

Minutes from Nordic Classic Road Racing Meeting 2022

Date: 22nd-23rd of October 2022
Venue: Comfort Hotel Runway
Address: Hans Gaarders veg 27, Gardermoen, Norway

Participants at the Teams meeting:

Søren Holm	- DMU
Sören Hannibal	- DMU
Tor Henning Molstad	- NMF
Espen J Sandbakken	- NMF
Per Holmström	- Svemo
Osmo Leikko	- SML
Vesa Vuorela	- SML

Minutes of the Meeting:

1. Opening of the meeting

The meeting was managed by Norway. Tor-Henning opened the meeting.

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

Short presentation from everyone since we have three new members of the Nordic technical committee.

5. Minutes from the meeting in 2021

The minutes were presented, and no errors were found.

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

- SML: The Nordic round was held at Botnia ring in May, with around 100 riders. 6 national races have been arranged during the seasons during the year. Average number of participants was around 50-60. Planning to do the same for the next season. From a financial point of view, it has been on the positive side. For the national races, a few sponsors have made it possible to have rather low entry fees. Planning to hold the race at Jurva tbd of May next year. At least tbd riders needed, this to be able to continue racing in Finland. Always trying to keep the entry fee as low as possible.

- NMF: In Norway that have only been two classic races, A NO race at Våler with 190 riders and a small financial plus, and a Nordic championship race at the new track in Sokndal with 135 riders. Less participants than expected, mainly due to races in other countries in adjacent weekends. There was quite a big loss (8' Euros) for the organizers in Sokndal. Due to this the organizer are not that keen to repeat it next year. Two classes were scrutineered according to earlier Nordic meeting decision. The number of road racing licenses in total are 740.

- SVEMO: Two international races have been held; Årsracet at Linköpings motorstadion och Classic TT at Gelleråsen. The number of entries were 248 and 190. The financial results were +90' and -100' Sek., the later due to less participants than expected. The number of classic licenses has increased from 105 (2021) to TBD.

- DMU: Classic TT in May at Ring Djursland, organized by the track owner with 218 entries, which was sufficient from a financial perspective. 4 national races have been organized, with 30-40 participants, three of them together with cars, with all the usual problems. 110 active classic racing riders, but only 62 classic licenses. The number of road racing licenses in total are 230.

7. Race Calendar 2023

Proposal

Ring Djursland	19-21/5	NO + NC Danish round, FIM-E (wanted)
Jurva	26-28/5	NO + NC Finnish round
Våler	9-11/6	NO + NC Norwegian round
Årsracet	4-6/8	NO
Gelleråsen	1-3/9	NO + NC Swedish round

Clarification: It must be at least two weeks between Nordic races. No national races are allowed on those weekends.

For 2023 Norway offered to handle the summarization for the points, which all aother countries happily approved.

The proposals for the races in May, will not work. For the Danish round, the following four options should be proposed to the organizer/track owner:

1. 30/6-2/7
2. 22-25/9
3. 12-14/5 just two weeks to the race in Finland.
4. 5-7/5 Track day and license course in Sweden. Small possibility for Finnish rides to practice prior to the race.

The decision from the meeting was to send a common statement, explaining that we have more or less fixed weekends for the races in the different countries.

Statement

The Nordic race calendar is decided on our Nordic Motorsport council, usually held in October, based on the weekends when we earlier have run races in the different countries.

No track bookings or date discussions with track owners regarding race dates, if deviating from above, should be made without discussion with the Nordic motorsport council classic representatives.

The consequences if this is not followed could in the extreme be that a race will be excluded from the Nordic championship in that year.

The known FIM-E events are Donington 29th & 30th July and Rijeka 18th – 20th August. The rest of the dates are supposed to be decided at a FIM-E meeting in November.

For the future, all countries are asked to share all race related dates between May and september, on the CRRC.DK platform as soon as they are known.

8. Proposals from the FMN's

8.1 SML proposal for Drixton frames

Federation: SML
Discipline: Classic Circuit Racing
Signed by: Osmo Leikko
Date: 17.10.2022

Subject: Rule 3.1.3 Frame and swinging arm

Describe the proposal in general

The proposal is to allow Drixton frames and Dresda swinging arms.

