



Consolidated Race Class Information 2017

For the entire Rule Book see www.OMRRA.com/rule-book/

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SECTION A: CLASSES

(A-1) OMRRA race classes are grouped into Supersport, Superbike and Vintage classifications.

Supersport (Section B):

- 250 Ninja Cup
- 600 Supersport
- 750 Supersport
- Lightweight Supersport
- Middleweight Supersport
- Open Supersport
- Ultra-Lightweight Supersport

Superbike (Section C):

- 450 Superbike
- 600 Classic Superbike
- 600 Superbike
- 750 Superbike
- Electric Superbike
- Formula 3
- Formula 4
- Formula 40
- Formula Female
- Formula Ultra
- Lightweight Superbike
- Middleweight Classic Superbike
- Middleweight GP
- Middleweight Sportsman
- Middleweight Superbike
- Novice 600
- Novice 1000
- Open Classic Superbike
- Open Sportsman
- Open Superbike
- Ultra-Lightweight GP
- Ultra-Lightweight Superbike

Vintage (Section D):

- Vintage Lightweight
- Vintage Middleweight
- Vintage Superbike

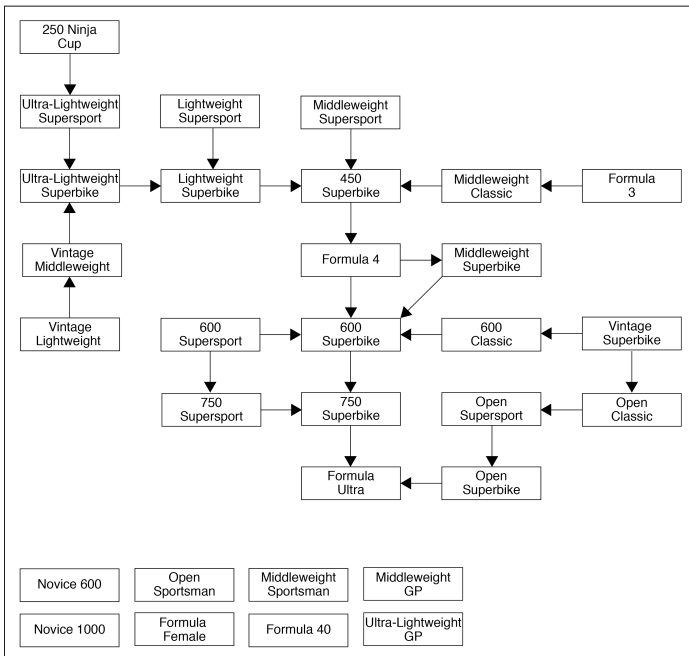
Common Race Bike Alignment

The rider is 100% responsible for carefully evaluating his/her motorcycle for rules compliance, including but not limited to whether it is considered Supersport or Superbike, and alignment with the specifics of classes listed below. Additional options and exceptions exist. Please consult the Migration Chart for bump up recommendations once you find the base class for your motorcycle.

Guidance:

- **Ultra-lightweight.** Ninja 250, Ninja 300, Yamaha R3, and KTM 390 typically align with Ultra-lightweight Supersport, Ultra-lightweight Superbike, Lightweight Supersport, Lightweight Superbike, Ultra-lightweight GP. See also Ninja 250 Cup.
- **Lightweight.** Honda CB500, single cylinder motards and single cylinder specials typically align with Lightweight Supersport, Lightweight Superbike, Formula 3, Middleweight Supersport.
- **2-stroke and Moto 3.** Honda RS125 and Honda NSF250R typically align with Formula 3, 450 Superbike, GP Twins, Middleweight Superbike.
- **Middleweight.** Suzuki SV650, Kawasaki Ninja 650, Ducati 1000 Air Cooled, and 450 Triple disabled-cylinder motorcycles typically align with Middleweight Supersport, 450 Superbike, Formula 4, Middleweight Superbike, Middleweight GP.
- **600.** Yamaha R6, GSXR 600, Honda CBR600, Kawasaki ZX6, Ducati 848, and Triumph 675 typically align with 600 Supersport, 600 Superbike, 750 Supersport, 750 Superbike.
- **Open.** Suzuki GSXR 1000, Yamaha R1, Kawasaki ZX10, Honda CBR1000, BMW S1000RR, and Ducati Panigale typically align with Open Supersport, Open Superbike, Formula Ultra.
- **Classic.** Motorcycles 10 years old and older. 2006 and older. Middleweight, 600 and Open options exist. There is no “like bike” rule for newer motorcycles.
- **Vintage.** Case by case based on displacement.

