



Minutes of Meeting for Nordic Classic Road Racing Meeting 2026

Date: 10 - 11 of October 2026
Venue: Quality Airport Hotel, Gardermoen, Norway
Address: Lokevegen 7, Jessheim

Participants:

Per Holmström	- Svemo	per.holmstrom@ericsson.com
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Rolf Johansen	- NMF	roljo3@online.no

The 2026 meeting is hosted by the Norwegian FMN.

Agenda:

- 1 Opening of the meeting. Approval of the agenda, short presentations of the participants
- 2 Election of the Chairman and Secretary of the meeting.
- 3 Minutes of the 2025 meeting
- 4 Status from the FMN – around the table
- 5 Race calendar for 2027 – and tentative calendar for 2028
- 6 Proposals from the FMNs
- 7 Other issues for discussion
- 8 Next year's Classic NMC



2 Election of the Chairman and Secretary of the meeting.

Norway proposes Tor Henning Molstad. Tor Henning was elected as Chairman.

Norway proposes Rolf Johansen. Rolf was elected as Secretary.

3 Minutes of the 2025 meeting

The Minutes of meeting for 2025 was gone through. Pending issues: establish links to the MCHK-R overview of classes.

4 Status from the FMNs – around the table

- SVEMO:

Two races in Sweden Classic race 2026. For Linköping 184 entries and for Gelleråsen 158 entries.

The financial outcome for Linköping was positive.

The financial outcome for Gelleråsen was negative.

The total result was a small loss.

Timed practice – but not for the purpose of qualification – on Fridays in 2026, similar to other race meeting, e.g. in Norway. No major negative reactions from the riders.

From the Swedish federation there is some resistance against letting National600/1000 be counted as a Nordic Championship class in fear of losing participants in modern classes.

There is a decision to change from TA-SVEMO to GoBraap, in effect from December 2026.

We have no information regarding the functionality for handling of start numbers for all classes. We need to have the same functionality as in the current SVEMO-TA.

- SML:

No Nordic races in Finland in 2026, but four club race weekends. For Friday open practices, the riders pay fees directly to the track owners. It was made possible to ride only on Fridays without participating in the Saturday/Sunday races. The fee for Friday was discounted for club members. The riders chose group themselves. Financial outcome has been +/- zero.

Totally licensed riders were 64.

Linköping was the Finnish round in 2026, but was not a very positive experience, the number of participants was small. Only 8 Finnish riders participated in Linköping.

Analysis show that a third of the riders disappeared during the Covid period – for various reasons.

Have to use only Botniaring or Kemora due to costs.



In Finland they got permission to run National600/1000 heats. 11 class National riders participated. Loss of riders to National from other classes has in fact not taken place.

New rules for sidecar, including a new “class 8E” was tried in Finland in 2026. SML does now propose changes to the sidecar regulations in order to include the new class in Nordic classic racing.

- DMU:

The race in Sokndal in Norway had the status as the Danish Nordic Championship and also counted in the Danish Championship. A total of 115 entries, of which 30 were Danes. 20 were classic participants and 10 in modern classes. The riders complain about the ferry costs for travel to Sokndal. The financial outcome for Sokndal is not yet known.

The Danish Classic Championship for 2026 were held over 2 race weekends plus Sokndal. There has been organized a 2-hours endurance race for classic bikes that were very popular. The endurance race was not part of the Championship. This was done due to insufficient track time for other races.

The number of participants in modern classes is decreasing. In federation meeting, funds have been made available for development of the race organizations.

Many riders have moved to enduro racing in Denmark due to lower costs, etc. Track days on the Continent is also on the increase – very popular now.

NMF:

In Norway there has been 2 races in 2026. The Norwegian round in NC was the race meeting at Våler. In addition, the Danish NC round was arranged in Sokndal as a collaboration between Stavanger RR and Århus MK. Both race weekends were counted as part of the Norwegian Championship (MC-Avisa norsk classic cup).

There were in total 176 entries.

The race meeting at Våler was successful and well organized. The financial outcome for Våler was about +/- zero.

The number of NMF road racing licenses in total is in the region 600-700 totally – modern and classic. In modern classes we experience an increased interest in participating – a noticeable boost.

National600/1000

There have been 4 race weekends (8 heats) for class National600/1000 in Norway, comprising of 2 modern race weekends and 2 classic race weekends. The total participation throughout the season has been good in National600/1000 although the participation in the class at Våler was not very high.

