



NMC Helsinki 2016

Classic RR

Minutes of the meeting.

Participants:

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

1. Opening
2. Selection of chairman; Pentti Elo Welcomes all delegates.
3. Secretary; Per Holmström
4. Short presentation of themselves from all delegates
5. Minutes from the Nordic Meeting 2015

The minutes was checked and approved.

6. Round the table

Sum up of the 2016 season

20-22/5 Botnia ring

Organized by Ku ma mo. Well organized and with a perfect weather.

Number of riders; 150 riders. Used short track due to the number of participants. Thanks to the number of riders; the meeting will be held in 2017. Positive economical result.

10-12/6 Våler

The meeting was mainly run on dry track and with nice weather. The new class; classic superbike had 24 riders competing. The economic result was satisfied and the number of riders was 210.

1-3/7 Anderstorp

The only FIM Europe race in the Nordic this year. Rainy and windy. There were some uncertainties regarding what rules that applies when you



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arrange a FIM Europe race. This has to be defined for the next time. The supplementary rules must be correct, clearly stated what is valid for participation in FIM Europe championship and how the point should be calculated. Additional to that the supplementary rules shall be followed. The number of riders was 210.

5-7/8 Linköping

New organizer; MCHK-racing instead of LMS. The weather was good and the number of spectators were around 3000 for the whole weekend. The heat with a combination of Formula F1 and Classic Superbike was split due to safety reasons. The number of riders was 238 that rode 284 bikes. No ambulance was used during the weekend, which was a tremendous improvement compared to last year.

26-28/8 Gelleråsen

Fairly good number of spectators, riders and a fair weather. A few crashes with one of them more serious than normal. The rider has recovered. That forced us to reschedule so that one class has to run both their heats on Sunday.

The number of riders was 179 that rode 225 bikes.

Jyllandsringen

Due to that the Nordic meeting in FIM Europe championship was given to Anderstorp and that the economical result in 2015 forced the promotor to withdraw, resulted that the meeting was cancelled. The meeting was held as a national championship together with the modern classes.

7. Race calendar 2017

19-21/5 Botnia ring NO, NC

9-11/6 Våler NO, NC

1-3/7 Anderstorp NO No Date known

4-6/8 Linköping NO



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25-27/8 Gelleråsen NO, NC

12-13/9 Djursland ring or Jyllandsringen NO, NC To be confirmed by November the 30th by the latest.

Decision: Race calendar for 2017 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.

8. Proposals from the countries

9.1 From Sweden

Subject:	Change in class 2 for 2 stroke motorcycles
Proposal text:	<p>Allow 2-strokes from 1968 up to and including 1972 with a maximum volume of 125 cc in class 2.</p> <p>The eligibility rules are proposed to be altered with the following text (<i>in italic</i>)</p> <p>3.1. 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 1972 season regardless 2- or 4-stroke. For class 5 (500 ccm) only 4-stroke machines are eligible.</p> <p><i>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.</i></p> <p>Reason: With the existing rules there are no class where these historical interesting motorcycles could participate. The limitation to 125 cc is historical correct and will level the advantages these motorcycles will have compared to the existing cycles in the class.</p>

Decision: Proposals according to above approved with addition that only drum brakes are allowed. Valid for 2017 season.

Subject:	Change in eligibility rules for Formula 1 80-87
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Proposal text:	<p>The proposal is valid for class Formula 1 80-87. Allow motorcycles up to and including 1985 years model to have free engine capacity. This is also valid for low series motorcycles that are using engines according to this time frame. E.g. Moto Martin, Harris, ISR, Bimota, Bakker. Engines that are manufactured after 1985 but are identical, are also eligible.</p> <p>Purpose The name of the class is 80-87 but most of the bikes are from the last two years. The proposal will make older bikes more compatible and thereby increase the interest of the class. By setting the time limit to 1985 the later bikes with 1000 or 1100 cc capacity will not be able to have increased engine capacity.</p>
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Decision: Rejected with remark to start a discussion if there shall be a change based on 1000 cc up to 85 and max 750 cc for 85-87 bikes.

Subject:	SUPPLEMENTATION OF NORDIC CHAMPIONSHIP
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Proposal text:	<p>I propose that the nordic championship should include all events in the nordic classic calendar. Today only one event per country is included in the championship. I think that makes it harder for us to get all drivers interested in all events. To get a bigger participation number for all racing events i think all events should be part of the championship. This means that i propose for removal of the nordic cup as well. For your kind consideration.</p>
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Decision: The proposal is rejected. The existing agreement of having one race for the Nordic championship in each country is a good way of ensuring that race meetings that are combined with some effort to participate in will have enough participants to survive.

