

Minutes of Meeting

Nordic Discipline Meeting for Classic Roadracing

2013-09-21

Radisson Blu, Gardermoen, Norway

Participants:

Tor Henning Molstad (chairman of the meeting), Sven Erik Johansen, Søren Holm, Bo Thygesen, Leo Belik, Daniel Corin Stig (secretary of the meeting), Per Holmström.

Agenda:

- §1. Minutes of meeting 2012
- §2. Review of the 2013 season
- §3. Proposals
- §4. Race calendar 2013
- §5. Additions to the agenda
- §6. Others

Additions to the agenda:

- A. Publication of updated versions of regulations
- B. Common template for submission of proposals to the NDM
- C. Administration of Nordic Cup and Nordic Championship results 2014-2015
- D. Classic Superbike

§1. Minutes of meeting 2012

The minutes from NDM 2012 were approved.

Discussions were held regarding the need to publish updated regulations clearly and timely for riders to have time to make adjustments to their machines. See further under section §5.

§2. Review of the 2013 season

Botnia Ring, Finland, May 17-19

Nordic Open, Nordic Championship

The organizers were satisfied with the event. Many riders expressed that it was well arranged and better than previous years, especially last year when there were some problems with rules interpretation. Financially it was also ok.

Våler, Norway, June 7-9

Nordic Open, Nordic Championship

There were fewer riders than previous years, but the organizers were satisfied with the event and the attendance. Surprisingly there were no Danish riders at the event. The feedback on the event has been positive from the riders.

Mo i Rana, Norway, July 5-7

Nordic Open

The attendance was poor at the event. There are several possible causes, e.g.: it was not part of the Nordic Championship, it was held only one week before the races at Anderstorp and it was announced late. The event was better organized this year than 2012, but there are still things to work on.

Anderstorp, Sweden, July 12-14

Nordic Open

There were approximately 200 race entries and the organizers were satisfied with the event. There was a red flag incident caused by oil leak from a bike in the Carrousel bend in the 6/7A heat, when at least 5 riders crashed almost at the same time. It seemed that communication between the flag post and Race Control could have been better because it took more than one lap before the red flag was out to stop the heat. A German sidecar series had been invited to the event and many of their riders showed up, giving a total of 28 machines in the sidecar class.

Linköping, Sweden, August 2-4

Nordic Open

There were 242 race entries in the Roadracing classes, which was around 50 less than 2012, but the organizers were very satisfied with the event. There spectator attendance was higher than the year before.

Gelleråsen, Sweden, August 30 - September 1

Nordic Open, Nordic Championship

The attendance was good with around almost 200 race entries. The event was successful and the organizers were satisfied. Unfortunately there were several serious crashes over the weekend.

Jyllandsringen, Denmark, September 14-15

Nordic Open, Nordic Championship

The rain reduced the number of spectators, but the arrangements around the races with evening entertainment and food was very appreciated. Some heats used split starts for the classes which worked well. The Formula 1 and 2 classes raced in the same heat but with no split start. A split start could also have been used for this heat as the common start made riders compete with riders from another class upset the competition within the classes. There were some problems with oil spilled on the track. The riders liked the track and the Airfence seemed to have helped well in the corner before the main straight where the run-off is short.

§3. Proposals

The titles of the proposals used here are only intended to indicate which proposal it is regarding and they may not represent the actual changes proposed. The full versions of the proposals are found in the appendix.

A. Allow <600cc 4-strokes in class 7B

Submitted by: Finland

Decision:

Boarded until next year's NDM.

Comment:

The class has had few starts during the last years and all agree that it would be good to help it grow. There were some concerns regarding the effects of changing the class which must be more closely examined and discussed in order to make a decision regarding the proposal, including:

- What do the riders in the class think about the proposal?
- Would larger 4-strokes decrease the interest in riding the <250 2-strokes?
- Do we want to invite more street bikes without racing history in Forgotten Era?
- Would allowing the mentioned 4-strokes bring new riders to the series or would it mostly redirect riders that would otherwise have chosen other bikes and classes?

