

## Minutes from Nordic Classic Road Racing Meeting 2021

**Date:** 27<sup>th</sup> of October 2021 as Teams meeting  
**Venue:** Locally and Teams meeting  
**Adress:** NA

### Participants at the Teams meeting:

Søren Holm - DMU  
Tor Henning Molstad – NMF  
Espen J Sandbakken – NMF  
Per Holmström – Svemo  
Björn Nordensten – Svemo  
Pentti Elo - SML  
Janne Leiman – SML

### Minutes of the Meeting:

#### 1. Opening of the meeting

Due to the same difficulties as last year, the meeting was held as a Teams meeting; 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

Not needed since we all know each other.

#### 5. Minutes from the meeting in 2020

The minutes were approved.

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

- SML: Have been organizing 5 national races during the year. Average number of participants was around 60-70. Planning to do the same for the next season. It seems possible to keep the entry fee below 100 Euro. Planning to hold the race at Jurva 20-22 of May next year. At least 150 riders needed, this to be able to continue racing in Finland. Always trying to keep the entry fee as low as possible,

- NMF: Short season; did the classic TT as a national event and combined with the modern classes.

For the next season a new way of scrutinizing will be used. The rider will check some points himself based on a description and sign it off. This should be done prior to the ordinary scrutineering. If the result is positive, we could discuss it on next years NMC.

- SVEMO: Two international races have been held; Årsracet at Linköpings motorstadion och Classic TT at Gelleråsen. The number of entries were 189 and 160. Normally it is 200+. We knew when we planned these events that the number of entries would be affected by the pandemic, but we thought that it would be worth it. The financial results were, for obvious reasons, not that good. The number of classic licenses has increased from 80 (2020) to 105.

- DMU: Three national race meetings, each with two heats per class. 40 entries at the first event and 80 at last one. 20 new licenses have been issued but we don't have the total number. Next year the plan is to hold a Nordic championship the 6 - 8/5, at Ring Djursland.

- General; We all hope that we could have a full Nordic race season next year.

## 7. Race Calendar 2022

### Proposal

Ring Djursland	6-8/5	NO + NC Danish round, FIM-E
Jurva	20-22/5	NO + NC Finnish round
Våler	10-12/6	NO
Motorsenter, Stavanger	1-3/7	NO + NC Norwegian round
Årsracet	5-7/8	NO (Preliminary)
Gelleråsen	2-4/9	NO + NC Swedish round

The decision was to approve these dates.

We all are planning for a full season without any impact from the Corona virus.

The known FIM-E events are Ring Djursland (above) and Donington at the 30-31/7. The rest of the dates are supposed to be decided at a FIM-E meeting in November.

## 8. Proposals from the FMN's

### 8.1 SML proposal for Drixton frames

<b>Federation:</b>	SML
<b>Discipline:</b>	Classic Road racing
<b>Signed by:</b>	SML
<b>Date:</b>	2021-10-07

Drixton frames designed by Marli Drixl and copied by various manufacturers are only allowed with the Honda CB 450 engine.

**Reason:** The one and only Drixton framed CB-350 in time period was Peter Welfare's bike which he rode IOM junior class -69 and -71 , was much different than these new copies.

The first Drixton CB-450 just got the machine card to class 5 500cc (owner change the engine )

**Decision:** In general; Drixton frames are only allowed with CB 450 engine. However, a (exact) replica is always allowed.

**Reason:** To clarify how a Drixton frame are allowed to be used.

## 8.2 SML proposal for Honda XL 250

**Federation:** SML  
**Discipline:** Classic Road racing  
**Signed by:** SML  
**Date:** 2021-10-07

Accept using of XL250 and other motocross and enduro bikes in classic road racing, in pre-73 classes.

**Decision:** Change the following paragraph:

**1.0. Generally:** Machines are to be factory racers, production racers or **machines built to resemble bikes that have been raced in road racing during the period** racers from the actual period.

XL 250 based bikes are eligible. Valid for 1972 and 73 models, not 74-75 they have different castings on the engine.

**Reason:** To clarify and to reflect the type of bikes that were used, somewhere in the Nordic countries, in road racing in the early seventies.

## 8.3 Svemo proposal change of the eligible year of machines allowed in class 13 Superbike, from 1988-98 to 1988-2002.

**Federation:** Svemo  
**Discipline:** Classic Road racing  
**Signed by:** Oscar Winberg  
**Date:** 2021-10-07

**Describe the proposal in general**

The proposal is aimed at raising the cut-off date for the newest machines allowed to participate in the Superbike class. This proposal will cover up all the machines that participated in the Classic-superbike era (750cc 4-cyl, 1000cc 2-cyl) to the end 2002 (and models unchanged after), before they went to 1000cc.