Subject:	Change in eligibility rules for parade class 2
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Proposal text:	<p>The proposed changes in chapter 2 are written in <i>italic</i> and/or overstriked</p> <p>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 not be newer than 1983 model. machines up to and including 1998 years' model is allowed. For track meetings also factory racers and production racers with rolling 15 year age limit and machines that qualifies for class 7C "Formula 80 — 87" and Super Mono machines are allowed</p> <p><i>Factory racers and production racers with rolling 15-year age limit is allowed</i></p>
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~~For track meetings-Super Mono machines are allowed. The rider must be member of MCHK-Racing.~~

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. 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 drivers 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.

2.4. Front fork: The front fork shall not be of newer type or ~~construction~~ *design* than used within the period. ~~Maximum allowed diameter for the fork stanchions are 35 mm. For machines originally equipped with larger diameter stanchions, this must be proved.~~

2.5. Steering: *Type of handlebar is free.* ~~Machines within period 1, 2 and 3 (1948-1972-1983) shall have clip-on type handlebars.~~

2.6. Wheels: The wheels shall not be of newer type or construction than used within the period. ~~Rims shall be made from aluminium and be of valanced or non-valanced type~~

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.

2.10. 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. ~~Fuel tank of aluminium or plastic shall contain foam type fire retardant material.~~

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.*

Descision: Proposals according to above approved

Subject:	Scheduled checks of conformity to the eligibility rules
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Proposal text:	<p>Due to the too common violations to the eligibility rules a scheduled program for checks are proposed.</p> <p>The proposal is to have checks of one or two classes on every race meeting that are included in the Nordic championship. The check will be performed by the national technical committee for the county concerned.</p> <p>The proposal includes that the classes that will be checked are scheduled at the NMC and that what classes that will be checked on each race is kept secret.</p> <p>If a motorcycle doesn't conform to the rules, the remarks shall be written into the identification papers and the faults shall be fixed to the next race event.</p>
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Decision: Proposals according to above approved with the following remarks: The Nordic technical committee shall participate in the check. The decision of what classes that should be checked shall be made prior to the meeting. The responsible for this is the machine committee in the country where the meeting is held.

Subject:	Change in eligibility rules for class 8; sidecars
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Proposal text:	<p>There are three proposed changes for class 8; sidecars. The proposed changes are written in <i>italic</i> and/or overstriked. They should be handled one by one.</p> <p>Proposal 1</p> <p>To change the rules regarding usage of tire heaters for class 8C and D</p> <p>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.</p> <p>Class 8C and 8D Slick tyres, slick tyres with cut threads and rain tyres are allowed. Tyre heaters are allowed <i>prohibited</i>. Air valve of short type is recommended. Valve caps are to be of metal and equipped with a gasket.</p> <p>Purpose</p> <p>To align the rules with what has been and still are valid for sidecar racing on FIM level. Neither for Sidecar World Championship and Sidecar F2 World Trophy (according to FIM regulation 2016) are tire heaters allowed.</p> <p>Decision: Approved</p> <p>Proposal 2</p> <p>The proposal is to remove the requirement stating that the engine must have been raced during the season for the cut of year for the class ant to only use the manufacturing year for assessment to the eligibility rules.</p> <p>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.</p> <p>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. .</p> <p>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.</p> <p>Class 8C, -1979: Wheel size maximum 13 "of the type and model used in the period.</p>
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	<p>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.</p> <p>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.</p> <p>Purpose To simplify the assessment of the compliance to the eligibility rules.</p> <p>Decision. Rejected. Same interpretation as for solo machines; the engine should have been able to race within the time period.</p> <p>Proposal 3 The proposal is to change the upper engine capacity in class 8B to 1300 cc. 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 4000 1300cc 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.</p> <p>Purpose To align the rules with the one used by FIM Europe, CRMC and in Belgium.</p>
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Decision: Rejected. From a total point of view we don't see the advantage of changing of the eligibility rules.