B. Shared guidelines for performing technical inspection

Submitted by: Finland

Decision:

- A guideline for how to perform technical inspections at the Nordic races shall be written by a working group headed by Leo Belik.
- Each country appoints their representative to take part in the working group.
- The document shall be finished and approved by the members of the working group by 2013-12-31.

Comment:

The FIM General Technical Requirements are good to use as a basis for writing the guidelines. The guidelines should be regarded as a tool to support inspectors for ensuring the safety of the machines and the equipment. Over time, the guidelines can be further refined to include lessons learned from performed inspections and from incidents at our races.

For 2014, it is strongly recommended that the organizers of the Nordic races reference the document in their Supplementary Rules in order to make it clear for the riders what to expect when it comes to technical inspections. The plan is to make it mandatory to reference the document in the Supplementary Rules for our races from season 2015.

C. Allow 2-strokes in class 5 - 500cc

Submitted by: Denmark

Decision:

The proposal was rejected.

Comment:

Evidence were shown that a few Suzuki T500s have been shown or tested in USA during late 1967, but there seems to be little evidence that it was available and could have been raced during the season 1967 in Europe. There were discussions that we may see more T500s on the track if we allow them to compete in a class where they are not as inferior as they are in their current class 7A. However, the debate about whether to allow 2-strokes in 500cc class has been going on for a long time and there seems to be little support for it amongst the riders. Further, it is not likely that UEM would approve of the change. Closer examination of likely effects and opinions is recommended if such a proposal should be submitted again later.

D. New cc-limits in classes 7C Formula 80-87 F1 and F2

Submitted by: Denmark

Note: The proposal was treated as two independent proposals concerning 1) class 7C F1 and 2) class 7C F2.

Decision:

Proposal D1 was rejected.

Proposal D2 was approved. Changes to regulations are valid from 2014-01-01.

Comment:

To change the engine sizes in class 7C F1 would make most bikes competing in the class illegal and threaten the existence of the class. Further, the argument that the Formula class used those rules in the 80s is not valid. Instead, it was changed in 1985 from 1000cc to 750cc for both 2-cyl and 4-cyl machines. The class has not adopted that change in its regulations and to allow more bikes it was decided many years ago to allow not only 1000cc all the way until 1987 but also 1100cc to that year.

Regarding the proposed changes to class 7C F2, the only change would be that 2-cyl 750cc machines would compete in F2 instead of F1. An argument for accepting the second part of the proposal was that these 750s would not have an unfair advantage in F2 compared to the Yamaha RD350s and Honda CBR600s that are currently at the top in the class. Furthermore, it would help make the class more diverse and increase the interest for riding Ducati 750s

which are currently uncompetitive in class 7C F1. The fact that the regulations do not reflect the cc-limits in the original F2 class was not considered that important since the 7C Formula classes already include bikes from other original classes, such as 125GP and 250GP.

E. Clarification of rules in 7C Formula 80-87

Submitted by: Norway

Decision:

The proposal was approved without opposition. Changes are valid from 2014-01-01.

Comment:

The proposal was a clarification to existing rules.

F. Number and number plate colors in class 7C Formula F2

Submitted by: Norway

Decision:

The proposal was approved without opposition. Changes are valid from 2014-01-01.

Comment:

Last year it was decided that all machines in the class should use blue number plates and white numbers, based on what was used in the original Formula F2 class. However, since many machines competing in the class were not originally F2-bikes, this did not resonate well with the riders and might confuse spectators. Therefore, it was decided to instead use colors that better match what the machines used in the classes where they competed originally.

G. Aluminum mudguards and petrol tanks in class 1 - Pre-48

Submitted by: Sweden

Decision:

The proposal was approved without opposition. Changes are valid from 2014-01-01.

Comment:

A couple of years ago a new wording for the regulations of class 1 were decided. However, it was not intended to exclude the use of aluminum mudguards and petrol tanks which the new text stated. The idea came about that using aluminum on these old bikes would be a safety problem, but there have been no proof of that being the case and many riders were upset that they had to rebuild their bikes due to a technicality in the new text.

H. Starting numbers in the sidecar classes

Submitted by: Sweden

Decision:

The proposal was approved without opposition. Changes are valid from 2014-01-01.

