21th -22th October 2017

Agenda & Proposals

NORDIC MEETING – CLASSIC ROAD RACING

Proposals:

Updated October 10, 2017

0.0 Agenda

Agenda for the Nordic Classic Road Racing meeting, which is going to be held:

Saturday the 21th at 10.30am and Sunday 22th October 2017 until 13.00pm

on
Hotel Scandic Sydhavnen,
Sydhavns Plads 15
2450 Copenhagen SV
Telephone: +45 88 33 36 66

For each representative a single room from Saturday to Sunday is booked at the hotel.

Agenda

1) **Opening of the Meeting**
2) **Election of Chairman of the meeting**
3) **Secretary of the meeting**
4) **Short presentation of everybody**
5) **Minutes from the meeting 2016**
6) **Around of the table and the Status from the FMN's**
7) **Race Calendar 2018**
8) **Proposals from the FMN's**
   - Sweden
   - Finland
   - Norway
   - Denmark
9) **Rules**
10) **Miscellaneous**

Thank you very much in advance.

Søren Holm
Chairman DMU Classic Working Group

1.0 NMF: Technical Regulations Classic Supersport

Federation:	NMF
Discipline:	Classic Circuit Racing
Signed by:	Norwegian Classic Racing Working Committee
Date:	01.10.17

Subject:	Technical Regulations Classic Supersport

Proposal text:

TECHNICAL REGULATIONS FOR CLASSIC SUPERSPORT

(2018 - Proposal)

General:
These regulations are based on the FIM Supersport regulations for the years 1988 – 1999.

Type and age: 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 or could have been homologated for Supersport racing.

When preparing bikes for use in this class, only parts and equipment that were available within the time period shall be used. The following shall apply:

Vehicle license: Vehicle license is required for 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 vehicle licence is required to participate in classic racing events.

Frame and swing arm:
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.

Front fork:
Forks must remain as originally produced by the manufacturer.
Internal parts of the forks may be modified. After market damper kits or valves may be installed.
Fork springs may be replaced.
Fork caps may be modified or replaced to allow external adjustment of fork.
The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer.

Steering Damper: Steering damper with electric adjustment is not permitted

6. Steering: Reference is made to FIM technical regulations.

7. Wheels:
Wheels must remain as originally produced by the manufacturer for the particular machine.

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.
Wheel diameter and rim width must remain as originally produced by the manufacturer.

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.
Brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer.
The front master cylinder may be changed.
Rear master cylinder must remain as originaJly 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. Tires: 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 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 can 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.

12. Number plate: For design, reference is made to general technical regulations. 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 cannot be changed.
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 from 400 - 600 ccm

2 cylinder bikes can have cylinder volume from 600 - 750 ccm

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

14. Oil hoses, drain plugs and filling plugs: Oil plugs or bolts that may cause oil leak if becoming loose is to be secured with locking wire or locking tabs. The locking shall be against a solid part of the bike (not an exhaust pipe or other moveable or vibration prone part). The locking wire shall be stainless annealed wire of 0.7 mm minimum thickness. Copper wire is prohibited. 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.

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.

Throttle bodies and injectors for Fuel Injection System must be standard units for the particular machine.

Bell mouths may be altered or replaced from those fitted by the manufacturer.
Butterfly 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.

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. The throttle grip must return to closed position when released.

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. 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

Generally: The bike shall be prepared for racing.

This rules has an appendix stating a number of bikes that are allowed and prohibited. Any changes in this appendix shall be decided by the Nordic technical committee.

Appendix to Classic Supersport regulation 08-10-2016

Listing with guidelines and examples of bikes and their legitimacy. Bikes not listed will be evaluated separately by contacting the technical committee. Bikes produced unchanged for 1998 and later will also be legitimate.