Subject:	Proposal for changes to the Classic Superbike regulations
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Proposal text:	<p>Proposals for changes to the Classic Superbike regulations are written into the regulations below. New text is shown in blue colour, text to be deleted is shown in red colour with strike through.</p> <p>Explanation of the proposals:</p> <p>4 During the work with the regulations Lars Isaksson at Öhlins was asked about period front forks and suspension units. He explained that the improvement from year to year was not significant. Therefore it is a good idea to limit eligible front forks to pre radial mounting of callipers even though this change of design was introduced after the cut off for the class. In this way it is easy to differentiate between what is allowed and not.</p> <p>Decision: Rejected</p> <p>11 This is just an adjustment to the text</p> <p>Decision: Accepted</p> <p>12 When Superbike was introduced in 1988, the number plates were red. This was later changed to white. To be historically correct, we should change from black to red. Black is originally the colour for 125.</p> <p>Decision. Rejected: Could be changed later if the need to ride together with Formula 1 will change.</p> <p>13 From 1988 through 1992 it was allowed with slight over size pistons. Therefore, all racing kit pistons from the Japanese manufacturers (4 cylinder bikes) were delivered in a size that made the cylinder volume slightly above 750 ccm. No other racing kit piston sizes were made during this period. This was changed 1993 onwards. The racing kit pistons now gave a cylinder volume just below 750 ccm, just as the standard piston for the road going machine. For the Triumph T595/955i there is not set a cylinder volume limit. This must be corrected.</p> <p>Decision: Approved with the remark that Triumph are allowed to use std overbore pistons.</p> <p>16 Carburettor/throttle body size have always had restrictions in Superbike racing. In the beginning standard instrument and size from the road going machine had to be used. Later the manufacturers could have larger size and differently operating instruments homologated, but no switch between carburettors and injection. 41mm Keihin flatslide carburettors were therefore homologated by most of the Japanese manufacturers. We should apply this same principle for the fuel injected bikes and not allow just any kind of fuel injection.</p> <p>Decision: Approved with the remark that “and approved” shall be replaced by “used”.</p>
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Appendix to Classic Superbike regulation

Some adjustments are proposed for the listing of bikes and their legitimacy

Decision: Approved; with the remark; "but the look of the bike must be as a 1998 model (ref §11)" and "F" for the Honda VTR1000 shall be removed.

TECHNICAL REGULATIONS FOR CLASSIC SUPERBIKE

Approved at NMC 2015-10-10

General:

These regulations are based on the FIM Superbike regulations for the years 1988 – 1998.

In addition to Superbikes it will also be allowed to use Supersport bikes (See §13 and §16). In the future when participation in the class becomes sufficient enough, these 2 classes will be divided at 600 ccm for 4-cylinder bikes and 750 ccm for 2-cylinder bikes. Before possible dividing into 2 classes, there will not be special restrictions for Supersport bikes, but **when the division have taken place, there will be developed detailed Supersport regulations based on the actual Supersport regulations for this period. (See §1). This will be more stringent than the Superbike regulations and will among other things require standard frame, swing arm, wheels, front fork, brake callipers, carburetors and air intake box.**

1. Type and age: The class is open to bikes that were used or could be used in the FIM Superbike and Supersport 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 or Supersport 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-cylinder 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. The following shall apply:

2. Vehicle license: Vehicle license is required for racing and parade.

Some owners of bikes that are eligible for this class may have a bike license or equivalent issued by their National federation for modern racing, nevertheless, a classic vehicle licence is required to participate in classic racing events.

3. Frame and swing arm: Original frame shall be used. Reinforcements / tubes can be added, but not removed. Swing arm may be modified or replaced, but the type of swing arm, single or double, must be as originally supplied on the bike.

4. Front fork: Front fork is free within the age limit. All forks which has conventional mounting of brake calipers is considered to have the same functionality and are therefore eligible, ~~they need to be within the time period~~ **even though they may be newer than the cut-off date for the class.** Forks with radial caliper mounting are not allowed. Nor forks converted from radial mounting.