Text proposal

The eligibility rules are proposed to be altered with the following text

Text: "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. Drixton frames are generally only allowed with CB 450 engine. However, a (exact) replica is always allowed."

Should be altered as: "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 (the Dresda made box section swinging arms are allowed, also copies). 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. Drixton frames are generally only allowed with Honda CB350 and CB450/500 engine. However, a (exact) replica is always allowed. Existing machines; earlier approved, will remain their approval.

Purpose with proposal

Text concerning Dresda swinging arms was in the rules earlier. I didn't find when it was dropped away, but it is still topical and there is many machines built with Dresda swinging arms.

I wrote 8.2.2020 paper to SVKMK and SML concerning rules within the time period. There was also paragraph about Drixton Honda CB350. I was dicussed with John Davidson and he told me:

"The 350cc Drixton was definitely used in the UK before 1972 and an original Drixton 350 machine is still about and now owned by Gordon Brown in Scotland. Stuart Gray races the bike in Scotland and at CRMC events for Gordon Brown. The first standard framed CB350 bikes were raced at the Isle of Man TT around 1969 and found to be difficult to control over the bumpy roads. The 350 Drixton frame was constructed with a shallow steering head angle to make it stable on the bumpy sections of the Isle of Man. Peter Welfare rode the Drixton 350 Honda in the Isle of Man TT finishing 7 th in the 1971 Junior event. There is a Motor Cycle News article somewhere that covers the story, but there is no doubt that the Drixton 350 Honda raced well before 1972."

Decision 8.1.1: Partly approved. Dresda box section swing arms are allowed to be used on machines that had that type of swing arm used during the time period. No general allowance. Add also a note regarding that the applicator is responsible to prove the authenticity.

Reason: To clarify how a Dresda Swing arms are allowed to be used.

Decision 8.1.2: Rejected.

Reason: No new proofs were presented, regarding the similarity between the 69-71 350 frame and the later 450 frames. just a written statement from John Davidson. Replicas are still allowed.

8.2 Svemo proposal split the 250 GP class into a separate 125 GP class.

Federation: Svemo
Discipline: Classic Road racing
Signed by: Jesper Persson
Date: 2022-09-28

Describe the proposal in general

The proposal is to make a 125GP class like today's 250GP, to be driven together as today but with separate points and podiums.

The eligibility rules are proposed to be altered with the following text

Add the following text to chapter 8.1:

125 GP Cycles shall be handled as a class of its own but run in the 250 GP class.

Purpose with proposal

I believe there are a lot of 125 race bikes that miss the chance to be used simply because they have no real place to be, in Sweden the SM-class is called 125/moto3 but the latest years there have been at maximum 2 125Gp bikes there, often 1 and even more often 0. Simply because the development of bikes and riders in the moto3 class is way past the two strokes now. In our series you can compete with a 125Gp machine in the 250Gp class, but let's face it, it's not much fun going out on qualify or race against the 250 machines sitting on a 125. For example, other reasons are that if you have let's say a 1987 rotax or Honda Rs 125 with USD forks, you can't use it in the F2 class because of the fork. But you wouldn't want to ride it against the 250s the 125GP class would be perfect, myself have been in that very situation. You want to ride where you have a machine that could prove, not going in to a race you know you've already lost before the start. So to sum it up, make a own class for all the Slick tyre 125 GP bikes, to be raced together with the 250GP bikes but will have a own class status, with own points and podiums.

I know I would run this class, and I think there would be at least a couple more, we need to get the real Gp bikes out!

Decision: approved

Reason: We don't see the need and we don't see the benefit of creating a situation where a lot of newly built bikes will be uncompetitive.

8.3 Svemo proposal approval of later rotax cylinders

Federation: Svemo
Discipline: Classic Road racing
Signed by: Karl strandman
Date: 2022-10-05

Subject: Class: 7C F2. Due to limited supply of Rotax cylinders in general we wish to remove the restriction (casted year) in regulation. There is no external difference as we can show in the pictures for later casted cylinders until the end of the production in 1998. And as there is no tuning restrictions it should not be an issue to use all cylinders as long as they look like the cylinders externally within the time era.

