TECHNICAL REGULATIONS FOR CLASS 14 CLASSIC SUPERSPORT 600, 2027.

Edited by Classic Racing Club Norway

1 Validity

The regulations are valid for riding in the 2027 season.

The regulations include changes decided in the Nordic meeting of 2026 and earlier. Changes since the last season is highlighted in *italic letters and colour* marking.

The Nordic, common Eligibility rules for Classic racing, chapter 1 and 2, generally apply. These are found on the web site of the Swedish club MCHK-R: https://mchk-racing.org/for-forare/reglementen

2 Type and age

These regulations are based on the FIM Supersport regulations for the years 1988 – 1998.

The class is open to bikes that were used or could have been used in the FIM Supersport class for the years 1988 through 1998.

These are bikes that are based on road going machines that were homologated for Supersport racing. Additional bikes could be approved and must in that case be handled by the Nordic Machine Committee.

When preparing bikes for use in this class, only parts and equipment that were available within the time period shall be used. Bikes produced unchanged for 1998 and later will also be legitimate in the class. Be aware that all parts fitted to such a bike shall have been in use no later than the 1998 season.

3 Vehicle licence

Vehicle license is required for organized racing and parade.

Some owners of bikes that are eligible for this class may have a bike license or equivalent issued by their National federation for modern racing, nevertheless, a classic machine card is required to participate in classic racing events.

Original identification numbers on frame and engine shall be left untouched.

4 Frame and swingarm

Frame must remain as originally produced by the manufacturer. Nothing can be added or removed from the frame body. Rear sub frame must remain as originally produced by the manufacturer. Additional seat brackets may be added but none may be removed. Bolt-on accessories to the rear subframe may be removed.
Swing arm must remain as originally produced by the manufacturer.

5 Front fork

Forks must remain as originally produced by the manufacturer.

Internal parts and forks caps may be modified or replaced. After market damper kits or valves may be installed.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer.

6 Steering and steering damper

Steering damper with electric adjustment is not permitted. Steering dampers shall not function as steering stoppers.

Bar ends shall be plugged with a solid material or be covered with rubber. It must be possible to turn the steering minimum 15 degrees in each direction from the middle position. Regardless how much the steering is turned, the front wheel or front mudguard shall not touch any part of the bike (including fiber glass fairings). There shall be a minimum of 10 mm between the parts. Solid stoppers shall be fitted so that there is always a minimum 30 mm distance between the bars and tank or frame at the maximum turning position, so that the rider's fingers cannot be squeezed. Repair welding of alloy bars is prohibited. Bars made of composite materials is prohibited.

7 Wheels

Wheels must remain as originally produced by the manufacturer for the particular machine. However, for bikes originally delivered with 18" rear wheel, this can be changed to 17" from a bike, within the time period, with the same engine capacity and from the same manufacturer approved for Classic Supersport 600. Wheels build up with carbon fibre is not allowed.

The speedometer drive may be removed and replaced with a spacer.

If the original design included a cushion drive for the rear wheel, it must remain as originally produced.

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. *Wave discs are not allowed.*

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.

9 Tyres

Slick and rain tires are allowed. The valve shall be made of metal and of short model. Valve cap to be of metal and equipped with a gasket.

10 Rear suspension

The linkage must remain as originally produced by the manufacturer. Suspension unit is free within the types that were used during the period. The various types of suspension units used during the period and later, without major modifications, are considered to have the same functionality and are therefore allowed. Öhlins type TTX36 or equivalent dampers with i.e. electrical adjustment are not allowed.

11 Tank, seat and fairing

Fuel tank must remain as originally produced by the manufacturer. Fuel caps may be changed.

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer, but the material may be changed.

The top portion of the rear body work around the seat may be modified to a solo seat.

Fairing, and body work must appear to be as originally produced by the manufacturer, but the material can be changed.

The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.

The lower fairing must be constructed to hold oil leakages in case of an engine breakdown as described in the Nordic, common Eligibility rules for Classic racing, chapter 1.12.

12 Number plate
For design, reference is made to the Nordic, common eligibility rules for Classic racing. Colours shall be white bottom (RAL code 9010) with blue numbers (RAL code 5010).

13 Engine
Engine block, cylinder and cylinder head must be as originally supplied on the bike, but can be modified unless the appearance is not changed. Valve sizes shall be as original.

Clutch and clutch actuation system must remain as originally produced by the manufacturer Crankshaft must be as originally produced by the manufacturer without modifications.

Modifications to flywheels are not allowed. This class is open for 4-stroke motorcycles only.

4-cylinder bikes can have cylinder volume up to 600 cm^3
2-cylinder bikes can have cylinder volume up to 750 cm^3.

Boring to fit over size pistons is allowed as long as the manufacturer's standard oversizes for the particular machine are used, even if the cylinder volume limit is exceeded.

