TECHNICAL REGULATIONS FOR CLASS 7C FORMULA 80-87. 2027 season.

Edited by Classic Racing Club Norway

1 Validity

The regulations are valid for riding in the 2027 season.

The regulations include decisions in the Nordic meeting of 2026 and earlier. There were no changes for this class in the 2026-meeting, but it is advisable to check if there have been changes to the common Eligibility rules that also affect the class.

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

The class is open for motorcycles that were used, or could have been used, in the FIM GP classes and the FIM formula classes through the 1987 season. The class is open for bikes that were used or could have been used in these classes. Replicas of such bikes are also eligible. Bikes produced for the 1988 season and prototypes or replicas of prototypes that were used by manufacturers for preparation for the FIMS class introduced for the 1988 season is prohibited, even though these should have been raced before 31.12.1987. Prototypes constructed exclusively for other racing classes than those already mentioned are prohibited.

The class is divided in 2 categories based on cylinder volume (class F1 and F2).

For modifications and building of prototypes, the period look must be maintained. The owner of the bike is responsible for the bike's eligibility and that all components of the bike, both in appearance and function, are within the time period of the class. It is the owner's duty to be able to prove this by photographs and documents with source reference.

3 Vehicle licence

Vehicle license is required for organized racing and parading. (Not applicable to riders/bikes licensed outside of Scandinavia).

4 Frame and swingarm

Shall be of design and type as used during the time period of the class. Swinging arm may be strengthened, but the period look must be maintained (see chapter 2, owner's responsibility)

5 Front fork

Shall be of design and type as used during the time period of the class. The maximum permitted diameter of fork stanchions is 43mm. Deviations may be approved if documented used for road racing in appropriate class during the period.

WP inverted front fork with outside adjustment to damping is prohibited. Öhlins inverted front fork is prohibited.

6 Steering

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. Steering dampers shall not function as steering stoppers. Repair welding of alloy bars is prohibited. Bars made of composite materials is prohibited.

7 Wheels
Wheels shall be typical for the period. 16.5" wheels are prohibited. Spoked wheels shall have alloy rims of valanced or non-valanced type. All parts of the wheel that carries load shall be of metallic material.

8 Brakes
Cannot be of newer type or design than used within the period. Brake discs shall be of ferrous material. Brake callipers shall be of type as available inside the period. Maximum 4 pistons allowed for double acting callipers and 2 pistons for single acting callipers. Radial mounted callipers are not allowed. Master pump for the front brake must have pump cylinder parallel to the handlebar.

9 Tyres
Slick- and rain- tyres are eligible for this class. Air valve of short type is recommended. Valve caps shall be of metal and equipped with a gasket.

10 Rear Suspension
Hydraulic preload adjustment for spring is prohibited if not fitted originally to the bike. In that case, the original complete damper unit can be used. Any linkage system for actuation of suspension unit may be used.

11 Tank, seat and fairing
Design and appearance shall be as used during the period. Fairing is obligatory. For 4-strokes only, the following shall apply: 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 Motor
Crankcase, cylinder and cylinder head shall be of design as was available during the period. No tuning restrictions. Modification to original parts is allowed, also fitment of period accessories.
The class is divided in 2 categories based on cylinder volume:

F1:
- Cylinder volume 251 - 500 cm^3 for bikes classified in accordance with the GP regulations.
- Cylinder volume 401 - 500 cm^3 for 2-strokes classified in accordance with the Formula regulations.
- Cylinder volume 601 - 1100 cm^3 for 4-strokes classified in accordance with the Formula regulations.
- Cylinder volume 601 – unlimited cm^3 for 4-strokes, produced for the 1985 season and earlier, classified in accordance with the Formula regulations.

F2:
- Cylinder volume 0 - 250 cm^3 for bikes classified in accordance with the GP regulations.
- Cylinder volume 0 - 400 cm^3 for 2-strokes classified in accordance with the Formula regulations.
- Cylinder volume 0 - 600 cm^3 for 4-cyl. 4-strokes classified in accordance with the Formula regulations.
- Cylinder volume 0 - 750 cm^3 for 2-cyl. 4-strokes classified in accordance with the Formula regulations.

Boring of the cylinder to the engine manufacturers' standard over-sizes is allowed even though this may cause the cylinder volume to exceed the upper limit for the class.

13 Number plate
For design, reference is made to general technical regulations. Colours shall be:

- Class F1 GP machines (500 cm^3): Yellow background (RAL code 1003) with black numbers.
- Class F1 street-based machines: White background (RAL code 9010) with black numbers.
- Class F2 GP machines (125 cm^3) Black background (RAL code 9005) with white numbers.
- Class F2 GP machines (250 cm^3) Green back ground (RAL code 6002) with white numbers.
- Class F2 street based machines Blue back ground (RAL code 5010) with white numbers.

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. Se Nordic, common eligibility rules for Classic racing, chapter 1.8. for further details.

External pressurised hoses shall be armoured and have threaded secured fittings. Jubilee clips are prohibited for such hoses.

Oil filters are to be fitted with a jubilee clip that is secured with locking wire to a solid point.