5. Steering Damper: Steering damper with electric adjustment is not permitted



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- 6. Steering:** Reference is made to FIM technical regulations.
- 7. Wheels:** Wheels must be typical for the period. All parts of the wheel that carries load shall be of metallic material.
- 8. Brakes:** Cannot be of later type or design than used during the period. Brake discs shall be of ferrous material. Brake calipers shall be of type that was available within that time period. Radial mounted calipers are not allowed.
- 9. Tires:** Slick and rain tires are allowed. The valve should be made of metal and of short model. Valve cap to be of metal and equipped with a gasket.
- 10. Rear Suspension:** Original type of linkage must be retained, but the link ratio can be changed.
Suspension unit is free within the types that were used during the period. The various types of suspension units used during the period and later, without major modifications, are considered to have the same functionality and are therefore allowed. Öhlins type TTX36 or equivalent dampers are not allowed.
- 11. Tank, seat and fairing:** ~~Must from an appearance point of view be aligned with the time period and the~~ Must resemble the original items and make the type/model of the bike recognizable.
- 12. Number plate:** For design, reference is made to general technical regulations. Colours shall be:
Superbike - ~~Black bottom (RAL code 9005)~~ Red bottom (RAL code 3020) with white numbers (RAL code 9010) Supersport - white bottom (RAL code 9010) with blue numbers (RAL code 5010).
- 13. Engine:** Engine block, cylinder and cylinder head must be as originally supplied on the bike, but can be modified unless the appearance is not changed. Nevertheless, motor parts from a newer bike that is also approved in the class may be used, provided that the appearance does not change.
Clutch and clutch actuation system is free.
This class is open for 4-stroke motorcycles only.
Superbike
4 cylinder bikes can have cylinder volume from 600 - 750 ccm
3 cylinder bikes can have cylinder volume from 600 - 900 ccm
2 cylinder bikes can have cylinder volume from 750 - 1000 ccm
Supersport
4 cylinder bikes can have cylinder volume from 400 - 600 ccm
2 cylinder bikes can have cylinder volume from 600 - 750 ccm
The stroke can not be changed.
Boring to fit over size pistons that will exceed the cylinder volume limit is not allowed, ~~except if the manufacturer's original racing pistons are used and these are only produced in oversize. Triumph T595/955i must have pistons in the same dimension as when it was new from the factory.~~
- 14. Oil hoses, drain plugs and filling plugs:** Oil plugs or bolts that may cause oil leak if becoming loose is to be secured with locking wire or locking tabs. The locking shall be against a solid part of the bike (not an exhaust pipe or other moveable or vibration prone part). The locking wire shall be stainless annealed wire of 0.7 mm minimum thickness. Copper wire is prohibited. External pressurised hoses shall be armoured and have threaded secured fittings. Jubilee clips are prohibited for such hoses. Oil filters are to be fitted with a jubilee clip that is secured with locking wire to



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a solid point.

15. Vents: Vents from crankcase, gearbox and fuel tank shall be equipped with suitable catch tank to prevent spillage. Minimum capacity 0,5 l.

16. Carburetors / Injection: Carburetors / throttle houses shall be as on the original bike. For four-cylinder machines carburetors can be changed to other type with a maximum diameter of 41 mm, that was available during the time period. For two cylinder bikes with injection, **equipment used on newer machines from the same manufacturer and approved for Superbike racing** ~~any equipment that was available from that manufacturer~~, within the time period, is permitted.

17. Ignition system: No restrictions to the ignition system. The bike shall be equipped with an ignition cut-off switch easily accessible on the handlebar.

18. Gearbox: Maximum 6 gears allowed.

19. Transmission: Chain link with clip shall be secured with locking wire or similarly secured.

20. Exhaust system and silencer: There is no restriction to the exhaust system, except that it must be equipped with a silencer to satisfy the noise restrictions. Silencer can be terminated behind the rear wheel if necessary to meet the noise restrictions.

21. Instruments, handles and levers: No restrictions to instruments as long as they are typical for the period. Handles and levers must comply with the general technical regulations. The throttle grip must return to closed position when released.

22. Electronic systems: ABS is not allowed. Control system for wheel lift is not allowed. Launch control system is not allowed. Data logging is not allowed. Quick shifts are allowed.

Electronic systems not described as eligible are not allowed if not cleared with the technical committee and written into the vehicle license

Generally: The bike shall be prepared for racing.

This rules has an appendix stating a number of bikes that are allowed and prohibited. Any changes in this appendix shall be decided by the Nordic technical committee.

Appendix to Classic Superbike regulation 2015-10-10

Listing with guidelines and examples of bikes and their legitimacy. Bikes not listed will be

evaluated separately by contacting the technical committee. Bikes produced unchanged for 1998 and later will also be legitimate.

Aprilia

~~Aprilia RSV Mille is allowed~~

Aprilia RSV Mille and RSV Mille R 1998 - 2003 is allowed, but the look of the bike must be as a 1998 model (ref §11)

RSV Mille SP is not allowed.

Bimota

Bimota YB4 is allowed.

YB4 EI is allowed.