14 Oil coolers, oil hoses, drain plugs and filling plugs
Oil cooler radiators must have a protective grid installed in front of the cooler. Oil plugs or bolts, that may cause oil leak if becoming loose, shall be secured with locking wire or locking washers. See Nordic, common eligibility rules for Classic racing, chapter 1.8. for further details.

15 Vents
Vents from crankcase, gearbox and fuel tank shall be equipped with suitable catch tank to prevent spillage. Minimum capacity 0.5 litres.

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. Resizing or the air metering holes in CV carburettors slide control is permitted. *Any other modifications to the carburettors are not allowed.*

Throttle bodies and injectors for Fuel Injection System must be standard units for the particular machine model *and are not allowed to be modified*.

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.

17 Ignition system
No restrictions to the ignition system. The bike shall be equipped with an ignition cut-off switch easily accessible on the handlebar.

18 Gearbox
Maximum 6 gears allowed.

19 Transmission
Chain link with clip shall be secured with locking wire or similarly secured. Chain link shall be marked with signing paint to help finding it during the scrutineering. Furthermore, see the Nordic, common eligibility rules for Classic racing.

20 Exhaust system and silencer
There is no restriction to the exhaust system, except that it must be equipped with a silencer to satisfy the noise restrictions. Silencer can be terminated behind the rear wheel if necessary to meet the noise restrictions.

21 Instruments, handles and levers
No restrictions to instruments. Handles and levers must comply with the general technical regulations. See also chapter 6 Steering and steering dampers. The throttle grip must return to closed position by itself.

22 Electronic systems. Electric starter
ABS is not allowed. Control system for wheel lift is not allowed. Launch control system is not allowed. Data logging is not allowed. Quick shifts are not allowed.

Electronic systems not described as eligible are not allowed if not cleared with the technical committee and written into the vehicle license.

Electric starter must function as originally intended by the manufacturer.

23 Guidelines for classification of bikes
The bike shall be prepared for racing.

Below is a listing with guidelines and examples of bikes and their legitimacy, stating a number of bikes that are allowed and prohibited. Any changes in this list shall be decided by the Nordic technical committee.

Bikes not listed will be evaluated separately by contacting the technical committee. Bikes produced unchanged for 1998 and later will also be legitimate.

Bimota
- YB-9/SRi (Yamaha YZF600 motor) is allowed.

Ducati
- 748 Monoposto is allowed.
- 748 Strada is allowed.
- 748 Biposto is allowed.
- 748 SP is allowed.
- 748 SPS is allowed.
- 748 Economy is allowed.
- 748 S is allowed.
- 748 Racing is allowed.

- 748 R is **not** allowed
- 748 RS is **not** allowed.
- Supersport 750 is allowed.

Honda
- CBR600F (PC23) is allowed.
- CBR600F2 (PC25) is allowed.
- CBR600F3 (PC31) is allowed.
- CBR600F4 (PC35) is **not** allowed.

Kawasaki
- ZX-6 D1 (ZZR600) is allowed.
- ZX-6 D2 (ZZR600) is allowed.
- ZX-6 D3 (ZZR600) is allowed.
- ZX-6 D4 (ZZR600) is allowed.
- ZX-6 E1 (ZZR600) is allowed.
- ZX-6 E2 (ZZR600) is allowed.
- ZX-6 E3 (ZZR600) is allowed.
- ZX-6 E4 (ZZR600) is allowed.
- ZX-6 E5 (ZZR600) is allowed.
- ZX-6R F1 is allowed.
- ZX-6R F2 is allowed.
- ZX-6R F3 is allowed.
- ZX-6R G1 is allowed.
- ZX-6R G2 is allowed.
- ZX-6R J is **not** allowed.
- ZX6-RR is **not** allowed.

Suzuki
- GSX-R 600 is allowed.
- GSX-R 600 T SRAD is allowed.
- GSX-R 600 V SRAD is allowed.
- GSX-R 600 W SRAD is allowed.
- GSX-R 600 X SRAD is allowed.
- GSX-R 600 Y SRAD is allowed.
- GSX-R 600 K1, K2, K3 etc. is **not** allowed.

Yamaha
- FZ600 U is allowed
- FZR600 W is allowed
- FZR600 RA is allowed
- FZR600 RB is allowed
- FZR600 RD is allowed
- FZR600 RE is allowed
- FZR600 RF is allowed
- FZR600 RG is allowed
- FZR600 FH is allowed
- FZR600 RJ is allowed
- FZR600 RK is allowed
- FZR600 RL is allowed.
- YZF600 RG (Thundercat) is allowed.
- YZF600 RH (Thundercat) is allowed.
- YZF600 RJ (Thundercat) is allowed.
- YZF600 RK (Thundercat) is allowed.

- YZF600 RL (Thundercat) is allowed.
- YZF600 RM (Thundercat) is allowed.
- YZF600 RN(Thundercat) is allowed.
- YZF600 RP (Thundercat) is allowed.
- YZF600 RR (Thundercat) is allowed.
- YZF-R6 is **not** allowed.