



# Minutes of Meeting for Nordic Classic Road Racing Meeting 2025

**Date:** 01 - 02 of November 2025  
**Venue:** Idrættens Hus  
**Address:** Brøndby Stadion 20  
DK-2605 Brøndby

## Participants at the meeting:

Tor Henning Molstad	- NMF
Rolf Johansen	- NMF
Per Holmström	- Svemo
Osmo Leikko	- SML
Vesa Vuorela	- SML
Erik Bo Nielsen	-DMU
Allan Poulsen	-DMU
John Klint	-DMU
Søren Holm	-DMU

## Agenda for the Meeting:

- 1. Opening of the meeting**  
The meeting is managed by Denmark.
- 2. Election of the Chairman of the meeting**  
Denmark propose John Klint  
John Klint elected as chairman.
- 3. Election of the Secretary of the meeting**  
Denmark propose Allan Poulsen  
Allan elected as secretary
- 4. Short presentation of everybody**  
Tour de table
- 5. Minutes from the meeting in 2024**  
The minutes from 2024 to be presented.

8.2. Introduced with success to paint the chain link. Important for all riders to know this rule. It is eligible for all types of chain links



## 6. Around the table and status from the countries.

### - NMF:

In Norway there has been three races in 2025, the Norwegian NC race at ACR Mo in Rana and the open race meeting at Våler. In addition the Danish NC round was arranged in Sokndal as a collaboration between Stavanger RR and Århus MK.

Våler 105 classic entries, plus 32 in the support classes Nasjonal600/1000, plus 45 in the support classes FFA, Supersport300 and Juniorsport300. A total of 182.

ACR had 87 entries plus 40 in the support classes Nasjonal600/1000 + FFA. A total of 127.

Both the race meetings at Våler and ACR were successful and well organized. Especially the high-north race track, ACR, had fantastic weather and offered great conditions for racing. The 2025 race meeting was 30th anniversary, and the last being organized with the original track layout at the Arctic Circle Raceway, as the track will change and the circuit shortened from next year. The Våler race track is currently undergoing maintenance of the sand pits for improved safety for the 2026 season.

The financial outcome for Våler was acceptable, break even. For ACR the financial was a big loss for the total, but the number of entries for the classic part was at a level as expected by the organizers.

The number of entries at the races in Norway continues to decline, with a still increasing number of riders attending track days instead of racing. In Norway the Nasjonal600/1000 classes do in fact make it possible to arrange race meetings without taking unacceptable economical risks by the organizers.

The number of NMF road racing licenses in total is 635 (715 in 2024), we don't not split in modern and classic licenses in Norway, same price for both.

### - SVEMO:

Two races in Sweden Classic race 2025. For Linköping 182 entries and for Gelleråsen 145 entries. It is a decline of 32 entries compared to 2024. Financially the first race was ok and for the second a loss was taken. The summed-up result was slightly positive.

The number of classic licenses can't be tracked anymore, since the new license system doesn't have any difference between modern and classic licences. The feeling is that we have had a slight decrease. New riders typically starts in classic supersport and superbike.

### - SML:

Five races in Finland and Botniaring was included in the Nordic Championship. A decrease in entries of 82 from 2019 to 2025 has been seen in the Nordic Championships. Going forward, the low number of entries entails that Botniaring will not arrange Classic Race in 2026.

The decrease in NC at Botniaring can be seen in table below



### Classic Circuit Racing Nordic Championships Finnish Round Botniaring

#### Entries from each country

Country	Year	2019	2022	2023	2024	2025	Comparing years				
							19->22	22->23	23->24	24->25	19->25
DNK	Denmark	4	6	4	4	2	2	-2	0	-2	-2
EST	Estonia	0	0	0	1	1	0	0	1	0	1
FIN	Finland	86	54	56	46	47	-32	2	-10	1	-39
NLD	Netherlands	0	2	2	0	0	2	0	-2	0	0
NOR	Norway	25	16	17	22	17	-9	1	5	-5	-8
SWE	Sweden	69	42	40	53	35	-27	-2	13	-18	-34
		184	120	119	126	102	-64	-1	7	-24	-82

It is difficult to attract new and younger riders as the older riders stop. There is a discussion going on in SML about the Nasjonal600/1000 classes and if it will reduce the numbers of riders in Classic Race.

New Finnish legislation on insurances and that each individual rider needs to buy an insurance covering accidents in the pit and paddock is regarded as a threat to the Classic race since this is adding to cost.

