

CLASSIC GP

8.1. Type and age: The class is open for two-stroke Grand Prix machines (factory-produced racing motorcycles, commonly called production-racers) from the 1986 model year to 2009. In addition, the class is open for 125GP and 500GP motorcycles produced between 1986 and 2009 and bikes or replicas of bikes that competed in the GP within the time frame. Production based “sport-production” road legal motorcycles are also approved for the time being, as they were allowed when the class was run with National championship status until 2010.

8.2. Number plate colour:

125GP: Black plate, white numbers

250GP and 250SP: Green plate, white numbers

500GP: Yellow plate, black numbers.

8.3. Engine: Free tuning within the typical technique for the time period and inside the class engine capacity limit.

125GP: maximum 125cc, one cylinder

250GP and SP: 126-250cc, maximum two cylinders

500GP: 256-500cc, maximum four cylinders.

8.4. Minimum weight:

125GP: 135kg with rider

250GP and SP: 100kg dry

500GP: 130kg dry.

8.5. Gearbox: Maximum six gears allowed.

8.6. Steering and chassis: Prototype regulations, free time period typical modifications.

8.7. Brakes: Master cylinders and callipers should be of type that existed during the period. Bike must have at least one brake on each wheel and be individually operated, carbon brake discs is not allowed.

8.8 Wheels and tires: 17 inch slick and rain tires allowed, machines should at least have “trackday” type or similar sports tire. Carbon wheels are not allowed.

8.9. Exhaust: Free modifications, refer to the general technical regulations. The exhaust must comply with the stated noise and environment requirements.

8.10. Controls: Free modifications, refer to the general technical regulations.

8.11. Fairings: Should have the same look as the fairings used within the time period. Free modifications, refer to the general technical regulations.

8.12. Safety: Oil/coolant plugs/fillings and collective vessels for fluid and safety wiring of bolts must comply with the general technical regulations. In wet conditions, machines must be equipped with a rain light that may be battery powered.

CLASSIC SUPERBIKE

General:

These regulations are based on the FIM Superbike regulations for the years 1988 – 1999.

1.Type and age: The class is open to bikes that were used or could be used in the FIM Superbike classes for the years 1988 through 1998. These are bikes that are based on road going machines that were homologated or could have been homologated for Superbike racing. In the period it gives permission in Scandinavia to use the Triumph T595/955i, even though it has 955 ccm cylinder volume and exceed the limit for 3-sylindrede machines at 900 ccm. This permission will be continued for Classic Superbike. When preparing bikes for use in this class, only parts and equipment that were available within the time period shall be used. Bikes produced unchanged for 1998 and later will also be legitimate in the class. Be aware that all parts fitted to such a bike shall have been in use no later than the 1998 season. 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. Original numbers are not allowed to be changed, neither on the frame or the engine. This is also valid for "crossed" frames.

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 have conventional mounting of brake callipers is considered to have the same functionality and are therefore eligible, they need to be within the time period. Forks with radial calliper mounting are not allowed. Nor forks converted from radial mounting.

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

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 callipers shall be of type that was available within that time period. Radial mounted callipers 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 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) with white numbers (RAL code 9010).

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. Parts manufactured later are allowed if the design and measures are unchanged. Nevertheless, engine 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. 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 The stroke cannot 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 may have pistons limited upwards to the manufacturer's standard oversize.

14. Oil coolers, oil hoses, drain plugs and filling plugs: Oil cooler radiators must have a protective grid installed in front of the cooler. 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 a solid point.

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

16.Carburettors / Injection: Carburettors / throttle houses shall be as on the original bike. For four-cylinder machines carburettors 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 used for Superbike racing 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. Only OEM or period correct race kit engine control unit is allowed in fuel injected bikes. Un-period aftermarket equipment is however allowed if used for fuel mapping and ignition timing only. 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.