Race Class Migration Chart



SECTION B: SUPERSPORT

SUPERSPORT CLASSES:

(B-3) 250 Ninja Cup consists of USA-specification Kawasaki 250R or EX250 motorcycles running under Supersport rules with the following additional restrictions and requirements:

- No engine modifications allowed. This supersedes other Supersport rules.
- Stock unmodified air box must remain installed. Snorkel may be removed.
- ECU must be stock, and may not be re-flashed or altered. No piggyback modules.
- No quick shifters.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

(B-4) Ultra-Lightweight Supersport:

- Up to 200cc multi-cylinder four-stroke motorcycles.
- Up to 321cc twin-cylinder four-stroke motorcycles.
- Up to 400cc single-cylinder four-stroke motorcycles.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

(B-5) Lightweight Supersport:

- Up to 350cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke AIR-COOLED motorcycles.
- Open single-cylinder four-stroke motorcycles.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

(B-6) Middleweight Supersport:

- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 689cc twin-cylinder four-stroke motorcycles.
- Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles in superbike trim.
- Grand Prix and Moto3 motorcycles and/or frames not allowed.

(B-7) 600 Supersport:

- Up to 600cc multi-cylinder four-stroke motorcycles.
- Up to 675cc three-cylinder four-stroke motorcycles.
- Up to 850cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Machines primarily classified below "600" in the Migration Chart (A-8) not allowed.

(B-8) 750 Supersport:

- Up to 750cc multi-cylinder four-stroke motorcycles.
- Up to 900cc three-cylinder four-stroke motorcycles.
- Up to 1100cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Machines primarily classified below "600" in the Migration Chart (A-8) not allowed.

(B-9) Open Supersport:

- Motorcycles with unlimited displacement.
- Machines primarily classified below "600" in the Migration Chart (A-8) not allowed.

SECTION C: SUPERBIKE

SUPERBIKE CLASSES:

(C-2) Ultra-Lightweight Superbike:

- Up to 200cc multi-cylinder four-stroke motorcycles.
- Up to 321cc twin-cylinder four-stroke motorcycles.
- Up to 400cc single-cylinder four-stroke motorcycles.
- Vintage Middleweight motorcycles in compliance with Section D.
- Grand Prix and Moto3 motorcycles and/or frames not allowed.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

(C-3) Lightweight Superbike:

- Up to 250cc twin-cylinder two-stroke motorcycles.
- Up to 350cc single-cylinder two-stroke motorcycles.
- Up to 350cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke AIR-COOLED motorcycles.
- Open single-cylinder four-stroke motorcycles.
- Grand Prix and Moto3 motorcycles and/or frames not allowed.

(C-4) 450 Superbike:

- Up to 450cc multi-cylinder four-stroke motorcycles.
- Up to 450cc twin-cylinder two-stroke motorcycles.
- Up to 600cc multi-cylinder four-stroke motorcycles up to and including 1990 models.
- Up to 689cc twin-cylinder motorcycles, limited to Supersport specification.
- Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

(C-5) Middleweight Superbike:

- Up to 500cc twin-cylinder two-stroke motorcycles.
- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 600cc multi-cylinder four-stroke motorcycles up to and including 1990 models.
- Up to 800cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke twin-cylinder motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

(C-6) 600 Superbike:

- Up to 500cc twin and multi-cylinder two-stroke motorcycles.
- Up to 640cc multi-cylinder four-stroke motorcycles.
- Up to 675cc three-cylinder four-stroke motorcycles.
- Up to 850cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Machines primarily classified below "Formula 4" in the Migration Chart (A-8) not allowed.

(C-7) 750 Superbike:

- Up to 750cc twin and multi-cylinder two-stroke motorcycles.
- Up to 800cc multi-cylinder four-stroke motorcycles.
- Up to 900cc three-cylinder four-stroke motorcycles.
- Up to 1100cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Machines primarily classified below "600" in the Migration Chart (A-8) not allowed.

(C-8) Open Superbike:

- Motorcycles with unlimited displacement.
- Machines primarily classified below "600" in the Migration Chart (A-8) not allowed.

(C-9) Middleweight Classic Superbike:

- Motorcycles with a model year 10 years old or older. Example, in 2017, 2007 model year motorcycles are eligible.
- Otherwise follows Middleweight Superbike rules (C-5).