(This list must be further developed)

Bimota
YB-9/SRi 1994-1998 (Yamaha yzf600 motor)

Ducati
748 1994-2002 (E, S, SP, SPS and R) is allowed
Supersport 750 1991-2002 is allowed

Honda
CBR600F 1987-1990 is allowed
CBR600F2 1991-1994 is allowed
CBR600F3 1995-1998 is allowed
CBR600F4 is **not** allowed

Kawasaki
ZX6-R 1995-1997 is allowed
ZX6-R 1998-1999 is allowed
ZZR600 1995-1999 is allowed
ZX6-RR is **not** allowed

Suzuki
GSX-R 600 1992-1993 is allowed
GSX-R 600 SRAD 1996 – 2000 is allowed
GSX-R 600 K1, K2, K3 etc. is **not** allowed

Yamaha
FZR600 is allowed
Thundercat YZF600R 1996-2003 is allowed
YZF-R6 99-01 is **not** allowed

2.0 NMF: Proposal for extension of machines eligible for Class 7B Forgotten Era

Federation:	NMF
Discipline:	Classic Circuit Racing
Signed by:	Norwegian Classic Racing Working committee
Date:	01.10.17

Subject:	**Proposal for extension of machines eligible for Class 7B Forgotten Era**

Proposal text:

Proposal for extension of machines eligible for Class 7B Forgotten Era

The class 7B Forgotten Era is struggling with a small number of participants. This is a proposal that may make it easier to get hold of a bike to compete in this class. The proposal is to allow street based 4-stroke machines up to 500 ccm to be eligible in this class. Even though it is a wish to see more production racers in this class as was used extensively at international and national level during this period, we must face that classic racing today is mainly attended by modified street machines. Without these machines, there would not have been classic racing worth talking about. The most attractive machines in this class today are Rotax and Yamaha 250s, which are proper production racers. These are bikes with a huge potential if maintained and ridden properly, but many people find this quite difficult. There have been several riders given up these bikes. 4-stroke machines will most likely have more appeal to these riders.

The proposal is to make this addition to the regulation:

Allow 4-stroke street based machines up to 500 ccm into this class.
The machine must have been available during the period. Also machines made outside the period shall be allowed, provided there are no changes compared to the machine available within the period.

A list of allowed machines should be made. This may contain the following machines:
Benelli 350/500 four
BMW R45
Ducati Pantha 500
Honda: CB500 four - XL500 - CX500 twin
Kawasaki: Z/KZ400 twin - Z500 four
Laverda 500 twin
Moto Guzzi V35/V50
Suzuki: GS400 twin
Yamaha: TX/XS 500 - XT500 - SR500

Special bikes like the Laverda 500 Formula may also be allowed even though it is a production racer but was not competitive at the time.

It is of importance that there are limitations to the year of manufacture for the machines and type of machines, so that older machines made for other classes, like British single cylinder racers, shall not be allowed.

3.0 NMF: For discussion

Federation:	NMF
Discipline:	Classic Circuit Racing
Signed by:	Norwegian Classic Racing Working committee
Date:	01.10.17

Subject:	**For discussion**

Proposal text:	- Evaluation of the work of the common Nordic Technical committee (NTC). - Evaluation of the "parc ferme" practice 2017, common procedure 2018? Uniform report from the technical control? - Findings in the Technical control of the NTC during the 2017 season. Are there any repeatable findings? - Discussion about extension of cooling ribs on air cooled machines. - FIM-EU vintage races. We want more riders to participate. How do the different countries organize this work? - Evaluation of 2017 season. Under the evaluation we want to use a little extra time regarding the Anderstorp organizer, and a couple of improvements required.

4.0 DMU: Change in class 2B regarding dimension of disc brakes.

Federation:	DMU
Discipline:	Classic Circuit Racing
Signed by:	Danish Classic Road Racing Working Group
Date:	01.10.17

Subject:	Change in class 2B regarding dimension of disc brakes.

Proposal text:	2.11: Max diameter of brake disc limited to 230mm. As a safety issue this limit will reduce the violent twisting forces on tiny 27- 30mm fork legs!

5.0 DMU: Change in the 2B Regarding weight of racebike

Federation:	DMU
Discipline:	Classic Circuit Racing
Signed by:	Danish Classic Road Racing Working Group
Date:	01.10.17

Subject:	**Change in the 2B Regarding weight of racebike**

Proposal text:	3.3.20 A historically correct minimum weight limit of 55kgs. As a safety issue this limit should be added and checked to avoid breakage due to increased weight of well- nourished Scandinavian riders!

6.0 DMU: Split up 2B in two Classes

Federation:	DMU
Discipline:	Classic Circuit Racing
Signed by:	Danish Classic Road Racing Working Group
Date:	01.10.17

Subject:	Split up 2B in two Classes

Proposal text:	3.3.0 Class Air - is for air cooled machines Class Water - is for licuid cooled machines. To secure that also air cooled machines can compete in the class.