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
No restrictions to carburettors. Fuel injection is allowed if originally used on the engine. All parts of the system must be as original, but the inside diameter of the throttle house can be changed.

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
No restrictions to 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:
The bike must always be equipped with silencer to satisfy current 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. The throttle grip must return to closed position by itself.

22 Replicas
The look of the bike must comply with the original bike.

23 Guidelines for classification of bikes

General:
The bike shall be prepared for racing. Stands and kick-start lever shall be removed. For the FIM formula classes, the engine shall be from a road bike. Frame, suspension and wheels is free within the regulations described above.

Formula 1:
The cylinder volume for formula 1, 4-strokes, was 1000 cm^3 through the 1983 season. It was then reduced to 750cm^3. For these regulations the upper limit is set to 1100cm^3 to provide for a broader range of bikes to compete. In addition, bikes produced for the 1985 season and earlier have no upper cylinder volume limit.

Formula 2:
The cylinder volume for 2-strokes in F2 was max 350 cm^3. We have in our regulations set an upper limit of 400cm^3 in order to increase the range of eligible bikes. The cylinder volume for 4-strokes in F2 was max 600 cm^3. We have in our regulations kept this limit for 4-cylinder machines but have introduced an upper limit of 750cm^3 for 2-cylinder 4-stroke machines.

24 Examples of bikes

Below is a listing with guidelines and examples of bikes and their legitimacy. Bikes not listed will be evaluated separately. Bikes produced unchanged within the cut-off year and later will also be legitimate.

Bimota

- Bimota YB4 is allowed.
- YB4 EI is **not** allowed.
- Bimota frames identical to the YB4 frame or other frames produced within the time frame for the class is allowed in combination with engine types eligible in the class.

Ducati

- 750 Montjuic 1986, 750 Laguna Seca 1987, 750 Santamonica 1987, 750 Paso 1986, 87, 88 are allowed.
- 750 engines in combination with frames from independent manufacturers are allowed.
- 906 Paso 1988, 89 is **not** allowed.
- Bikes with 4 valves per cylinder are **not** allowed.

Harley Davidson

The HD Sportster cup has earlier been run as a separate class, but because of declining interest, the class has been discontinued. For these bikes still to be raced, it has been decided that they can compete with the Formula 80 – 87 class. The following special rules shall apply for these bikes:

- Maximum cylinder volume 1200 cm^3.
- The standard frame shall used.

Apart from this, the rules for the class must be adhered to.

Honda

- NSR 250R 1987 (type MC16) is allowed.
- NSR 250R 1988 (type MC18…) is **not** allowed.

- NS 400R 1985-1988 is allowed.
- RS 250 allowed through model year 1989.
- RS 500 bikes with frame made from tubing are allowed. Bikes with ”deltabox” type frame are **not** allowed.
- VFR 400 NC24 is allowed.
- NC30 is **not** allowed.
- CBR 400 NC23 is allowed.
- NC29 is **not** allowed.
- CBR 600 model years 1987 and 88 (motor and frame no PC19….) is allowed.
- CBR 600 model years 1989 and 90 (motor and frame no PC23….) is allowed.
- VFR 750 model years 1986, 87 and 88 is allowed.
- VFR 750 R (RC 30) is **not** allowed.
- CBR 1000 model years 1987 and 88 is allowed, 89 og 90 PC23.

Kawasaki

- GPX 750 through model year 1988 is allowed.
- ZX 10 is allowed.
- ZXR 750 is **not** allowed.

Rotax 250

Cylinders produced until 1990 are allowed. They must be identical to cylinders that were available in the period until 1988. There are no restrictions on tuning. V-twin engines are not allowed.

Suzuki

- RG 500 MK VII and later models are allowed.
- RG 500 road bikes are allowed.
- GSXR 400 E, F, G og H are allowed, J is **not** allowed.
- GSXR 750 model years 1985, 86 and 87 are allowed. 1988 model as a complete bike is **not** allowed. However, the frame from the 1988 model is regarded as a replica of a frame that the factory used for racing within the time limit for the class and is thus allowed.
- GSXR 750 RR is **not** allowed.
- GSXR 1100 model years 1986, 87 and 88 are allowed.

Yamaha

- Yamaha TZ 750 with typical period modifications is allowed despite not complying with the above-described categories because this is an older bike that was still widely used during this period.
- TZ 250T 1987 is allowed (parallel twins with exhaust ports pointing forwards). Newer models with rearward pointing exhaust ports are **not** allowed.
- TZ 250U 1988 model is **not** allowed (parallel twin with exhaust ports pointing rearward)
- TZ 500 with 2 rearward pointing exhaust ports is allowed (TZ 500J).
- TZ 750 is allowed.
- RD 350 is allowed.
- RD 500 is allowed.
- FZR400 1WG, 2TK and 3EN is allowed.
- FZR400 RR 3TJ is **not** allowed.
- FZ 750 and FZR 750 are allowed.

- FZR 750 R (OW01) is **not** allowed.
- FZR 1000 is allowed.
- FZR 1000 EXUP is **not** allowed.