The number of Classic licenses is less than 100. The riders have been satisfied with the organization of the races.

Introduction of a rule in 2024 saying that riding without helmet in the paddock will cost €50 has been a success and people remember to use their helmets.

Introduced with success to paint the chain link. Important for all riders to know this rule. It eligible for all types of chain links

#### - DMU:

The Danish Classic Championship for 2025 were held over four race weekends.

AMK organized three races in Denmark in 2025. The first one included a successful trackday before the racing days. Close to 80 entries for each of the three races and this includes modern and classic racers.

The fourth race was in Sokndal in Norway with status as the Danish Nordic Championship. 115 entries of which 23 were Danes.

The number of Danish licenses are 186 for large tracks. The number of riders in the older classes is decreasing. New riders sign up for the newer classes.



## 7. Race Calendar 2026

### Proposal

Jurva	No date yet	NO + NC Finnish round
Våler	12-14 June Risk for no NO. it depends on the number of race weekends.	NO + NC Norwegian round.
Årsracet	7-9 August	NO Needs to be confirmed.
Gelleråsen	28-30 August Needs to be confirmed	NO + NC Swedish round
Sokndal	May? Date needs to be settled and the event will also have to be negotiated with the track and the organizer.	NO + NC Danish round.

This Calendar states the prioritized dates for classic racing in the Nordic countries. No national event is allowed to be planned, interfering with the NC dates above. For the NO dates it is strongly recommended to not interfere.

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

Missing the information regarding the possibility to have the Finnish round of NC at Årsracet.

For NC we should try to look two years ahead so these races don't collide with the national races. **So far for 2027, all tentative dates:**

Botniaring or Sokndal	21-23 May	NO + NC Danish round. Botniaring prioritized above Sokndal
Våler	11-13 June	NO + NC Norwegian round.
Årsracet (Linkøping)	6-8 August	NC
Gelleråsen	27-29 August round	NO + NC Swedish
Sokndal or Botniaring	21-23 May	NO + NC Danish round. Botniaring prioritized above Sokndal

In the event Botniaring is going to be held the Sokndal race will be moved to 10-12 September.





## **For 2026 - Handling of the summarization for the points?**

Rolf will handle the point again for 2026. Big applause from all committee members

## **Question – any FIM-E events for 2026?**

So far, no one planned for 2026 since the number of riders is too few and too scattered.

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 countries.**

### **- NMF:**

No proposals from NMF

### **- SVEMO:**

Four proposals

The fourth proposal considers changes in section 4 - 4. Machine regulations for Classic Road-Racing; Side car class 8 A, B, C and D.

All changes have been accepted – Per Holmström will introduce the changes to the rules.

### **- SML:**

No proposal from Finland

### **- DMU:**

Two proposals



## PROPOSAL for Eligibility for bikes that was not imported to Europe

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Road Racing
<b>Signed by:</b>	<i>Sten Fägerblad</i>
<b>Date:</b>	2025-08-18

<b>Subject:</b>	Allow bikes that was not imported to Europe into the newer classes.
<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p>The previous rule change to ban bikes that was not imported to Europe from the newer classes should be reverted.</p> <p>The rule about availability in Europe can make sense for the older classes but from the late 70s racing was global for riders and bikes.</p> <p>Everything was available everywhere even if it was not actually imported.</p> <p>This proposal suggests to move the text about availability in Europe back to the Classic classes or remove it completely.</p> <p><b>The eligibility rules are proposed to be altered with the following text</b></p> <p>1.0. General: Machines are to be factory racers, production racers or machines built to resemble bikes that have been raced in road racing during the period. The machine shall have been <b>available on the European market and</b> possible to race with within the time period for that particular class. A machine produced after these time limits are also eligible provided no change or updating has been done.</p> <p><b>Purpose with proposal</b></p> <p>To have more cool bikes on the grid!</p> <p><b>Verdict:</b></p> <p>The consequences of the proposed rule were discussed. The text “on the European market” will be removed. Valid for all classes from 1973.</p>

**PROPOSAL for Change of crankcase eligibility 7A**

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Road Racing
<b>Signed by:</b>	<i>Sten Fägerblad</i>
<b>Date:</b>	2025-08-18