(C-10) 600 Classic Superbike:

- Motorcycles with a model year 10 years old or older.
- Otherwise follows 600 Superbike rules (C-6).

(C-11) Open Classic Superbike consists of motorcycles of unlimited displacement:

- Motorcycles with a model year 10 years old or older.
- Otherwise follows Open Superbike rules (C-8).

(C-12) Formula 3:

- Up to 125cc single-cylinder two-stroke late Grand Prix motorcycles.
- Up to 450cc single-cylinder four-stroke motorcycles.

(C-13) Formula 4:

- Up to 450cc three-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke motorcycles.
- Up to 1000cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

(C-14) Formula 40 consists of motorcycles of unlimited displacement:

- Racers must be 40 years of age or older by mid-season (June 30) to compete in this class.
- Machines primarily classified below “600” in the Migration Chart (A-8) not allowed.
- Exceptions to motorcycle eligibility limitations may be approved based on assessment of bike and rider capability by appeal to the Membership Representative, Referee, and Race Director.
- Class points are awarded, but points do not count toward the Title, Clubman or Vintage Championship.

(C-15) Formula Ultra consists of motorcycles of unlimited displacement:

- Machines primarily classified below “600” in the Migration Chart (A-8) not allowed.
- Competitors may not register for FU and Open Sportsman the same event weekend.

(C-16) Middleweight Sportsman is a trophy class including motorcycles that meet OMRRRA Middleweight Superbike regulations. Class competitors who record a fastest lap under 1:19.000 (PIR no chicane) will be disqualified. Competitors who ride below their customary pace to meet class limits will be disqualified or excluded from future entry at the discretion of the Referee or OMRRRA Board. Competitors who have lap history within the past two years of 1:17.999 or better at PIR are ineligible. In instances where lap history was achieved on dissimilar equipment the Referee determines competitor class eligibility. Wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protests instructions against ineligible competitors. Middleweight Sportsman is an exhibition event for daily awards, and does not accrue Championship points or receive season end awards. Season class points accrue for gridding purposes only.

(C-17) Open Sportsman is a trophy class including motorcycles that meet OMRRRA 600, 750 or Open Supersport or Superbike regulations. Class competitors who record a fastest lap under 1:13.000 (PIR no chicane) will be disqualified. Competitors who ride below their customary pace to meet class limits will be disqualified or excluded from future entry at the discretion of the Referee or OMRRRA Board. Competitors who have lap history within the past two years of 1:11.999 or better at PIR are ineligible. In instances where lap history was achieved on dissimilar equipment the Referee determines competitor class eligibility. Wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protests instructions against ineligible competitors. Open Sportsman is an exhibition event for daily awards, and does not accrue Championship points or receive season end awards. Season class points accrue for gridding purposes only.

(C-18) GP classes comply with rules of the following classes:

- Middleweight GP (Middleweight Superbike)
- Ultra Lightweight GP (Ultra-lightweight Superbike)

GP Classes are extended length races eligible for daily awards and season class championships. They are not part of Title, Clubman, or Vintage Championships.

(C-19) Electric Superbike consists of electric-only powered motorcycles.

- Power cannot be generated on the chassis – no hybrids.
- Motorcycles may be asked to demonstrate competitive capability to OMRRRA officials prior to race.
- Energy recovery braking devices may only store energy into primary energy storage mechanism. Secondary storage mechanisms are not allowed.
- Race length may be shorter than standard heat lengths specified in the General Race Day section of this rulebook. Race length will be determined before grid sheets are posted.
- No part of the chassis may be used as motive power supply or return current path.
- All power terminals and un-insulated conductors must sufficiently protected to avoid accidental touch while the motorcycle is in race configuration.
- All motorcycles must have a lighted visual indicator showing when the throttle circuit is energized.

(C-20) Formula Female:

- Motorcycles with primary classification of 450 Superbike and above (see A-8).
- Exceptions to the above limitations may be approved based on assessment of bike and rider capability by appeal to the Membership Representative, Referee and Race Director.
- All other regulations under Sections B and C apply.
- Racers must be female to compete in this class.
- Class points are awarded, but points do not count toward the Title, Clubman or Vintage Championship.
- Novices are eligible to compete in FF, but FF races do not count toward graduation.