Proposal in general

Describe the proposal in general

Allow all Rotax produced cylinders until the end of production in 1998. They must be identical to cylinders that was available within the period. There are no restrictions to tuning.

The eligibility rules are proposed to be altered with the following text

Allow all Rotax produced cylinders until the end of production in 1998. They must be identical to cylinders that was available within the period. There are no restrictions to tuning.

The proposal has influence on the following paragraph

“TECHNICAL REGULATIONS FOR CLASS FORMULA 80-87 (Sanctioned at the Nordic Meeting 2020)

Guidelines and examples of bikes and their legitimacy.

Rotax 250

Cylinders of model year 87 and 88 that can be identified with cast in part no 223 350 (with exhaust valve) or 223 355 (without exhaust valve) are allowed. Model year 89 and later, part no 223 530 and 223 535 is not allowed. Cylinders that are not identified with part no is not allowed. Allow all Rotax produced cylinders until the end of production 1998. They must be identical to cylinders that was available within the period. There are no restrictions to tuning. V-twin engines are not allowed.”

Purpose with proposal

To allow the use of identical parts and thereby make it easier to build or maintain a motorcycle.

Due to limited supply of Rotax cylinders in general we wish to remove the restriction (casted year) in regulation. There is no external difference as we can show in the pictures for later casted cylinders until the production end of 1998. They look like the cylinders externally within the time era. With this we make way for Rotax powered roadracing bikes to enter Classic Racing.

Decision: Rejected. This decision could be altered (during the season) if the cylinders are shown for representatives in the Nordic machine committee and judged to be identical.

Reason: Not enough evidence to proof that they are identical.

8.4 DMF proposal change no. 1: time period for two strokes.

Federation: DMF
Discipline: Classic Road racing
Signed by: Teddy Schultz
Date: 2022-10-07

Describe the proposal in general

Text today

35.1.1. 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 1972 season regardless 2- or 4- stroke. For class 5 (500 ccm) only 4-stroke machines are eligible.

Proposal: Remove the following

35.1.1. 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 season 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 1983 season regardless 2- or 4- stroke. For class 5 (500 ccm) only 4-stroke machines are eligible.

Purpose with proposal

The current setup not allowing 2 strokes in class 5 is clearly a rule made to protect the traditional British bikes. (and then imported to the Nordic rule set) 2 strokes was raced in the 500cc class before 1973.

Other classes: We should not rule out 2 strokes newer than 1967 (just because they are fast)

They existed and was raced in the period up to 1973

Example:

Barry Sheene won the British national Championship in 1971 on a Seeley/Suzuki T500.

The Picture we draw is historical incorrect and should be corrected. This could make these classes interesting again.

PS. Class 5 is almost gone in DK, not enough bikes to open a Danish championship. Several pre 1973 2 strokes are parked in garages and could make the DM happen again.

In the past this was a major class, the class of Kings.

Decision: Partly approved. Alter the rules to allow two strokes from 68-72 to compete in the next class with larger capacity, e.g., 350 could compete in the 500 class. This is for a test period over the 2023 and 2024 season.

Reason: The proposal decision is based on the same as the existing rule; to ensure tight racing. To that we've added that possibility for two strokes, with the same basis as we earlier have allowed 125-cc two stroke bikes, up to 1972, in the 175-cc class.

8.5 DMF proposal no. 2: change of the eligibility rules regarding engine/frame combinations.

Federation: DMF
Discipline: Classic Road racing
Signed by: Teddy Schultz
Date: 2022-08-16

Subject: Change of the eligibility rules regarding engine/frame combinations.

Describe the proposal in general:

Remove the following text/rule:

35.1.3. 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. It is not allowed to combine frames and engines if the combination is not proved to have existed in the period.

Or alternatively use the text from this chapter, which also allows to build your own frame

34.3. 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.

Purpose with proposal

To show RR/TT in a more authentic way fitting the time period and at the same time open the possibility to get more riders out on the tracks.

In the time period it was only few riders who had possibility to ride factory and special build racers bikes, the rest of the field where using anything available at that time.

“home build” frames was also quite common

Documentation from this period is almost impossible to find.

There are quite a number of existing bikes that cannot live up to this demand and as soon as they change owner or for other reason need a new machine card, these bikes will disappear from the tracks.