<b>Subject:</b>	Allow Kawasaki Z750 crank cases in class 7A
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<b>Proposal text:</b>	<p><b>Describe the proposal in general</b> Early Z750 crankcases (80-81) are the same as Z650 except the engine number on the upper case starts with KZ750 instead of KZ650.</p> <p><b>The eligibility rules are proposed to be altered with the following text</b> 5.12. Engine: The crank case, cylinder and cylinder head must be period parts. Parts manufactured later are allowed if the design is unchanged. There are no tuning restrictions. Modification of original parts and the use of period after marked parts are allowed. Boring of the cylinder to the engine manufacturer's standard over-sizes is allowed even though this may cause the cylinder volume to exceed the upper limit for the class. Fuel injection is not allowed. <i>Early Kawasaki Z750 crank cases are allowed as the design is unchanged from Z650</i></p> <p><b>Purpose with proposal</b> Allowing the use of Z750 crank cases makes it easier to source parts.</p> <p>Verdict: In the event the crank cases are similar it will be fine to use Z750 crank cases.</p> <p>Add the following to the rules: As long as the parts look identical even with another engine number it will be eligible to use.</p>
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**PROPOSAL for** state what the proposal handles. E.g.; *change of crankcase conformity to the time periods*

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Road Racing
<b>Signed by:</b>	<i>Mats Winberg</i>
<b>Date:</b>	250818

<b>Subject:</b>	7C F1
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<b>Proposal text:</b>	<p><b>Describe the proposal in general</b>  <i>Change off end year aloud From 1988 up to 1991</i></p> <p><b>The eligibility rules are proposed to be altered with the following text</b>          Aloud 1991 years bikes. Aloud bikes witch are unchanged in a significant way witch are newer. Use the same maximum cylinder volume as now. ( I have preferred max 750cc with max 1mm overbore, witch mirror more from the period) Aloud upside down forks.</p> <p><b>Purpose with proposal</b>  <i>To get more bikes on the grid.</i></p> <p>Verdict: Rejected. It is too big of a change.</p>
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**PROPOSAL** for correction of section 4 for side car classes – **changes in blue**

<b>Federation:</b>	Svemo
<b>Discipline:</b>	Classic Road Racing
<b>Signed by:</b>	Markus A
<b>Date:</b>	

<b>Subject:</b>	Section 4
<b>Proposal text:</b>	<p><b>4. Machine regulations for Classic Road-Racing; Side car class 8 A, B, C and D.</b></p> <p><b>4.1. Type and age:</b> The machine shall be of racing type with side car. The appearance and construction shall resemble the applicable period. Replica machines are allowed.</p> <p><b>Class 8A, -1972:</b> Wheel size front and rear 16" or larger diameter with a maximum rim width VM4 and typical appearance for the time period (Slicks or hand cut slick not allowed). Engines that are allowed are 2-stroke 500cc max until 31/12-1972 and 4-stroke 750cc max until 31/12-1972. The engines must have been raced in sidecar road racing before or during racing season 1972. The machine must have a front exit sidecar.</p> <p><b>Class 8B, -1972:</b> Wheel size front and rear 10 ", 12" or 13 "diameter with maximum contact surface on the ground 140mm or width 5,5 inches contact of surface (slicks or hand cut slick not allowed). Engines that are allowed are 2-stroke 750cc max until 31/12-1972 and 4-stroke max 1000cc until 31/12-1972. Interior tuning of the engine allowed. The engines must have been raced in sidecar road racing before or during racing season 1972. The machine must have a front exit sidecar.</p> <p><b>Class 8C, -1979:</b> Wheel size maximum 13 "of the type and model used in the period. Rim width maximum <b>10"rear / 9" side and front.</b> Engines that are allowed are 2-stroke max 750cc and four-stroke max 1300cc until 31/12-1979. The engines must have been raced in sidecar road racing before or during racing season 1979. The machine could have either a front or a rear exit sidecar.</p> <p><b>Class 8D, -1987 -2002:</b> Wheel size maximum 13 "of the type and model used in the period. Rim width maximum <b>10" rear and side /9" front.</b> Engines that are allowed are 2-stroke max 750cc and four-stroke max 1300cc until 31/12-1987 -2002. <b>Engines between 19880101-20021231</b> engines must <b>originally have been designed for/used with carburetors and</b> have been raced in sidecar road racing before or during racing season <b>1987 2002.</b> The machine <del>must have</del> <b>could have either a front or</b> a rear exit sidecar.</p> <p><b>4.2 Registration Certificate (Also known as "Machine id card"):</b> To take part in a competition event a registration certificate is required. A Registration certificate is also</p>



required for competitors from other Scandinavian countries. If no Registration certificate can be presented, the machine shall not be allowed to take part in the competition.