National1000: total 31 riders



National600: total 23 riders

Loss of participation to National600/1000 from the modern classes, as feared by the Swedish federation, has not taken place during the running of National600/1000 for many years in Norway.

5 Race Calendar 2027- and tentative calendar for 2028

Proposed calendar for 2027

Kemora/Botnia / Sokndal	21-23/28-30 May	NO + NC Finnish / Danish round (TBD)
Våler	11-13 June	NO + NC Norwegian round (confirmed)
Sokndal	2 - 4 July	NO + NC Danish (TBD)
Årsracet	6 - 8 August	NO (confirmed)
Gelleråsen	3-5 September	NO + NC Swedish round (confirmed)

There are still talks between the Stavanger and Århus clubs about Sokndal for the 2027 season. Falkenberg is also being discussed as a possibility. Denmark will know in about two weeks after the meeting what the decision will be.

There are discussions in Finland about 28-30 of May, when Botniaring is reserved for a club race, and perhaps can be used for the Nordic Championship race. There are also possibilities to have a cooperation between SVMKM and Helsinki Racing Club. Finland will know in a couple of weeks after the meeting what the decision will be.

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.

Tentative calendar for 2028

For NC we should try to look two years ahead, so these races don't collide with the national races. So far, for 2028, all tentative dates:

Botniaring/Sokndal	TBD	NO + NC Finnish/Danish round?
Våler	9 - 11 June	NO + NC Norwegian round
Årsracet (Linkøping)	4 - 6 August	NC
Gelleråsen	1 - 3 September	NO + NC Swedish round



Sokndal/Botniaring TBD NO + NC Danish/Finnish round?



For 2027 - Handling of the summarization of the points?

CRC will handle the points for 2027.

Question – any FIM-E events for 2027

None that are known at this time.

6 Proposals from the countries

Details in the proposals might be changed during implementation.

Each delegation needs to get the opinion of those who have forwarded the proposals regarding changes to the proposal made in the meeting.

Adjustments to the proposals made in the meeting are shown with **turquoise colour**.

Summary:

- SVEMO: 2 proposals.

Clarification of the eligibility rules for class 13 regarding brake discs and fuel injection. Verdict Approved.

Clarification of the eligibility rules for class 14 regarding brake discs and carburettors. Verdict: Approved

- SML: 1 proposal.

New Side Car Class 8E to be added to Nordic Classic Eligibility Rules. Verdict: Approved with the shown alterations (fixed year limit, not a moveable limit). The cc-limit for 4-stroke engines in the new 8E class will be decided before 1. December 2026.

- DMU: 1 proposal.

Same rules for two and four strokes up to 1973 (all classes). Verdict: Rejected.

It is correct that the proposal represents a more historically correct rule than the current. These bikes are however already allowed to race in the next higher capacity class.

It is the opinion of the participants of the meeting that the proposal will not increase the number of riders, but there is a risk of losing participation from riders who are already racing on 4-stroke machines in the class.

- NMF: 1 proposal.

Class National 600/1000: Clarification of the eligibility rules, cc-limits and year. Verdict:

Approved with the adjustments made in the meeting. This meeting approves that the class will be part of the Classic Nordic Championship for 2027.





Federation:	Svemo, proposal 1
Discipline:	Classic Road Racing
Signed by:	<i>Per Holmström</i>
Date:	2026-09-30
Subject:	Clarification of the eligibility rules for class 13 regarding brake discs and fuel injection
Proposal text:	Describe the proposal in general Clarify/add to the rules for brakes that wave discs are not allowed. Clarify/add requirements for fuel injection systems on four-cylinder bikes. The eligibility rules are proposed to be altered with the following text 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. <i>Wave discs are not allowed.</i> 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 <i>original</i> injection, equipment used on newer machines from the same manufacturer and used for Superbike racing within the time period, is permitted. Purpose of the proposal The purpose is to keep the classic superbike bikes as they were within the time period. Verdict: Approved



