

## Minutes from Nordic Classic Road Racing Meeting 2019

**Date:** 10<sup>th</sup> to 23<sup>rd</sup> of October 2019 via E-mail discussions + Skype meeting 2019-10-24  
**Venue:** Locally with E-mail discussions and skype meeting  
**Adress:** NA

**Approved**

### Participants in the E-mail discussions:

Søren Holm - DMU  
Teddy Schultz - DMU  
Sven Erik Johansen - NMF  
Tor Henning Molstad - NMF  
Per Holmström - Svemo  
Björn Nordensten - Svemo  
Pentti Elo - SML  
Janne Leiman - SML

### Participants at the Skype meeting:

Søren Holm - DMU  
Teddy Schultz - DMU  
Tor Henning Molstad - NMF  
Per Holmström - Svemo  
Janne Leiman - SML

### Agenda of the Meeting:

#### 1. Opening of the meeting

Due to difficulties to find a weekend when we all could meet; a meeting based on E-mail discussions was a feasible way to handle the proposed changes to our eligibility rules. We Skype meeting on 24<sup>th</sup> of October  
Hopefully we will have a nice meeting with a lot of discussions in order to improve the sport in the future.

#### 2. Election of the Chairman of the meeting

Tor-Henning was elected.

#### 3. Election of the Secretary of the meeting

The NMF suggested Per Holmström as Secretary of the meeting.  
Per Holmström was elected.

#### 4. Short presentation of everybody

Not seen as needed, since the participants was the same as last year.

#### 5. Minutes from the meeting in 2018

Comments:

The minutes were approved.

## 6. Around the table and status from the FMN's

- SML: One Nordic championship race at Jurva The race at 2019 had 160 riders and we made small positive economic result , so we can continue to organize SISU Classic races 2020 and we haven't any pressure to raise the entry fee.

We decide to arrange this year SISU Classic race 22-24.5 2020 , so the competitors have three weeks time after the DK race and three weeks to Våler , is it okay for all of you ?? That's why , we like to have so many foreign riders at Jurva as possible.

- NMF: One Nordic championship race at Våler on 14<sup>th</sup> to 16<sup>th</sup> of June that had around 225 participants. Good feedback from the riders and the jury. The economics turn out to give a positive result. The organizer thought that the race was to be a part of the Danish championship but that was due to misunderstanding between AMK and DMU. Organizing classic events is always very neat; all are friendly. The number of classic licenses is pretty much the same as last year.

There is several riders that are participating in classic with "modern" license.

- SVEMO: One Nordic championship race at Gelleråsen with 244 participants + one race in the Nordic cup (at Linköping) 253 participants. The number of riders has been slightly above previous year at both meetings and the financial results have been positive. The classic superbike class had that many riders entered to Gelleråsen; that there had to be qualifying. The number of classic licenses has been 140 + 18 (Parade).

- DMU: No Nordic championship race in Denmark due to lack of pro motor and track availability. Because of that; Anderstorp Racing Club organized a race that was counted as the Danish round of the Nordic championship. The number of riders was 225. This race was also a part of the FIM-E championship and of the Danish championship and there were around 45 Danish riders.

The number of classic riders (with either classic and modern licenses) has been 100.

General; The trend seen last year has continued; new classes have increased; to some extent with impact on other classes. The trend is that the old classes slowly decreases in number of participants. There is one difference; that is the 50-cc class in Denmark that has increased.

## 7. Race Calendar 2020

### Proposal

Ring Djursland	1-3/5	NO + NC Danish round
Jurva	22-24/5	NO + NC Finnish round
Våler	12-14/6	NO + NC Norwegian round
Årsracet	7-9/8	NO
Gelleråsen	28-30/8	NO + NC Swedish round
Rudskogen	TBD	NO for 7cF1, F2, Superbike and Supersport

The decision was to approve these dates. The Danish organizer has applied for a round with FIM-E status, which is supported by the meeting. The Danish representatives asked if any other country could think about counting the race on ring Djursland as part of their national championship.

Another question was if the autumn race at rudskogen could be a part of the NO for class 7cF1, 7cF2, Classic superbike and classic supersport.

**Decision:** the meeting approved; the race at rudskogen will be a part of the NO.

## 8. Proposals from the FMN's

### 8.1 Svemo proposal for Class 7Cf1

**Federation:** Svemo  
**Discipline:** Classic Road racing  
**Signed by:** Mats Winberg  
**Date:** 2019-08-16

Technical rules Formula 80-87; Type, Age and front forks

**Decision:** Rejected.

**Reason:** Related to proposal 2. A pre discussion regarding this topic need to be held prior to the next meeting. Maybe closer to the CRMC rules could be a way forward. See also the Finnish proposal.