Ducati

851 and 888 is allowed

916 is allowed

996 is allowed



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Testa stretta motor is **not** allowed (996R)

Honda

VFR750 F RC24 and VFR750 F RC36 is allowed

VFR750 R RC30 is allowed

RC45 is allowed

VTR1000F SC36 is allowed

VTR1000 SP RC51 is **not** allowed

Kawasaki

GPX 750 is allowed

ZXR750 H1 and ZXR750 H2 is allowed

ZXR750 J1 and ZXR750 J2 is allowed

ZXR750 R K1 and ZXR750 R K2 is allowed

ZXR750 L1, ZXR750 L2 and ZXR750 L3 is allowed

ZXR750 R M1 and ZXR750 R M2 is allowed

ZX7 R and ZX7 RR is allowed

Suzuki

GSXR 750 J 1988 is allowed

GSXR 750 K 1989 is allowed

GSXR 750R 1989 is allowed

GSXR 750 L 1990 is allowed

GSXR 750 M 1991 is allowed

GSXR 750 N 1992 is allowed

GSXR 750 WN 1992 is allowed

GSXR 750 WP 1993 is allowed

GSXR 750 WR 1994 is allowed

GSXR 750 SPR 1994-1995 is allowed

GSXR 750 WS 1995 is allowed

GSXR 750 T 1996 is allowed

GSXR 750 V 1997 is allowed

GSXR 750 W 1998 is allowed

GSXR 750 X 1999 is allowed

GSXR 750 Y 2000 is **not** allowed

TL 1000 S is allowed

Triumph

Triumph T595/955i, 1997 – 2001, is allowed

Triumph 955i 2002 is **not** allowed

Yamaha

FZR 750 R OW01 is allowed

YZF 750 R **and** YZF750 SP is allowed

YZF750 R7 OW02 is **not** allowed

Decision: Accepted;

Subject:	General Proposals
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Proposal text:	<p>Eligibility of bikes in Classic Superbike</p> <p>We have experienced bikes competing in Classic Superbike that is outside the Classic Superbike regulations, but maybe did compete in national races during the period. The proposal is to track these bikes, describe them in detail in the machine card, and let them compete as exceptions.</p> <p>Decision: Rejected. Bikes must follow the rules for the class.</p> <p>Fire retardant material in fuel tanks</p> <p>In Finland this year there came up an issue with fire retardant material in petrol tanks. To avoid controversies about this in the future, the proposal is to add a paragraph about fire retardant material to the general classic technical regulations:</p> <p>For fuel tanks made from aluminium or steel, there is no requirement for fire retardant material. If the bike is a converted road going machine and is equipped with its original tank there is no requirement for fire retardant material even though the tank may be of other material than aluminium or steel. Other fuel tanks must be filled with fire retardant material.</p> <p>PS. Older racing bikes has internal walls in the fuel tank and can only partly be filled with fire retardant material.</p> <p>Decision; Not for us to take any decision; controlled by FIM</p> <p>Supplementary regulations and their value</p> <p>At the classic races in Anderstorp this year, the supplementary regulation was not followed by the organisers. Organisers must not make, or get approved, supplementary regulations that they do not intend to follow or is not able to follow. Such regulations has no value.</p> <p>Handled with remarks to the race in separate part of this document.</p>
Subject:	Open for discussion (for all classes)