FYI:

Season 2021 pre 1973 Classes in Denmark:

250 ccm 0 bikes, 350 ccm 1 bikes, 500 ccm 2 bikes.

All above classes not sufficient to open a Danish championship.

750 ccm 6 bikes. just enough to make it DM valid.

We need them back on the tracks in the classes where they belong

Decision: Rejected.

Reason: We shouldn't allow combination that weren't available, because we shouldn't rewrite the history.

The statement for having a machine card renewed for a bike that already have a machine card is that it is possible to alter the bike within the eligibility rules, but you need to keep the frame/engine combination.

8.6 DMF proposal no. 3: change of the eligibility rules regarding red light in wet race.

Federation: DMU
Discipline: Classic Road Racing
Signed by: Per Bach
Date: 21.09.2022

Subject: All racers to have a red light in wet race - Proposal DK 5.

Describe the proposal in general:

Rear light at wet race

All motorcycles in all classes must fit and turn on a red light in the case of wet race.
The red light must comply with the following:

- a) The light direction must be parallel to the center line of the motorcycle (direction of travel)

- b) The light must be clearly visible from behind at least 15 degrees to both the right and left of the center of the motorcycle.
- c) The light must be securely mounted at the rear of the motorcycle, and as close as possible to the center line. In case of disagreement about the mounting position or the visibility of the light, Technical Control makes the final decision.
- d) The effect must correspond to 10-15 watts (incandescent light bulb) or 3-5 watts (LED).
- e) The light must be constant. No flashing lights can be approved. e)
- f) The power supply can be separated from the motorcycle.

Purpose with proposal

Safety. We must do what we can to avoid damage on the riders and in the case of rain or a very heavy track it can be very difficult to spot riders without a light.

Decision: Rejected.

Reason: Already valid for the classes that cause the spray (slicks classes).

8.7 DMF Proposal 4: clarification of allowed brake callipers

Federation: DMU
 Discipline: Classic Road Racing
 Signed by: Søren Holm
 Date: 08.09.2022

Subject: Brake callipers in the 1972 classes.

Proposal text: Describe the proposal in general:

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 F05 and Brembo F08 is allowed (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) the type as fitted to the CB 750, CB 500, CB 450 up to and including 1972
4. Lockheed/AP CP2195 and CP2696
5. Dunstall (integrated in the fork legs)
6. Grimeca, the type that looks like the Lockheed caliber

Purpose with proposal:

To be more precise with the examples of brake callipers.
We decided this during the season 2019 but has not yet implemented this in the eligibility rules.

Safety – the original brakes will now be 50 years old – the above mentioned can mostly be bought as new.

Decision: Approved. Add “/AP” after Lockheed.

Reason: Clarification describing an earlier discussion.

8.8 Discussion (from Denmark) 1:

Air west or built in air west.

Air west or built in air west are required on all danish tracks. The product must be (CE certified and) intended for motorcycle racing.

A little bit strange requirement from the danish track owners that probably will result in a slightly decreased number of participants. This type of requirements must be part of the additional rules that are sent out together with the invitation.

Discussion (from Sweden) Any items for the Vintage FIM-E meeting

Best proposal discussed was to center the FIM-E championship to one event, moved around between the seasons. The present set up will obviously not attract the needed number of riders. Introduction of later classes might also improve the situation.

Discussion regarding brake callipers in Formula F1 and F2

Since the used “blue spot” callipers weren’t available in 1987, the outcome from the discussion is that no change of the rules are needed. During the upcoming season the riders with these callipers should be informed and judgement according to the eligibility rules will be effective in the 2024 season.

Discussion regarding three race heats in a weekend

The outcome from the discussion was that we, at the moment, don't see that there are advantages enough to change the present setup. The existing setup give us some flexibility in the time scheme and gives the possibility to test after repair/adjustments. This topic need to be discussed within a wider group, e.g. riders and organizers.

9. Next years NMC

Next years classic NMC are planned to be held in advance of the big NMC. We plan for a physical meeting at the 7th-8th of October, but this could be adjusted due to the date for the "big" NMC. Sweden will arrange the meeting.

2022-10-23

Per Holmström