### 8.2 Svemo proposal for Classic Superbike

**Federation:** Svemo  
**Discipline:** Classic Road racing  
**Signed by:** Mats Winberg  
**Date:** 2019-08-16

Change in Classic superbike; the period of years on bikes and number plate colour

**Decision:** Rejected.

**Reason:** Related to proposal 2. A pre discussion regarding this topic need to be held prior to the next meeting. Maybe closer to the CRMC rules could be a way forward.

**Decision:** Rejected.

**Reason:** Not ready to change this quite new rules yet. There is however some logic in the proposal (reflects the WSB time period). Will need to be further discussed at the same time as the first Swedish proposal.

### 8.3 Svemo proposal change of the eligibility rules for class 2b

**Federation:** Svemo  
**Discipline:** Classic Road racing  
**Signed by:** Rickard Käll  
**Date:** 2019-08-10

To clarify that class 2b is divided into 2 different classes; each with their own individual class (name).

**Decision:** Approved. The classes will be called 2ba for air cooled and 2bw for water cooled. § 3.3. in the eligibility rules will be updated accordingly.

**Reason:** The approval was made last year but no different name for classes was decided and the rules wasn't clearly stated.

### 8.4 SML proposal change of the eligibility rules for class 7c

**Federation:** SML  
**Discipline:** Classic Road racing  
**Signed by:** Pentti Elo/Janne Leiman  
**Date:** 2019-10-14

Proposal to change the rules for class 7c to be based on the FIM EU vintage rules and to create a set of unified rules.

**Decision:** Rejected.

**Reason:** The new FIM-E rules is almost the same ones that this meeting rejected last year, how this will affect the class is not investigated, nor described. However, something needs to be done for 7cF1. A pre discussion regarding this topic needs to be held prior to the next meeting. Maybe closer to the CRMC rules could be a solution and use that could then be the new FIM-E rules for the class. Everybody need to check what bikes that might be affected by going from 87 to 86 as cut off. The result could be two classes in 7cF1; one up to 750 cc and one up to 1300 cc.

### 8.5 NMF proposal change of the eligibility rules for class Supersport

**Federation:** NMF  
**Discipline:** Classic Road racing  
**Signed by:** Sven-Erik Johanssen  
**Date:** 2019-10-17

Proposal to change the rules for class 7d Supersport regarding wheel size.

**Decision:** Approved. §7 in the supersport rules should be updated with the following text; For bikes originally delivered with 18" rear wheel, this can be changed to 17"

from a bike, within the time period, with the same engine capacity and from the same manufacturer approved for Classic Supersport.

**Reason:**

This is a class where slick and rain tires are allowed. Appropriate 18” racing tires are unobtainable. Some countries don’t allow bikes with slicks and bikes with threaded tires to run in the same heat. This change will make the older bikes in this class more competitive.

#### 8.6 NMF proposal change of the eligibility rules regarding engine appearance

**Federation:** NMF  
**Discipline:** Classic Road racing  
**Signed by:** Sven-Erik Johanssen  
**Date:** 2019-10-17

Proposal to allow for all road bikes converted to racebikes, extend the cooling fins up to 15 mm on original manufactured cylinder and cylinder heads.

**Decision:** Rejected.

**Reason:** More information needed + check for alignment with CRMC and FIM-E eligibility rules. On the meeting we couldn’t find anything in the CRMC rules.

#### 8.7 DMU proposal change of the eligibility rules regarding fuel

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Sören Holm  
**Date:** 2019-10-15

Proposal to allow Aspen gasoline at our races.

**Decision:** Approved.

**Reason:** A Check that unleaded fuel is part of the (EXISTING) rules, if not add that. This to prevent the usage of AVGAS. Aspen fuel is already covered by the text mentioning “commercially available fuels”

#### 8.8 DMU proposal change for the handling of the minutes of meeting

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Sören Holm  
**Date:** 2019-10-15

Since this is a proposal regarding internal work flow/set-up and not eligibility rule related, it is moved to the Discussion chapter

#### 8.9 DMU proposal for clarification of the rules regarding machine card

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Sören Holm  
**Date:** 2019-10-15

This proposal is to state that it is only the common Nordic machine card that is valid on our Nordic races.

**Decision:** Approved. A rider showing up for his first race meeting in 2020 will be told and it will be noted in the existing card, that he must apply for a new one before the next race meeting. Not needed to have received it.

