

TECHNICAL REGULATIONS FOR CLASSIC SUPERBIKE

(2020 – Updated in accordance with decisions made at the Nordic Motorsport Council 2019)

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 identification numbers on frame and engine shall be left untouched.

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 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 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.

These rules have 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 2019

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 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

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

VTR1000 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