Federation:	Svemo, proposal 2
Discipline:	Classic Road Racing
Signed by:	<i>Per Holmström</i>
Date:	2026-09-30
Subject:	Clarification of the eligibility rules for class 14 regarding brake discs and carburettors
Proposal text:	Describe the proposal in general Clarify/add to the rules for brakes that wave discs are not allowed. Clarify/add requirements for carburettors. The eligibility rules are proposed to be altered with the following text 8 Brakes Front and rear brake discs may be changed but must fit the original calliper and mounting. Brake discs must be of ferrous material. <i>Wave discs are not allowed.</i> Brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer. The front master cylinder may be changed. The type of cylinder must be of the same type as the original cylinder (i.e radial or not) and as manufactured within the time period. Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine. Front and rear hydraulic brake lines may be changed. Brake pad locking pins may be replaced by modified type. 16 Air intake box, carburettors / injection The air Intake box must remain as originally produced by the manufacturer. The air filter element may be removed. The original air ducts running from the fairing to the air box may be altered or replaced. Carburettors must be the standard units. Carburettor jets and needles may be replaced and resizing of the air metering holes in CV carburettors slide control is permitted. <i>Any other modifications to the carburatettors are not allowed.</i> Throttle bodies and injectors for Fuel Injection System must be standard units for the particular machine model <i>and are not allowed to be modified.</i> Bell mouths may be altered or replaced from those fitted by the manufacturer. Butterfly valve cannot be changed or modified. No modifications of fuel pump or pressure regulator are allowed. The fuel injection management computer chip (EPROM) may be changed. Fuel pump and fuel pressure regulator must remain as originally produced by the manufacturer. Purpose with proposal The purpose is to keep the classic supersport bikes as they were within the time period. Verdict: Approved



Federation:	SML
Discipline:	Classic Road Racing
Signed by:	<i>Osmo Leikko</i>
Date:	2026-10-05
Subject:	New Side Car Class 8E to be added to Nordic Classic Eligibility Rules.
Proposal text:	Adjustments to the proposal made in the meeting are shown with turquoise colour. Describe the proposal in general New Side Car Class 8E to be added to Nordic Classic Eligibility Rules. The eligibility rules are proposed to be altered with the following text, new text is printed in red color. 4. Machine regulations for Classic Road-Racing; Side car class 8 A, B, C and D. 4.1. Type and age: The machine shall be of racing type with side car. The appearance and construction shall resemble the applicable period. Replica machines are allowed. Class 8A, -1972: 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. . Class 8B, -1972: 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 is 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. Class 8C, -1979: Wheel size maximum 13 "of the type and model used in the period. Rim width maximum 10 "rear / & 9" side and front. 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.



Class 8D, -2002: Wheel size maximum 13 "of the type and model used in the period. Rim width maximum 10 "rear and 9" side and front. Engines that are allowed are 2-stroke max. 750cc and four-stroke max. 1300cc until 31/12 2002. **Engines between 1988.01.01 and 2002.12.31** The engines must originally have been designed for/used with carburetors and have been raced in sidecar road racing before or during racing season of 2002. The machine could have either a front or a rear exit sidecar.

Class 8E, ~~At least 10 years old~~ until 2016:

Wheel size maximum 14 ", and of the type and model used in the period. Rim width maximum 11 " rear / side and 9" front. Engines that are allowed are 2-stroke max 750cc and four-stroke max cc TBD before 1.12.2026. The engine fuel supply method is free. The machine could have either a front or a rear exit sidecar.

4.2 Registration Certificate (Also known as "Machine id card"): To take part in a competition event a registration certificate is required. A Registration certificate is also 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.

Class 8E: Tube and / or sheet metal chassis, and if not made within the period must be the design equivalent to that in the period. Chassis must have front end suspension of either leading link fork or trellis design. The use of active suspensions is prohibited.

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: 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 are 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.

The 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 and 8E, 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, 8D and 8E: 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 is only permitted if used on a specific machine and can be substantiated. *Fuel injection only permitted on engines of pre 1987.12.31 origin and substantiated by documentation of use.*

Fuel supply can be by gravity, mechanical or electric pump.



Class 8E: The fuel supply method must be in accordance with the era. Electronic fuel injection is permitted.

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.

Purpose of the proposal

The purpose is to extend the rules forward from 8D to cover machines at least 10 years old for offering racing possibilities also for those machines.

Verdict: Approved with the shown alterations (fixed year limit, not a moveable limit). The cc-limit for 4-stroke engines in the new 8E class will be decided before 1. December 2026.