**Reason:** The old machine cards should be renewed.

#### 8.10 DMU proposal for renewal of the machine card

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Sören Holm  
**Date:** 2019-10-15

This proposal is requiring a renewal of the machine card every fifth year.

**Decision:** Rejected

**Reason:** No need to renew cards every fifth year. The cards need however to be representative for the bike. Larger rebuilds always demands a new card.

#### 8.11 DMU proposal for more information on the machine card

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Sören Holm  
**Date:** 2019-10-15

The proposal is to add more information on the machine card; e.g. gearbox, transmission, shock absorbers, front fork etc. + required renewal when parts are changed on a bike

**Decision:** Approved. Brake system parts and suspension components should at least be included in the card. Sören will create a proposal for review, including when a card need to be renewed.

**Reason:** To make it easier to check the compliance of a bike. The information is today only stated in the application.

#### 8.12 DMU proposal for handling of machine card applications and approvals

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Sören Holm  
**Date:** 2019-10-15

Since this is a proposal regarding internal work process and not eligibility rule related, it is moved to the Discussion chapter

#### 8.11 DMU proposal for frame/engine combinations

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Teddy Schultz  
**Date:** 2019-10-18

The proposal is to allow free combination of engine and frame as long they both were within the time period.

**Decision:** Rejected. All bikes that are approved and apply for a new machine card; should have that if no major deviations are seen compared to the original card.

**Reason:** No new facts, so we keep the earlier decision.

#### 8.13 DMU proposal appendixes

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Teddy Schultz  
**Date:** 2019-10-18

This proposal is to remove all appendixes regarding bike models, from all applicable eligibility rules.

**Decision:** Rejected

**Reason:** The appendixes are useful and help people to understand what bikes that could be used. However; a review and update of these might be needed.

#### 8.14 DMU proposal 2-stroke bikes

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Teddy Schultz  
**Date:** 2019-10-18

The proposal is to have the same cutoff date for 4 and 2 stroke bikes in all -1972 classes.

**Decision:** Rejected

**Reason:** Keep alignment towards FIM-E and CRMC. We don't have any f750 class in our rules.

#### 8.15 DMU proposal for identification in superbike and supersport 7D class

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Allan Poulsen  
**Date:** 2019-10-18

The proposal is to require frame (VIN) and engine numbers for superbike and supersport 7D class.

**Decision:** Approved. Should be valid for both 7C and 7d classes. The following text should be implemented in applicable eligibility rules; Original numbers are not allowed to be changed, neither on the frame or the engine. This is also valid for "crossed" frames.

**Reason:** This proposal has several purposes:

1. It decreases the risk of stolen frames and engines in the sport.
2. It makes it much easier to identify actual engine size and production year.

#### 8.16 DMU proposal to allow electronics in 7D supersport

**Federation:** DMU  
**Discipline:** Classic Road racing  
**Signed by:** Allan Poulsen  
**Date:** 2019-10-18

The proposal is to make the 7D supersport regulations similar to the 7D superbike regulations on the electronic systems part such as quick shifter and engine control units.



**Decision:** Rejected.

**Reason:** When we approved the rules for supersport we agreed that we should sharpen up the rules, where we missed in the superbike regulation. The original supersport rules was also more stringent than the one for superbike.

8.17 Discussion 1: DMU proposal change for the handling of the minutes of meeting.

The proposal is that the host of the years NMC meeting will be writing the minutes of meeting as well as collecting the proposals and write the text - is the proposal rejected or adopted.

The reason is to spread the task

The outcome of the discussion was that the host is responsible to handle this. If he could find any other who are willing to do it, that's ok.

8.18 Discussion 2: DMU proposal for handling of machine card applications and approvals

The proposal was to handle the machine cards according to below:

The applications must be send to all 4 countries for approval.

There are 2 weeks time limit to reply, from other countries

There are majority voting if not all 4 countries approves – 3 times yes is ok.

If a machine card is completed in English language – it has been approved in all 4 countries and can therefor be used both in Nordic championship and for national championship in all 4 countries.

(offcourse if the rider furfils the requirements for the specific national championship)

The discussion ended with the following verdict:

Machine card application for bikes that are a doubtful or outside the competence of the one recieving the application; should be sent to the representatives for each country. All machine cards shall be in english.

8.19 Next years NMC

Next years classic NMC will be held in Norway and NMF will be responsible for the arrangements. The date will be the 10th of October.



Saturday, October 26, 2019

Per Holmström