7.0 DMU: Change in class 7 B for 4 stroke machines with larger capacity

Federation:	DMU
Discipline:	Classic Circuit Racing
Signed by:	Danish Classic Road Racing Working Group
Date:	01.10.17

Subject:	**Change in class 7 B for 4 stroke machines with larger capacity**

Proposal text:	The class is divides in: Class A, machines with cylinder volume > 250, maximum 1300 ccm And class B, two stroke machines with cylinder volume <250 ccm + four stroke machines 4 cyl <400 ccm + 3 cyl 4 stroke 500 ccm + 2cyl 4 stroke 650 ccm

8.0 SML: Raise class cubic capacity limit to1300cc (or 1000cc)

Federation:	SML
Discipline:	Classic Circuit Racing
Signed by:	Finnish Classic Circuit Working Group
Date:	01.10.17

Subject:	Class 6, 750cc: Raise class cubic capacity limit to1300cc (or 1000cc)

Proposal text:	Reason: There is motorcycles in this class which capacity is clearly over recent limit, and this situation has continued many seasons now. To set class limit 1300cc (like CRMC), this problem is solved. Real 750cc bikes will be still very competitive, like CRMC races has pointed.

9.0 SML: Allow period brake rotors, incl. floating ones (Lockheed, Zanzani and Suzuki RG500)

Federation:	SML
Discipline:	Classic Circuit Racing
Signed by:	Finnish Classic Circuit Working Group
Date:	01.10.17

Subject:	Class 7A and 7B, Forgotten Eras - Allow period brake rotors, including floating ones (Lockheed, Zanzani and Suzuki RG500).

Proposal text:	Reason: To follow general guidelines of classic racing allow using period correct parts.

10.0 SML: Classic 13, Classic Superbike – Electronic systems

Federation:	SML
Discipline:	Classic Circuit Racing
Signed by:	Finnish Classic Circuit Working Group
Date:	01.10.17

Subject:	Classic 13, Classic Superbike – Electronic systems

Proposal text:	Proposal (in red): 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. Quick shifts are allowed. Only OEM or period correct race kit engine control unit in fuel injected bikes, no unperiod aftermarket devices. Electronic systems not described as eligible are not allowed if not cleared with the technical committee and written into the vehicle license. Reason: If motorcyle is equipped some aftermarket ECU, it is very easy to use launch and wheelie controls etc. so that they can not detect from outside. Also Power Commander and other tuning boxes offers same options. This same rule already include sentece ”Electronic systems not described as eligible are not allowed if not cleared with the technical committee and written into the vehicle license ” addition only clarify rule.

11.0 SML: Class 7B, Forgotten Era under 250 cc - To improve the classes

Federation:	SML
Discipline:	Classic Circuit Racing
Signed by:	Finnish Classic Circuit Working Group
Date:	01.10.17

Subject:	Class 7B, Forgotten Era under 250 cc - To improve the classes

Proposal text:	There has been only couple of bikes per race in this class several season now, and seems like situation will not change if current rules stays. Now only competitive motorcycle option is Yamaha TZ250, which is demanding and expensive to maintain. Alternatives: 1. Bring cut-off date of class same as FIM Europe have, 31.12.1981. This means that RD250 became eligible, and those bikes can unite 7B class. Extra benefit for this option is one class less to squeeze in race schedules. Also Rotax 250 tandem twin engine will be eligible, but probably not too many of this kind of bikes will pop up in the events. 2. Allow larger capacity for four stroke bikes to get them competitive -400cc to emulate Formula TT3 class (1977-1981) or -600cc like current Formula 2 class or something in between 3. Both previously mentioned

12.0 SVEMO: Allowing 125cc GP-machines to compete in class 12.

Federation:	Svemo
Discipline:	Classic Road Racing
Signed by:	Per Holmström
Date:	2017-10-09
Subject:	125cc 2-stroke GP production road racing machines 15 years and older and not belonging to any existing classic racing class should be allowed to compete in class 12 with 250 GP.
Proposal text:	**Background:** 125cc 2-stroke GP production road racing machines 15 years and older are nowadays not competitive and therefore not used in modern road racing. When the class for 250 2-stroke GP-machines was abandoned in modern racing, MCHK-R found it suitable to welcome them in our arrangements in order to encourage interest, maintenance and use of these machines. The same arguments go for these older 125 GP-machines. **Proposal:** 125cc 2-stroke GP production road racing machines 15 years and older and not belonging to any existing classic racing class should be allowed to compete in class 12 together with 250 GP. Also non-production machines with proof of having competed in a national championship series should be allowed to participate.

