# TECHNICAL REGULATIONS FOR CLASS 13 CLASSIC SUPERBIKE, 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 Superbike regulations for the years 1988 – 1998.

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

These are bikes that are based on road going machines that were homologated for Superbike 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

Original frame shall be used. Reinforcements / tubes can be added, but not removed. Swing arm may be modified or replaced, but the type of swing arm, single or double, must be as originally supplied on the bike.

## 5 Front fork

Front fork is free within the age limit.

All forks which have conventional mounting of brake callipers is considered to have the same functionality and are therefore eligible, they need to be within the time period. Forks with radial calliper mounting are not allowed, nor forks converted from radial mounting.

## 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 be typical for the period. All parts of the wheel that carries load shall be of metallic material.

**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. *Wave discs are not allowed.*

**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**
Original type of linkage must be retained, but the link ratio can be changed. 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 are not allowed.

**11 Tank, seat and fairing**
Must resemble the original items and make the type/model of the bike recognizable.

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: Superbike - Black bottom (RAL code 9005) with white numbers (RAL code 9010).

**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.

Parts manufactured later are allowed if the design and measures are unchanged. Nevertheless, engine parts from a newer bike that is also approved in the class may be used, provided that the appearance does not change.

Clutch and clutch actuation system is free.

This class is open for 4-stroke motorcycles only.

- 4 cylinder bikes can have cylinder volume from 600 - 750 $cm^3$
- 3 cylinder bikes can have cylinder volume from 600 - 900 $cm^3$
- 2 cylinder bikes can have cylinder volume from 750 - 1000 $cm^3$

The stroke shall not be changed.

Boring to fit over size pistons that will exceed the cylinder volume limit is not allowed, except if the manufacturer's original racing pistons are used and these are only produced in oversize.

Triumph T595/955i may have pistons limited upwards to the manufacturer's standard oversize.

**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 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 *original* injection, equipment used on newer machines from the same manufacturer and used for Superbike racing within the time period, is permitted.

**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 as long as they are typical for the period.

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**
ABS is not allowed. Control system for wheel lift is not allowed. Launch control system is not allowed. Data logging is not allowed.

Only OEM or period correct race kit engine control unit is allowed in fuel injected bikes. Un-period aftermarket equipment is however allowed if used for fuel mapping and ignition timing only.

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

## 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.

*Aprilia*

- Aprilia RSV Mille and RSV Mille R 1998 - 2003 is allowed, but the look of the bike must be as a 1998 model (ref. chapter 11).
- RSV Mille SP is **not** allowed.

*Bimota*

- Bimota YB4 is allowed.
- YB4 EI is allowed.

*Ducati*

- 851 is allowed.
- 888 is allowed.
- 916 is allowed.
- 996 is allowed.
- Testa stretta motor is **not** allowed (996R)

*Honda*

- VFR750 F RC24 is allowed.
- VFR750 F RC36 is allowed.
- VFR750 R RC30 is allowed.
- RC45 is allowed.
- VTR1000 SC36 is allowed.
- VTR1000 SP RC51 is **not** allowed.

*Kawasaki*

- GPX 750 is allowed.
- ZXR750 H1 is allowed.
- ZXR750 H2 is allowed.
- ZXR750 J1 is allowed.
- ZXR750 J2 is allowed.
- ZXR750 R K1 is allowed.
- ZXR750 R K2 is allowed.
- ZXR750 L1 is allowed.
- ZXR750 L2 is allowed.
- ZXR750 L3 is allowed.
- ZXR750 R M1 is allowed.
- ZXR750 R M2 is allowed.
- ZX7 R is allowed.
- ZX7 RR is allowed.

*Suzuki*

- GSXR 750 J 1988 is allowed.
- GSXR 750 K 1989 is allowed.
- GSXR 750R 1989 is allowed.
- GSXR 750 L 1990 is allowed.

- GSXR 750 M 1991 is allowed.
- GSXR 750 N 1992 is allowed.
- GSXR 750 WN 1992 is allowed.
- GSXR 750 WP 1993 is allowed.
- GSXR 750 WR 1994 is allowed.
- GSXR 750 SPR 1994-1995 is allowed.
- GSXR 750 WS 1995 is allowed.
- GSXR 750 T 1996 is allowed.
- GSXR 750 V 1997 is allowed.
- GSXR 750 W 1998 is allowed.
- GSXR 750 X 1999 is allowed.
- GSXR 750 Y 2000 is **not** allowed.
- TL 1000 S is allowed.

*Triumph*
In the period it was gives permission in Scandinavia to use the Triumph T595/955i, even though it has 955 $cm^3$ cylinder volume and exceed the limit for 3-sylindrede machines at 900 $cm^3$. This permission will be continued for Classic Superbike.

- Triumph T595/955i, 1997 – 2001, is allowed.
- Triumph 955i 2002 is **not** allowed.

*Yamaha*
- FZR 750 R OW01 is allowed.
- YZF 750 R and YZF750 SP is allowed.
- YZF750 R7 OW02 is **not** allowed.