: Yamaha TZ350 G (1980) and (H) are accepted because they are considered to be similar to TZ350 F (1979).

Suzuki RG500 Mk V (1980) and Mk VI (1981) are allowed because they are considered to be similar to Mk IV (1979). As an exception the MK VI is allowed to be used with original anti dive. Yamaha TZ500 G (1980) and H (1981) are allowed because they are considered to be replicas of prototypes that the factory raced in GP races in 1979

Class 7B bikes shall have been available during the 1980 racing season.

4-stroke motorcycles based on street legal bikes machines up to 500 ccm are allowed into this class.

The machine must have been available during the time period. Also, machines made outside the period shall be allowed, provided there are no changes compared to the machine available within the period.

Replicas of machines described are also eligible. Machines according to the national Swedish Super Bike regulations (standard road machines) until 1980 are not allowed. The year of manufacture shall mainly decide what class the machine shall belong to. A machine suitable for a certain class should not be altered to suit another class. This is especially important for factory and production racers because their historic value.

For modification of above-mentioned machines and construction of new machines, the following shall apply.

5.2 Registration Certificate (Also known as “Machine id card”): For parading or competition a machine card is required.

5.3. Frame and swinging arm: The look and construction shall be as used during the period.

5.4. Front fork: The front fork shall be of design and construction that was used within the period. Mechanical or hydraulic anti dive is not allowed.

5.5. * Steering: See SVEMO technical regulations.

5.6. Wheels: The wheels shall be of design and construction that was used within the period with minimum 18” diameter. Spoked wheels shall have valanced or non-valanced aluminium rims. (applicable from January 1st 2002)

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.

Note that half floating discs of type ISR are allowed. Drilled and slotted brake discs are allowed.

5.8. Tyres, inner tubes: Slick tyres or slick tyres with cut threads are not allowed. Modern type rain tyres are not allowed. Tyre heaters are prohibited. Air valve of short type is recommended. Valve caps are to be of metal and equipped with a gasket.

5.9. Suspension units: Linkage for the suspension system is not allowed, if not originally mounted.

5.10. Tank, seat and fairing: Shall be of type and model that was used within the period. Machines shall be equipped with fairing.

5.11. Number plates: See §1.6.

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. Fuel injection is not allowed.

5.13 Oil hoses, drain plugs and filling plugs: Oil plugs or bolts that may cause oil leakage if loosening is to be safety wired to a solid part of the motor or gear box (not to an exhaust pipe or other parts prone to vibration). The safety wire shall be annealed stainless steel; minimum Ø 0.7 mm. Copper wire cannot be used. External oil carrying hoses shall have threaded fittings that shall be secured. If fittings cannot be used, safety wired jubilee clips that shall be secured to the motor, oil filter or oil cooler, must be used.

5.14. Oil catch tank: Vents from motor/gear box shall be routed to a catch tanks with a minimum capacity of 0.5 litres.

5.15. Carburettor: Shall be of a type that was available during the period

5.16. Ignition, emergency stop: There is no restriction to the ignition system. The machine shall be equipped with some sort of emergency stop switch that shall be easily accessible at or adjacent to the handlebar.

5.17. Gearbox: The type and model must be as was used during the period. There are no restrictions to gear ratios and number of speeds. No external electric means is allowed.

5.18. Transmission: There is no restriction to the transmission. Chain link with clip shall be secured with locking wire or similarly secured.

5.19. Exhaust, silencing: Applies for all riding. The machine must be equipped with appropriate means of silencing. The maximum noise level is determined by the rules for each track respectively and shall be defined by the invitation or the additional rules.

5.20. Levers, handles, instruments: No restriction, but the throttle must return to closed position by itself.

5.21. Brake wire: Front brake wire minimum \varnothing 1.75 mm, Rear brake wire minimum \varnothing 2.5 mm. Nipples must be soldered, no screw nipples allowed.

5.22. Replicas: The look of a replica shall mainly comply with the original machine.

5.23. Others: The machine shall be prepared for competition. Side stand and start lever shall be removed.

6. Machine Regulations for class 7 C FORMULA 80-87

These regulations are governed by CRC (Classic Racing Club) in Norway

Riders that want to attend this class should contact the Norwegian club for technical regulations and cycle license.

Classic Racing club
Postboks 20
2322 Ridabu
Norway

Web site: www.crc.no.

7. Machine Regulations for class 13; Classic Superbike and Classic Supersport

See separate document. These regulations are governed by CRC (Classic Racing Club) in Norway

Web site: www.crc.no

8. Machine Regulations for class 12; GP 250

No separate eligibility rules exist for this class, since it is a support class.

The following applies to this class from the 2018 season:

125cc 2-stroke GP production road racing machines 15 years and older and not belonging to any existing classic racing class should be allowed to compete in class 12 together with 250 GP. Also, non-production machines with proof of having competed in a national championship series should be allowed to participate.