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Proposal text:	<p>Finland proposals, Nordic meeting 2016</p> <p>1. Ethanol fuel E85 -allowed by FIM, so in international races it is already allowed -environment friendly fuel, should be allowed in all race organizations including classic racing, and this should be expressly note in rule book -concerns all classes</p> <p>Decision: Approved</p> <p>2. Floating disc brake rotors in Forgotten Era, 7A and 7B-Nordic rules allowed only ISR discs (was there floating ISR rotor before end of 1979?) -there are however at least Lockheed (even before -72), Zanzani and Suzuki floating rotor available before end of 1979</p> <p>Decision: Rejected, but should be taken up at NMC 2017. The proposal need to have a good coverage of every foreseen combination and a statement of if that is good or not.</p> <p>Proposal:</p> <p>5.7. Brakes:</p> <p>The brakes shall not be of newer type or construction than used within the period. The discs shall not be ventilated or floating and Disc rotors must be period correct construction and 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.</p> <p>3. Only period correct engine/frame combinations -If this rule come valid, it affects eight bikes in Finland</p> <p>Decision: this is valid for new build bikes. Existing bikes will be allowed to continue racing.</p> <p>4. For open discussion:</p> <ul style="list-style-type: none"> - How we can define what is "close enough" for replica parts so that decisions are same all Nordic countries ? - Should parts and accessories require to be period correct also in Formula 80-87 bikes ? - Need to find ways to eliminate illegal racing bikes and components which do not conform to the era of or against the rules.
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Subject:	Class 2B 50cc
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Proposal text:	<p>Further clarification of certain points in valid regulation/rules:</p> <p>3.3.2/1.1 Modern (scooter) cylinders can be used, but ONLY when these are covered by a classic- period correct dummie/cover to obtain the classic look!</p> <p>3.3.2 4.4). <i>External</i> manually operated overdrive is allowed. Modern cylinder must be covered with an approved “dummy” <i>period correct dummie/cover to obtain the classic look.</i> Homemade engine (machined of a solid aluminium, billet) shall be a replica.</p> <p>Decision: Approved</p> <p>3.3.16/ 2.11 Brakes: Discbrake rotor size: front max 230mm, rear max 200mm.</p> <p>3.3.16 2.11 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. Maximum 2 piston calipers.</p> <p>Decision: Rejected. Could be discussed for new decision but not enough evidence to change the existing rule.</p>
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Subject:	General rules – Machine Card.
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Proposal text:	Nordic machine card is the only card legal in the Nordic countries. Until the card is fully implemented in all countries, it is only the card made in the specific country, that gives access to collect points in the countries national championship.
Explanation:	There are many examples that Nordic riders are able to collect points to both national championships and Nordic championship without having shown a Nordic machine card on their bike. This is a problem in Denmark and also in other Nordic countries. There are also many examples on bikes fitted with obviously illegal equipment. This fact causes great frustration among the (other) riders and will by time be a great thread to classic racing. (There will at the NMC be shown examples)

Decision; Rejected. This is up to each country to decide. The proposal is that every country shall do this to fasten up the exchange to the "new" Nordic machine cards.

Subject:	Open for discussion
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<p>Class 2B</p>	<p>Split up the class in – air cooled – water cooled. We have in Denmark done this for the 2015 and 2016 season with great success. The riders can start up with a – not very expensive – air cooled bike and still have a chance to reach for good results.</p> <p>Everybody at the meeting thought that this is a good idea and that Denmark could send it in as a proposal for NMC 2017.</p>
<p>Class 7B</p>	<p>Finland asked us in 2015 NMC for the possibility that the class could be open for 4-stroke bikes, bigger than 250 ccm. We believe that this is a very good idea, this might “save” the class and make it increase in numbers of competitors like the 7A. (4 cyl 400 cc. – 2 cyl 600 ccm or 650 ccm ??)</p> <p>If we want to attract more riders it is probably more effective to promote the super sport class since it is easier to find bikes and younger people could connect to those bikes. Ask Sims if he could write preliminary rules for Classic Super sport. If possible; have a try out heat in 2017.</p>
<p>Maximum size</p>	<p>Finland also asked if we could make the maximum capacity for each class strict to the maximum. Denmark believe that we must keep the rules as they are today, allowing standard oversize pistons / cylinders.</p> <p>For 2017 we have the rules. A proposal based on class or cylinder diameter would be good to have for the 2017 NMC. Per H start a mail thread in the subject.</p>
<p>All classes</p>	<p>Denmark believe that we must keep the look of the bikes from the period. This is stated clear in the regulations, and has been like that, unchanged for years. Fairing and other items, from later models must not be visual on the bike. This is both for the riders and for the spectators to our classic races.</p> <p>Covered with the decision regarding technical checks during NC race meetings.</p>
<p>All classes</p>	<p>Denmark believe that original racing bikes, in original outfit, from the period, shall be accepted start in the class where they belong, and not being abandoned in the regulations. It is as always up to the applicant to prove the originality of the bike.</p> <p>Covered by existing rules.</p>
<p>Replica Parts</p>	<p>- How we can define what is “close enough” for replica parts so that decisions are same all Nordic countries ? Should have the same form, fit and function as the original part. - Should parts and accessories require to be period correct also in Formula 80-87 bikes ? YES!</p>



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- Need to find ways to eliminate illegal racing bikes and components which do not conform to the era of or against the rules.

Is handled by the proposal for technical checks at the NC race meetings.

Chairman

Secretary

Pentti Elo

Per Holmström