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

**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~~. 2002.  
These are bikes that are based on road going machines that were homologated or could have been homologated for Superbike racing.

**Purpose with proposal**

This proposal is intended to mirror the entire old superbike era and the machines that participated by the time. I don't see the reason for the 1998 cut-off date and simply forget about the last four years that was run under the same rules.

By next year, these will be 20-year-old bikes for the newest bikes (according to my proposal). So, I think they are pretty old machines by now and don't fit in to any other racing class. Also, worth to consider is the historic interest of some machines.

**Decision:** Rejected

**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.

8.4 Svemo proposal Remove the requirement on engine / frame combinations in rule 3.1.3  
Frame and swinging arm.

**Federation:** Svemo  
**Discipline:** Classic Road racing  
**Signed by:** Ingemar Stig  
**Date:** 2021-10-05

**Proposal in general**

Period 2 machines now seem to have reached or passed their peak when it comes to the number of starting machines and all possibilities to slow down this downward trend should be considered.

Up until a couple of years ago the rules said that engine and frame must have been available inside the time period in question, the machine as a whole should be typical for the era and there should be a possibility it had appeared on an European track within the time period. There was no requirement that the exact combination really existed.

The reason for the change was said to be lack of historical correctness. But if we look at existing machines in period 2 we find several machines with frames like Seeley, Drixton, Metisse etc with different engines. These combinations are all very likely, riders often

replaced original frames with other to get better handling. To prove the existence of these combinations 50 odd years later is not a simple task!

We believe that the rule has a negative effect on the period 2 classes as well as for classic road racing in general. And how important is historical correctness in in classes where we for so many years already have "incorrect" combinations. Our main object is NOT a museal operation but classic road racing. Neither we riders nor our spectators benefit from this and given we have allowed these "incorrect" for more than 30 years (and still allow already approved machines to continue racing) it's hard to understand how the new ruling will improve the situation.

Machines with a real historical value are becoming a rare sight on our events and their owners are not too keen on risking them racing.

So let us allow engine/frame combinations that might have existed during the period 2 timespan but where proof of their very existence is hard or impossible to find after more than 50 years.

We believe this proposition will increase the interest in period 2 machines and subsequently lead to an increase in number of machines taking part.

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

Replace the part about engine / frame in the recently introduced rule

**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.*~~

With the following

**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. *It's allowed to freely combine engine and frame, i.e. the combination mustn't be proven to have existed inside the time period in question.*

**1.0. Generally:** is also subject to the change proposed in 3.1.3 above.

**Purpose with proposal**

To stop the decrease of participants in period 2 classes and to offer our spectators interesting machines on the track and in the pits.

**Decision:** Rejected

**Reason:** The earlier taken decision has only been in effect for a few years and we can't see the benefit of altering it today.

## 8.5 Svemo proposal change of the eligibility rules for class 7A

**Federation:** Svemo  
**Discipline:** Classic Road racing  
**Signed by:** Sixten Mineur  
**Date:** 2021-10-07

### **Proposal**

Copy text from 7B except 4-stroke and cc limit and paste into the section for 7A

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

*Motorcycles based on street legal bikes are allowed into this class.  
The machine must have been available during the time period. Also, machines made outside the period shall be allowed, provided there are no changes compared to the machine available within the period.*

### **Purpose with proposal**

Make it easier to find eligible bikes for the class.

**Decision:** Approved. Per H will update the eligibility rules

**Reason:** To clarify what is valid for class 7A.

## 8.6 DMF proposal change of the eligibility rules regarding time period for two strokes.

**Federation:** DMF  
**Discipline:** Classic Road racing  
**Signed by:** Sören  
**Date:** 2021-10-07

### **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:** Rejected.

**Reason:** The proposal is from a historical perspective correct but we have to discuss this with the existing riders and how they will react. This to better understand the impact of such a decision. The decision is that every federation should meet and discuss with their riders in all affected classes during the next season (2022). A discussion with John Davidson is also needed to see how this will work together with the FIM-E regulation.

**8.7 Discussion 1 (from Sweden):** Allow 2-strokes with the same time period as 4-strokes.

This is covered within the discussion above.

### **8.8 Discussion (from Denmark) 2:**

Allowing modern sidecars to join the classic race events.

Verdict: It is not possible to mix modern sidecars with the classic ones, especially from a safety and license perspective.

One proposal was to invite the modern sidecars as a support class at a classic event. It is however up to the organizer if they could find the time for an additional class.

## **9. Next years NMC**

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

Wednesday, December 01, 2021

Per Holmström