Federation:	DMU
Discipline:	Classic Road Racing
Signed by:	<i>Teddy Schultz, Denmark</i>
Date:	2026-10-07
Subject:	Same rules for two and four strokes up to 1973 (all classes)
Proposal text:	Describe the proposal in general Two and four strokes should participate under the same rules, as they did in the time-period. Suggestion: Remove the following marked in red. 3.1.1 Type and age: The machine shall be of racing type and comply with machines within the period 1948 – 1972 for 4-strokes and -1967 for 2-strokes (see below and §1.0). 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 1967 or 1972 as described above). 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. 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 Purpose of the proposal Make the rules simpler and thereby easier to participate. Make the rules historical correct. Two-strokes were raced in these classes before 1973. Verdict: Rejected. It is correct that the proposal represents a more historically correct rule than the current. These bikes are however already allowed to race in the next higher capacity class. It is the opinion of the participants of the meeting that the proposal will not increase the number of riders, but there is a risk of losing participation from riders who are already racing on 4-stroke machines in the class.



Federation:	CRC
Discipline:	Classic Road Racing
Signed by:	Espen Sandbakken
Date:	2026-10-04
Subject:	Class National 600/1000: Clarification of the eligibility rules, cc-limits and year
Proposal text:	Adjustments to the proposal made in the meeting are shown with turquoise colour. Describe the proposal in general Adjustment of the rules for class National 600/1000 with regards to: • Clarification of the cc limits. • The use of parts from the period in tuning. • Bikes classified in Superbike or Supersport not to participate in national 600/1000. • Requirement for machine card. Yellow italic text is new. Red and striked through text is erased. The eligibility rules are proposed to be altered with the following text Chapter 2 Motorcycles that are eligible The National class is open for motorcycles 6 years old or older, and are eligible in a slicks class. The machines should have been possible to race in their respective cc-classes within the time period. Machines that are classified in Classic Superbike or Classic Supersport are not allowed in the National class. Machines participating in other slicks classes are eligible for racing also in the National classes. <i>Electronics, transmission, suspension, frame, wheels and engine tuning are free provided the components being used were available minimum 6 years or more before the season of the race meeting.</i> The machines shall comply with regulations for the racing class where they belong, or originally belonged in, whether it be modern classes or Classic Racing classes. Standard machines can be modified to comply with the racing class they naturally belong to. The class is divided into two categories depending on cylinder volume: Class National 600 Up to 600cc, <i>four stroke, 4 cylinders</i> <i>Up to 675cc, four stroke, 3 cylinders</i> <i>Up to 750cc, four stroke, 2 cylinders</i> Class National 1000 Up to 1000cc, <i>four stroke, 3 or 4 cylinders,</i>



Up to 1200cc, four stroke, 2 cylinders,

Cylinder boring to accommodate original, oversize dimensions is allowed even if it causes the machine to exceed the limit on cylinder volume for the class.

Chapter 3 Machine licence

A Classic racing machine card is required for the National class, or for the slicks class the machine is eligible in, for all machines participating in the National 600/1000 class. This applies also for machines having a machine licence for modern classes issued by the national federation of the respective country.

~~For bikes from modern racing, a national machine license/ID issued by one of the Nordic countries shall be produced.~~

~~For bikes where a national machine license/ID cannot be issued, a Machine card will be issued by Classic Racing Club, Norway.~~

~~For bikes from Classic racing a machine card shall be produced.~~

Chapter 4 Technical regulations

For riding in classic race meetings in the Nordic countries the relevant regulations in the Nordic, common Eligibility rules for Classic racing apply. In particular it is referred to the requirements for rear light, container for oil/liquids, steering, securing of bolts/hoses, protection of the oil cooler, lower fairing for containing of liquids, securing of the chain, etc.

Chapter 5 Rider's licence

~~All riders with a valid licence to participate in road racing competitions are allowed to enter the National 600/1000 races.~~

Purpose of the proposal

The purpose is to clarify the regulations and make them better suited for use in the Nordic rounds.

Verdict:

Approved with the adjustments made in the meeting. This meeting approves that the class will be part of the Classic Nordic Championship for 2027.



7 Other issues for discussion or decision

Sweden

There are riders in Sweden who ask if wheels that were not used within the period still can be used if they have a similar look as the original. The answer from the participants of the meeting is to follow the rules.

Finland

The Finnish participants ask the other participants to check with their respective federations about standardization of helmets, i.e. to find out which ones are approved for the 2027 season.

Denmark

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Norway

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8 Next year's Classic NMC

Next year's classic NMC should be scheduled 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 is usually held in October/November. The Swedish FMN will arrange the meeting in 2027.

11.10-2026

Signed by:


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Rolf Johansen
Secretary

Signed:

DocuSigned by:


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Allan Poulsen

11.10.2026

Signed by:


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Tor Henning Molstad
Chairman

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Per Holmström