Comment:

The background to the proposal was a wish to make it easier for spectators to distinguish between the sidecar classes that race together in the same heat, and the solution has been based on the wishes from riders in the class.

I. Prizes for Nordic Championship 2011

Submitted by: Sweden

Decision:

The proposal was approved without opposition. Daniel Corin Stig shall ask SVEMO to order the prizes.

Comment:

Any costs for making and distributing the prizes will be shared by all four national classic organizations.

J. Common format for Machine ID cards

Submitted by: Sweden

Decision:

The proposal was approved without opposition.

The Nordic Technical Committee was assigned to develop a new common template for machine IDs together with guidelines for when and how to issue and update them.

The new format shall be approved by all members of the Nordic Technical Committee before 2014-01-01.

Comment:

Søren Holm was appointed as responsible for leading the group in fulfilling the assignment.

K. Nordic Class Representatives

Submitted by: Sweden

Decision:

The proposal was approved without opposition.

Sweden (MCHK-Racing) are responsible for keeping an updated list of class representatives with their contact information and will be their main point of contact for communication with the Nordic classic organizations.

Comment:

Most classes now have a representative and hopefully the remaining classes will hold elections before next season. Class representatives will collect and maintain updated contact information to the active riders in their classes. Measures should be taken to allow communication among all active riders, e.g. by writing and speaking in English when necessary.

§4. Race Calendar 2014

Unfortunately there is a conflict between the preliminary bookings of Botnia Ring and Våler. The reason is that the organizers at Botnia Ring have other commitments on the usual weekend for the classic race and were moved to the same weekend as the event at Våler. Since we employ the principle that organizers have priority to their weekends, Våler will have priority if the conflict cannot be resolved. Still, both Norway and Finland shall try their best to move their events in order to solve the problem.

It is not yet certain whether there will be races at Mo i Rana and Anderstorp since the organizers and/or track owners have not yet decided whether to invite us and host the events.

Preliminary Race Calendar 2014:

Jun 6-8	Botnia Ring	Finland	NC & NO
Jun 6-8	Våler	Norway	NC & NO
??	Mo i Rana	Norway	NO
??	Anderstorp	Sweden	NO
Aug 1-3	Linköping	Sweden	NO
Aug 8-10	Donington	UK	UEM
Aug 29-31	Karlskoga	Sweden	NC & NO
Sept 13-14	Jyllandsringen	Denmark	NC, NO & UEM

§5. Additions to the Agenda

A. Publication of updated versions of regulations

It was decided that the updated English versions of machine regulations shall be published within five weeks counting from the date when the NDM Minutes of Meeting are made official. Norway is responsible for class Formula 80-87 regulations and Sweden is responsible for the other classes.

B. Common template for submission of proposals to the NDM

It was decided that the template used for the Swedish proposals this year should be standard for all proposals at future NDMs. Daniel Corin Stig will distribute the template after the meeting.

C. Administration of Nordic Cup and Nordic Championship results 2014-2015

It was decided that Denmark will count the points for the Nordic Championship and Nordic Open during 2014 and 2015 seasons. The prizes shall be distributed to the medalists during the last of the included events of the season.

D. Classic Superbike

In Norway a Classic Superbike class has been established on a preliminary basis and is run at the Norwegian meetings. The other countries are encouraged to inform their riders about this class and that the regulations can be found on the CRC home site, www.crc.no.

Further, it is also possible for other countries to run this class together with the F1 class to attract more riders to the Classic meetings.

End of meeting

Appended Proposal A.

Submitted by: Finland

Pre 31.12.1979 under 600cc four stroke in class 7B

Similar type of rule is already in use Formula 80-87 class in F2 category, and in other racing organisations, for example IoM TT rules. Allowing 600cc four strokes may increase competitors of

7B class, but still not make two stroke motorcycles (mainly TZ250) uncompetitive.

Below is listed some motorcycles, which may raced if class 7B rule allows four strokes under 600cc. List is not by any means absolute, nor it should be use as a rule.