**4.3. Frame:** Side cars not integrated with the motorcycle shall have at least 4 attachment points to the motorcycle. No movement is accepted in the attachment points. Dimensions for the machine: Maximum width included exhaust is 1700 mm. Minimum unloaded ground clearance is 60 mm.

**Class 8A:** Tube chassis and if not made within the period must be the performance equivalent to that in the period.

**Class 8B:** Tube and / or sheet metal chassis, and if not made within the period must be the performance equivalent to that in the period.

**Class 8C:** Tube and / or sheet metal chassis, and if not made within the period must be the performance equivalent to that in the period.

**Class 8D:** Tube and / or sheet metal chassis, and if not made within the period must be the design equivalent to that in the period. Long wheelbase chassis must have front end suspension of either leading link fork or trellis design.

Exact replicas of machines with documented racing history from the period are allowed even if they are not typical for the time period. The sidecar may be removable or fixed.

**4.4. Front fork:** The front fork must be of the telescopic or bottom link type.

**4.5. Steering:** See SVEMO's technical regulations. Handlebars shall have 30 mm of free space from the grip towards any other part of the bike. The steering angle shall be minimum 20 degrees on both sides, counted from a centerline. Steering of the sidecar wheel is not allowed. Steering dampers are allowed.

**4.6. Wheels and rims:** The wheels shall have period look. For dimensions, see § 4.1.

**4.7. Brakes:** Must be of the type and model used within the time period. Must be drum or disc type on two or three wheels. Dual front disc brakes allowed (for the dual front discs, typical installation is required). Brake discs must be made of ferrous material. The brakes shall be mechanical and / or hydraulic and shall have 2 independent systems.

Caliper shall be of the type and model that were used within the time period and have a maximum of two pistons. Single acting two piston caliper is not allowed. In class 8D, 4-piston calipers from within the time period are allowed.

**4.8. Tyres, inner tubes: Class 8A and 8B** Threaded tyres shall be used and have threads at least 1 mm deep. Slick tyres, slick tyres with cut threads or rain tyres are not allowed. Tyre heaters are prohibited. Air valve of short type is recommended. Valve caps are to be of metal and equipped with a gasket.

**Class 8C and 8D** Slick tyres, slick tyres with cut threads and rain tyres are allowed. Tyre heaters are prohibited. Air valve of short type is recommended. Valve caps are to be of metal and equipped with a gasket.

**4.9. Suspension.** Must be of the type and model used in the period. For rear suspension, rubber element type or shock absorbers are allowed.



- 4.10. Fairing:** Must be of the type and model used within the time period. There must be covers over the sidecar wheel and front of the platform.
- 4.11. Number plates:** See §1.6.
- 4.12. Engine:** Interior tuning of the engine is allowed.
- 4.13 Oil hoses, drain and filling plugs:** All oil plugs, for filling and draining, on motor, gear box and transmission shall be safety wired. External oil carrying hoses shall have threaded fittings that shall be secured. If fittings cannot be used, safety wired jubilee clips that shall be secured to the motor, oil filter or oil cooler, must be used.
- 4.14. Oil catch tank:** Vents from motor/gear box shall be routed to a catch tank with a minimum capacity of 0.5 litres.
- 4.15. Carburettor:**  
**Class 8A&B:** Must comply with the applicable time period.  
**Class 8C&D:** Must comply with the time period. Injection only permitted if used on a specific machine and can be substantiated. Fuel injection only permitted on engines of pre 19871231 origin and substantiated by documentation of use.  
 Fuel supply can be by gravity, mechanical or electric pump.
- 4.16. Ignition, emergency stop:** The machine shall be equipped with a switch that breaks the ignition and possible fuel pump if the rider should fall off. It is recommended that the switch is located on the handlebar and attached to the rider's arm with a string.
- 4.17. Gearbox:** The type and model must be as was used during the applicable time period and have a maximum of 6 speeds.
- 4.18. Transmission:** The transmission must have protection to prevent damage to rider and passenger. Protection is also required for propeller shaft. Belt drive allowed (must be hidden). Only one drive wheel allowed.
- 4.19. Exhaust, silencing:** Should be directed backwards for classes 8A and 8B. The maximum noise level is determined by the rules for each track respectively and shall be defined by the invitation or the additional rules.
- 4.20. Levers, handles, instruments:** No restriction, but the throttle must return to closed position by itself. Exception to this is Dell 'Orto desmodromic system or equal systems.
- 4.21. Brake wire:** Front brake wire minimum Ø 1.75 mm, Rear brake wire minimum Ø 2.5 mm. Nipples must be soldered, no screw nipples allowed.
- 4.22. Replicas:** The look of a replica shall mainly comply with the original machine.
- 4.23. Others:** The rear wheel shall be protected to prevent damage to the passenger. The sidecar shall be constructed to allow the passenger to lean out in front of the



sidecar wheel only. The machine shall leave two tracks on the ground when running straight.