SECTION D: VINTAGE

Hard and fast rules for preparing vintage racing machines are difficult to establish and enforce. Vintage racers will interpret these rules both literally and with the proper intent. That intent is to provide a format for older motorcycles of widely differing specifications to race on an equal-as-possible basis without substantially altering machine appearance. The OMRRA Board will appoint a Vintage Representative knowledgeable in this section to, in conjunction with the Referee, answer questions and arbitrate protests concerning eligibility of Vintage motorcycles.

Though modifications are allowed, they should reflect those practiced when the motorcycle was originally manufactured. Modifications reflecting later technology (example: carbon fiber) are not the intent, and are forbidden. Engine, frame, fork, shock or other changes that substantially modify the appearance of the original are not allowed (examples: replacing stock forks with upside-down forks, replacing spoked wheels with cast wheels, replacing disk brake calipers with non-stock later specification alternatives, etc.). Maximum overbore from stated class limit is 0.080" for singles, 0.060" for twins, 0.040" for triples, and 0.020" for fours. Below, "model year" refers to motorcycles with identical appearance and mechanical specifications, irrespective of date of manufacture. Motorcycle examples given below are simply that, not an exhaustive list of eligible machinery.

(O-1) Classes: Vintage Lightweight, Vintage Middleweight, and Vintage Superbike.

A) Vintage Lightweight: motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 250cc. Examples: Ducati 250, BSA 250, Aermacchi 250, Parilla 250.
- Four-stroke multis to 200cc. Examples: Honda CB/CL160 and 175 including vertical.
- Two-stroke singles to 185cc. Examples: Suzuki TS185, Yamaha CT, Kawasaki F7.
- Two-stroke multis to 125cc. Examples: Yamaha AS1.

B) Vintage Middleweight: motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 500cc. Examples: Aermacchi 350, Ducati 350, BSA Goldstar 500.
- Four-stroke multis to 350cc. Examples: Honda CB/CL 350, CB350/4.
- Two-stroke singles to 360cc. Examples: Yamaha RT, Kawasaki Bighorn.
- Two-stroke multis to 250cc. Examples: Suzuki X6, Kawasaki S1.

C) Vintage Superbike: street-based pre-1985 four-stroke four-cylinder motorcycles, pre-1986 two-stroke motorcycles, and four-stroke twin-cylinder motorcycles with displacement restriction, but without age restriction.

- Open four-stroke twin-cylinder AIR-COOLED machines 750cc and above. No age restriction. Examples: BMW R1200S, Harley Davidson XR1200, Triumph Thruxton 900, Ducati 1100 DS.
- Open four-stroke four-cylinder AIR-COOLED machines, maximum model year 1984. Examples: Suzuki Katana GSX1100 and GS1000, Kawasaki GPZ1100 and Z1000, Honda CB1100R and CB900F, Yamaha FJ.
- Two-stroke AIR or WATER-COOLED machines to 750cc, maximum model year 1985. Examples: Kawasaki H2, Suzuki RG500, Yamaha RZ350.

APPENDIX A: NOVICE

A Novice Racer is a racer who does not carry a current Expert Competition License from a recognized motorcycle road racing organization, has successfully completed a recognized New Racer School (OMRRA, WMRRA, AFM, etc.), but has not graduated from OMRRA's Novice Racer Program.

CATEGORIZATIONS (bikes with the following as their primary class):

Novice 600: 600 Supersport, 600 Superbike, 600 Classic Superbike.

Novice 1000: 750 Supersport, 750 Superbike, Open Supersport, Open Superbike, Open Classic Superbike.

Novice Clubman: All other race classes.

EVENT GUIDELINES Novice 600 and Novice 1000:

1. NV600 and NV1000 riders are occasionally provided dedicated practice sessions. When this is the case, they may ONLY participate in these practices. When this is not the case, they participate in normal practice sessions within lap time guidelines.
2. Two NV600 and NV1000 races are conducted each race weekend.
3. NV600 and NV1000 riders may ONLY enter their respective Novice class races, and Open Sportsman (exception: SuperTeams, which does not count toward graduation).
4. NV600 and NV1000 Class Points accumulate throughout the season. Race and year-end trophies are awarded, and contingency may be collected.
5. NV600 and NV1000 do not score Title or Clubman Championship points.
6. Upon graduation NV600 and NV1000 racers move to Expert grids, and may no longer ride in Novice races.

EVENT GUIDELINES Novice Clubman:

1. NV Clubman riders practice in Expert practice sessions within normal practice lap time guidelines.
2. NV Clubman riders collect Class trophies and contingency, and score Class and Championship points.