- Benelli Quattro (Moto Guzzi GTS)
- Ducati Pantah 500/600
- Honda CB400, CB400N, CB550
- Kawasaki KZ500/550
- Laverda 500 twin (Alpino, Formula etc.)
- Suzuki GS400, GS550
- Yamaha XS400 (Sanglas), TX500

We are a little concerned about the small forgotten class that is dying if we dont do something that increases participants.

Appended Proposal B.

Submitted by: Finland

We must be able to fit in and to arrange for the technical inspection would be similar in each of the Nordic countries, regarding the required documentation and technical inspection.

Appended Proposal C.

Submitted by: Denmark

No 1. Class 5, 500 ccm. For 4-stroke up to 1972 For 2-stroke up to 1967

Including the 2-strokes. The principle in the smaller classes to allow 4 strokes up to 1972 and 2 strokes up to 1967 is working fine and give a wide range of bikes in each class.

This principle we have in Denmark in the 500 class. This has made the class grow with many new competitors and a very good show for the audience. (2 stroke versus 4-stroke) (We allow Suzuki T 500 in the class since it was on the market in 1967) Two strokes up to 1967 can of-course run in the 750 class since there is no restrictions in this matter in this class.

05.09.2013

Søren Holm

Appended Proposal D.

Submitted by: Denmark

The formula 80 – 87 class F1 4 cyl<750 ccm 2 cyl. <1000 ccm F2 4 cyl<600 ccm 2 cyl.<750 ccm

To make a more equal competition, similar to the one that actually took place on the late 80-ties. Would also be nice not to have all the “not allowed” back on the tracks. If a Honda RC 30 really got to start in a Nordic grand Prix it would be a nice event. Top keep the “fair play spirit” it would also be nice to have a clean cut – parts that was not on the actual bike in 1987 should not be allowed. (this to keep modern front forks and other parts from later bikes, away from the class).

05.09.2013

Søren Holm

Appended Proposal E.

Submitted by: Norway

Formula 80-87, clarifying of text

“Swinging arm may be strengthen, but the period look of swinging arms must be maintained”

“If you are attempting to enter a machine or component that is not obviously known to be eligible then you must have documented evidence that machine or component was available in the period or is a visually indistinguishable replica of a machine or component available in the period.”

Appended Proposal F.

Colour of starting numbers in Formula F2

The proposition for changing number plate colours for the Formula 2 class is:
250 GP bikes shall have green number plates with white numbers, 125 GP bikes shall have black number plates with white numbers. For street-based bikes will be no change. They continue with blue number plates and white numbers. The colors shall be according to RAL codes described in FIM regulations for the different classes. The colours proposed are historically correct for the different bikes that we run in our F2 class. Spectators will get a better overview of what the different bikes are, with a little help from the speaker and a description in the program for the event.

Also for the formula 1 class, if somebody should come with a proper 500 GP bike, this shall have yellow number plates according to FIM regulations.

Appended Proposal G.

Submitted by: Sweden

Aluminium petrol tank and mudguards in class 1 (<1948)

Proposed change:

Change the wording in the new regulations for class 1 about petrol tanks and mudguards from "steel" to "steel or aluminium" as follows (changes in **bold**):

4.5 Petrol tank, seat, mudguards and fairings. Petrol tank: Period styling and made of steel **or aluminium**. /.../ Mudguards: Period styling and made of steel **or aluminium**. /.../

Reason for proposed change:

The exclusion of aluminium in the regulations that was accepted in 2011 came about when the Swedish word for "metal" was translated to "steel" in the proposal, which was not intended but picked up as an important safety issue at the Finnish race last year. I can't see that there was agreement to exclude aluminium based on a judgement of its importance and consequences, but rather as a mistake that was overlooked when assessing the difference between the old and the new wordings.

Appended Proposal H.