Verdict: all changes accepted



## PROPOSAL for 2025

<b>Federation:</b>	DMU	Danish proposal no. 1
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	Teddy Schultz, Denmark	
<b>Date:</b>	19.10.2025	

<b>Subject:</b>	Allow 2 strokes up to 1973 (all pre 1973 classes)
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<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p>Removal of the restricted participation of two strokes that was implemented. Two strokes should participate in the respective classes under the exact same rules as four stroke bikes, as they did in the time period.</p> <p><b>Suggestion:</b> Remove the restrictions earlier made remove the following marked in red.</p> <p>3.1.1 Type and age: The machine shall be of racing type and comply with machines within the period 1948 – 1972 <del>for 4-strokes and 1967 for 2-strokes (see below and §1.0).</del> If the organizer of the meeting regards it beneficial, the post war class can be divided in period 1 (produced until December 31 st , 1963) and period 2 (produced from January 1 st ; 1964 until <del>1967 or 1972 as described above</del>). Machines with 50 ccm cylinder volume shall have been available on the European market before or during the 1983 season regardless 2- or 4-stroke. <del>For class 5 (500 ccm) only 4-stroke machines are eligible. For class 2; 2-strokes that have been available on the European market from 1968 to and including the 1972 season and with a maximum engine displacement of 125 cc are allowed. Only drum brakes are allowed for these bikes. For a test period of the 2023 and 2024 seasons; 2-strokes that have been available on the European market from 1968 to and including the 1972 season are allowed in the “next” class with larger engine capacity. This is also valid for class 5. Only drum brakes are allowed for these bikes</del></p> <p><b>Purpose with proposal</b></p> <p>Make the rules historical correct.</p> <p>The current setup is historical incorrect, two-strokes were raced in these classes before 1973.</p> <p>Examble: (Barry Sheene won the British 500 national Championship in 1971 on a Seeley/Suzuki T500)</p> <p>This rule only came into being when it was integrated from the old FIM (British) rules and the reason is solely to favor British four-stroke bikes. (excuse was “make it more even”)</p> <p>There is no good or valid argument to exclude or restrict the two-strokes from the pre 1973 classes.</p> <p>Most important, let us get these bikes out on the tracks again.</p> <p>Verdict: Rejected. There are already classes where these bikes can be ridden.</p>
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## PROPOSAL for 2025

<b>Federation:</b>	DMU	Danish proposal no. 2
<b>Discipline:</b>	Classic Road Racing	
<b>Signed by:</b>	Teddy Schultz, Denmark	
<b>Date:</b>	19.10.2025	

<b>Subject:</b>	Frame and engine combination, all old classes (pre 1973)
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<b>Proposal text:</b>	<p><b>Describe the proposal in general</b></p> <p><b>Remove the following text/rule:</b></p> <p>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. <del>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. 8 Drixton frames are generally only allowed with CB 450 engine. However, a (exact) replica is always allowed.</del></p> <p><b>Purpose of the proposal</b></p> <p>Make the rules historical correct.</p> <p>The current setup is historical incorrect. During this period, only a few riders had the privilege of riding factory race bikes. The rest of the field used custom, street and home-built bikes.</p> <p>Home-built frames were also common during the period.</p> <p>This rule does not reflect the authentic way some racers built their bikes during that period.</p> <p>Good example:</p> <p>This year's request to build a 350 Sheely. It makes no sense not to allow it.</p> <p>Someone most likely did it before, but it is close to impossible to prove and it is getting harder as time goes by.</p> <p>Make it simple, If the frame and engine existed in the time period it can be used.</p> <p>Most important, let us get these fine bikes out on the tracks.</p> <p>PS.</p> <p>Drixl and Lawton also build 350 Aermacchis!</p> <p>Verdict: Approved</p>
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#### **Verdict:**

- The appointed author/organization is responsible to update the regulations within two months from the approval of the classic NMC at the main NMC meeting.
- The subject responsible organization (e.g., CRC), is responsible to publish the updated regulation on their web site with a link.
- All regulations shall be updated every year and the update shall contain both valid year, date and revision for the new document.
- All updates shall be in *Italic* and marked with yellow and all text taken away should be overstrike for the first year and thereafter changed to normal/deleted.

