

TECHNICAL REGULATIONS FOR CLASSIC SUPERSPORT

(2021 – Updated in accordance with decisions made at the Nordic Motorsport Council 2020)

General:

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

1. 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 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. The following shall apply:

2. Machine Card: 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 machine card is required to participate in classic racing events.

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

3. 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.

4. 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.

5. 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.

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. Wheels build up with carbon fiber 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.

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. 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 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.

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 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 ccm
2 cylinder bikes can have cylinder volume up to 750 ccm

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 in front of the cooler.
For other issues, see general technical regulations.

15. Vents: See general technical regulations

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 model.

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: See general technical regulations

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.

These rules have 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 2019

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.

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 R that already has been given a machine card can be raced in 2019, but no further)

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