13.0 SVEMO: Investigate and evaluate the eligibility rules for Formula 1 & 2

Federation:	Svemo
Discipline:	Classic Road Racing
Signed by:	Per Holmström
Date:	2017-10-05

Subject:	Evaluation of the eligibility rules for formula 1 & 2
Proposal text:	**Background:** Today's regulations for class 7C F1 allows motorcycles that has an 8-year span. During this era an extensive development of motorcycles took place regarding approved models for this particular class. This has resulted in the fact that motorcycles prior to 1985 more or less does not exist in the class. Only the models from later years are now being used in the class. Also the class does not reflect the cylinder size used in the past. The proposal is to decide that during the following year (2018) assign a group or person to assess and evaluate the current regulations. Also let them prepare and propose possible changes to the regulations. Possible resources might be the machine committee´s or other knowledgeable persons i Scandinavia. The regulations are proposed to become valid in 2020. This since all involved drivers should have time to prepare for the new regulations as early as possible. The idea with this suggestion is to have wider spread of machines over production years and to give notice in advance of possible alterations. **Example of alternative regulations:** Split the F1 class into A and B category. A being bikes produced up to 1984 with a 1000cc limit and B being bikes between 1985 to 1987 and with a 750cc limit. Suggestion to debate only!

14.0 SVEMO: Change in eligibility rules regarding allowable frame/engine combinations

Federation:	Svemo
Discipline:	Classic Road Racing
Signed by:	Per Holmström
Date:	2017-10-09

Subject:	Change in eligibility rules regarding allowable frame/engine combinations
Proposal text:	**Background:** Among the changes decided on the Nordic Meeting 2016 was the restriction regarding allowable frame/engine combinations for new built bikes. *"Only period correct engine/frame combinations allowed."* The previous rules said 3.3. Frame and swinging arm: Shall be made from circular tubing that was used for road racing within the period. The swinging arm shall only have one tube each side. It is allowed to use newly manufactured frames to old specifications and to modify OEM produced frames. It is allowed to combine period frames and engines even though the combination is not proved to have existed. The Swedish version was a little bit less defined and did not include the writing "to old specifications" which could be interpreted as it was allowed to use a period typical look frame of your own design. The purpose of the change is evidently to increase the historical correctness of machines. One basic principle of our machine regulations is that we allow modifications and use of parts that were likely to have appeared during the period in question. Proof of existence of use of these combinations have not been required. For very rare designs we only allow it on replicas. Examples of allowed modifications that do not require proof of existence during the period are • Bore and stroke can be changed freely to allow racing in other classes. • Fork diameter and disc brakes in period 2. • Original frames can be modified. No restriction given other than they must be typical for the period. For complete machines the requirement regarding type and age is - The machine shall be of racing type and comply with machines within the period. The machine shall have been available on the European market before or during the last year of the period. No evidence that the machine was raced during the period (or ever) is required. The new regulation deviates from the earlier and still predominant way of interpreting "period typical" and does not contribute to our line of business. On the contrary, it deprives spectators and riders the possibility to se technical interesting and beautiful racing motorcycles. **Proposal:** Change the requirement regarding allowed frame/engine combinations back to the previous writing, i.e. Frame and swinging arm: Shall be made from circular tubing that was used for road racing within the period. The swinging arm shall only have one tube each side. It is allowed to use newly manufactured frames to old specifications and to modify OEM produced frames. It is allowed to combine period frames and engines even though the combination is not proved to have existed.

15.0 SVEMO: Exemption handling regarding engine/frame combination

Federation:	Svemo
Discipline:	Classic Road Racing
Signed by:	Per Holmström
Date:	2017-10-05

Subject:	Exemption for handling of bikes with engine/frame combination that has applied for machine card for the 2017 season.