### **8.1 Proposals for discussion.**

#### **- NMF:**

The Nasjonal class is a success in Norway. It attracts new riders and act as an entry to race. It was discussed whether the Nasjonal Class would cannibalize from the modern, e.g. the rookie class. The experience in Norway is that it doesn't. The riders use the class to get more time on the track and more races when they ride both modern and Nasjonal Class. The Classic NMC is very positive to the proposal. Classic NMC opens up for Nasjonal races at the classic events as a support class and will work with the national federations to approve the class as a part of classic race.

The committee discussed the possibility of giving prizes for Nordic Open cup, and decided not to change the rules at this point. The committee will however issue a prize for the rider from outside the Nordic countries having the largest attendance in the races over the season.

The difference in speed on the track was discussed. The committee encourages race leaders to consider yellow vest as a measure before banning slow riders from competing.

#### **Clarification:** Ranking of riders with equal number of points (tie-break)

This is a clarification of the method for ranking of riders who achieved the same number of points at the end of the season.

The method presented below has been used in Nordic classic racing over the last years and is quality checked by Roy Øvre who have been responsible for the list of results NMF over several decades.

The method has been checked against FIM regulations. There is no consistent hard and fast rule, but they refer to a practice. The method has similarities with FIM practices, however adjusted to suit classic racing.

If two riders have equal point at the end of the season (or more than two riders for that matter), the following ranking method will apply:

1. If the riders are equal, the rider who had the HIGHEST individual race ranking of the two during the season, is ranked ahead.
2. If the riders are still equal, the rider with LARGES NUMBER of the highest individual race ranking of the two, is ranked ahead.
3. If the riders are still equal, the rider who achieved the highest individual race ranking





LATEST of the two during the season, is ranked ahead.

#### - SVEMO:

**Open question:** What should be allowed to do when a heat is red flagged. In the Swedish national regulation are there two different set of rules depending on if it is National championship status or not.

For these classes you must stay in the track depot while you for all other classes is free to go into the parking depot. How is it stated in your national regulations? Should we have some sort of harmonized set of rules.

**NMC Classic discussion:** In Denmark and Finland riders will have to stay in the track depot/pit lane when red flagged until a notice is given from the race director. In classes with slicks that requires tire warmers it is an issue if the tires get cold due to too much waiting in the pit lane. To reduce any misunderstandings the classic NMC will encourage the race leaders to bring up the principles for red flagging at the riders meeting.

**Open Question:** When is time to introduce a superbike class for 1999-2006 based on the WSB rules for that time period?

**NMC Classic discussion:** It is essential for the Classic NMC to keep regulations and classes relevant and to discuss potential new classes. For the moment the introduction of the Nasjonal Classes 600/1000 will give those bikes after 1998 a place to race.

#### - SML:

**Topic:** Nordic Championship 2026 Finnish Round

**NMC Classic discussion:** It is a risk that no Finnish NC will be organized for 2026 due to lack of riders. SML will know in the coming weeks if a NC will be arranged. If not, the Finnish round will be held at Årserac in Linköping.

**NMC Classic discussion:** An issue is that each individual riders need to have own insurance for racing in the Finnish Classic Race events. This gives extra work and cost to the riders to acquire the insurance, and potentially reduces the number of riders especially those coming from Sweden and other countries. It was discussed if the race organizers could organize the insurance and add the cost of it to the race fee.

**Topic:** Superbike rear suspension.

**NMC Classic reply:** If the suspension is eligible according to the regulations then it is allowed to use.

#### - DMU:

A discussion on the declining number of riders in Classic race was taken up.

An easy to read overview of the classes in Nordic classic Road Racing has been prepared by Søren Holm and it lead to Per Holmström showing an overview of classes and bikes from the Swedish homepage. It needs to be updated. Per will do that and the individual committees can decide if they want to link to it.



A list of the members of the Nordic Classic Machine committee will be distributed by Søren Holm and each person will have to update their contact information if any changes.

## 9 Next years NMC

Next years classic NMC are planned to be held in advance of the Council NMC. We plan for a physical meeting at least two weeks before the Council NMC. The Council NMC are usually held in October/November. Norway will arrange the meeting.

2025-11-2025

**Secretary**

Allan Korsgaard Poulsen

DocuSigned by:

*Allan Korsgaard Poulsen*

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Nov 21, 2025

25.11.2025

**Chairman**

John Klint

Signed by:

**John Klint**

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nov 21, 2025