Submitted by: Sweden

Starting numbers in the sidecar classes

Proposed change:

- a) Let the sidecar classes 8A, 8B, 8C and 8D to share the number series 11-99 for personal starting numbers.
- b) Introduce letters A,B,C and D respectively on the number plates for sidecars in order to distinguish which class they belong to (instead of using different background colors as the solo classes do). E.g. "17D" is personal starting number 17 for a machine competing in class 8D, in which case no other sidecar is allowed to have starting number 17 the same race even if it competes in e.g. 8B.
- c)

Reason for proposed change:

There are many sidecar classes competing together and it is difficult to distinguish them for the audience. Previously, there have been attempts to reserve different number series for the different classes, but the riders did not like being forced to abandon their old personal starting numbers. MCHK-Racing asked our class representative Gert Andersson to speak to the other

riders in the class and come up with a suggestion how to make it easier to distinguish the bikes and allow for the use of personal starting numbers. This proposal is based on the suggestion that was agreed upon by a vast majority of riders contacted from our different countries.

Appended Proposal I.

Submitted by: Sweden

Retroactively award medalists for Nordic Championship 2011

Proposed change:

Ask SVEMO to arrange with prizes for the Nordic Championship 2011 to be awarded retroactively to the medalists.

Reason for proposed change:

When the Nordic Championship was introduced, there was no decision taken regarding who should arrange with the prizes and therefore no prizes were handed out to the winners and other medalists. In order for SVEMO (who are now administering the NC prizes) to retroactively give out the medals, a decision needs to be taken at a Nordic Discipline Meeting.

Appended Proposal J.

Submitted by: Sweden

New common format for Machine ID cards

Proposed change:

- . a) Let the Nordic Technical Committee develop a new common format for the Nordic Machine ID cards to be used when approving applications from 2014 and onwards.
- . b) Include a section in the new Machine ID format on which technical examiners can make notes of approved minor changes (that don't require a new ID card) or unapproved parts or changes that need to be fixed until e.g. next race.
- . c) Give a temporary version of a Machine ID based on examination of photo and text application, and then give the final ID after a physical inspection which should be held as soon as it is convenient to do so, e.g. at the following race.

Reason for proposed change:

There are currently different formats used by different countries, and it would be a good idea to combine the best aspects of them all to develop a format that can comply with how we want to perform technical eligibility inspections and how we want to handle identified deviations from the regulations.

The proposal about temporary IDs was suggested by the Swedish technical committee because it is difficult to examine a machine from only looking at photos. Also, it would be an opportunity for the technical committee to ask other riders or technical committee members to help detect illegal parts before the final ID is granted.

Appended Proposal K.

Submitted by: Sweden

Nordic-level class representatives

Proposed change:

- . Introduce the concept of class representatives on a Nordic level
- . The members of the classic roadracing classes shall elect one representative each for one year, starting from the second week in August to the first week of August on the year after.
- . The class shall inform the Nordic national classic organizations about who has been elected during the first week of August, at the latest. The weekend for the race in Linköping has always been scheduled this week, and it is possible to have the elections during this race.
- . Riders who have been actively competing in a class in the recent years are to be considered class members with the right to vote for class representative.
- . The class representatives shall gather the members of their classes for a meeting at least once a year for the election, and shall keep a list with the names and contact information for the class members who show interest in participating in these meetings or in other ways want to take part in discussions concerning the regulations.

Reason for proposed change:

At the Nordic Discipline Meeting (NDM) in Finland 2011 we decided to provisionally use the class representatives of MCHK-Racing for the roles stated in the new process for managing proposals to NDM. We also decided to prepare a permanent solution until this year's meeting that better allows riders from all the Nordic countries to be represented.

At a meeting with the Swedish class representatives and the board of MCHK-Racing, we had a discussion that led to this proposition. The reasoning was that the current system for selecting representatives in Sweden has worked well and could work just as well on a Nordic level. Riders from other countries than Sweden have already attended some of these class meetings at the races and with some formalization and more official meetings it would be just as easy to collect riders from all the countries.

The reason for having the elections in connection with the race at Linköping is that (1) this is the race attended by most riders, (2) there have been races in both Norway and Finland before it during the season where riders have had the chance to meet and discuss

and (3) it is in time for the class representative to take a look at proposals before the NDM during the same year. Each class without a representative was asked during the price-giving ceremony in Karlskoga (Gelleråsen) this year to elect and send a representative to our meeting, which most of them did. There were Swedish, Norwegian and Danish riders present at this meeting and all agreed that it would be good to use the role of class representatives more in the future.