Proposal text:	**Background:** For this season a more focused ruling of the engine/frame combination was introduced. This stricter interpretation of the regulations was introduced from one year to the next. Because of this ruling a number of people was affected economically and the ruling should maybe have been introduced with a one-year notice. Since inflicting economically on some drivers must be done with utmost care of our participants I suggest that we give this a second thought. **Proposal:** My suggestion is for the Nordic council to consider giving exemption for the built bikes that fulfills the regulations of 2016 and that have had a build start before or during the winter of 2016/17. And that were supposed to be used during the 2017 season. Drivers/bikes that has not applied for a machine card before this council shall not be covered by this exemption. With the ruling of this motion it is also proposed that all more significant rule changes should be introduced with a year of notice in advance, so that the resulting event this year does not occur again.

16.0 SVEMO: Change of crankcase conformity to the time periods

Federation:	Svemo
Discipline:	Classic Road Racing
Signed by:	Per Holmström
Date:	2017-10-05

Subject:	Change in eligibility rules regarding crankcases, valid for all classes.

Proposal text:	Allow the use of crankcases that are identical to the ones produced within the time period valid for that particular class. The proposal is valid for all classes unless otherwise stated for a particular class. The eligibility rules are proposed to be altered with the following text (*in italic)* **2.12. ~~Motor~~ *Engine*:** The motor must have been manufactured within the time limit for the class or the look of the motor must be identical to a motor that was available within the period. There are no restrictions to tuning. **3.12. ~~Motor~~ *Engine*:** The crank case, cylinder and cylinder head must be period parts. There are no tuning restrictions. Modification of original parts and the use of period after marke~~d~~*t* parts are allowed. Boring of the cylinder to the engine manufacturer's standard over-sizes is allowed even though this may cause the cylinder volume to exceed the upper limit for the class. ~~Triumph T140, Norton 850 crank cases and other~~ *C*rank cases manufactured after -67/72 are allowed provided they are identical to those manufactured in 67/72. Norton 850 cylinders are allowed, but the cylinder volume shall not exceed 750 cc. The bore and stroke of a motor may be changed for the machine to be used in another cylinder volume class. The look of the motor shall not be changed. **3.2.6 Engine:** All visible parts *except the crankcases* must fall within the time period. *Crank cases manufactured after -47 are allowed provided they are identical to those manufactured within the time period.* Tuning is permitted. **5.12. Engine:** The crank case, cylinder and cylinder head must be period parts. Parts manufactured later are allowed if the design is unchanged. There are no tuning restrictions. Modification of original parts and the use of period after marked parts are allowed. Formula class 7C**11. ~~Motor~~ *Engine*:** Crankcase, cylinder and cylinder head shall be of design as was available during the period. *Parts manufactured later are allowed if the design is unchanged*. No tuning restrictions. Modification to original parts is allowed, also fitment of period accessories. Classic Superbike **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 is unchanged*. Nevertheless, motor parts from a newer bike that is also approved in the class may be used, provided that the appearance does not change. Purpose To allow the use of identical parts and thereby make it easier to build or maintain a motorcycle.

17.0 SVEMO: Investigate and evaluate the eligibility rules for Classic Superbike

Federation:	Svemo
Discipline:	Classic Road Racing
Signed by:	Per Holmström
Date:	2017-10-05

Subject:	Evaluation of the eligibility rules for Classic Superbike

Proposal text:	**Background:** Today's regulations for class 13 allows motorcycles that has an 11-year span. During this era an extensive development of motorcycles took place regarding approved motorcycles for this particular class. This has resulted in the fact that motorcycles prior to 1995 more or less does not exist in the class. Only the models from later years are now being used in the class. Also a few models of the superbike era can not participate which does not reflect the era in its full glory. **Proposal:** The proposal is to decide that during the following year (2018) assign a group or person to assess and evaluate the current regulations. Also let them prepare and propose possible changes to the regulations. Possible resources might be the machine committee´s or other knowledgeable persons i Scandinavia. The regulations are proposed to become valid in 2020. This since all involved drivers should have time to prepare for the new regulations as early as possible. The idea with this suggestion is to have wider spread of machines over production years and to give notice in advance of possible alterations. **Example of alternative regulations:** Split the F1 class into A and B category. A being bikes produced up to 1995 and B being bikes between 1996 and 1998. Suggestion to debate only! It is also a suggestion that as earlier discussed produce a separate set of regulations for Supersport 600. It might be of use in those regulations to separate for instance aluminum and steel frames as in the UK. Suggestion to debate only!

Notes: