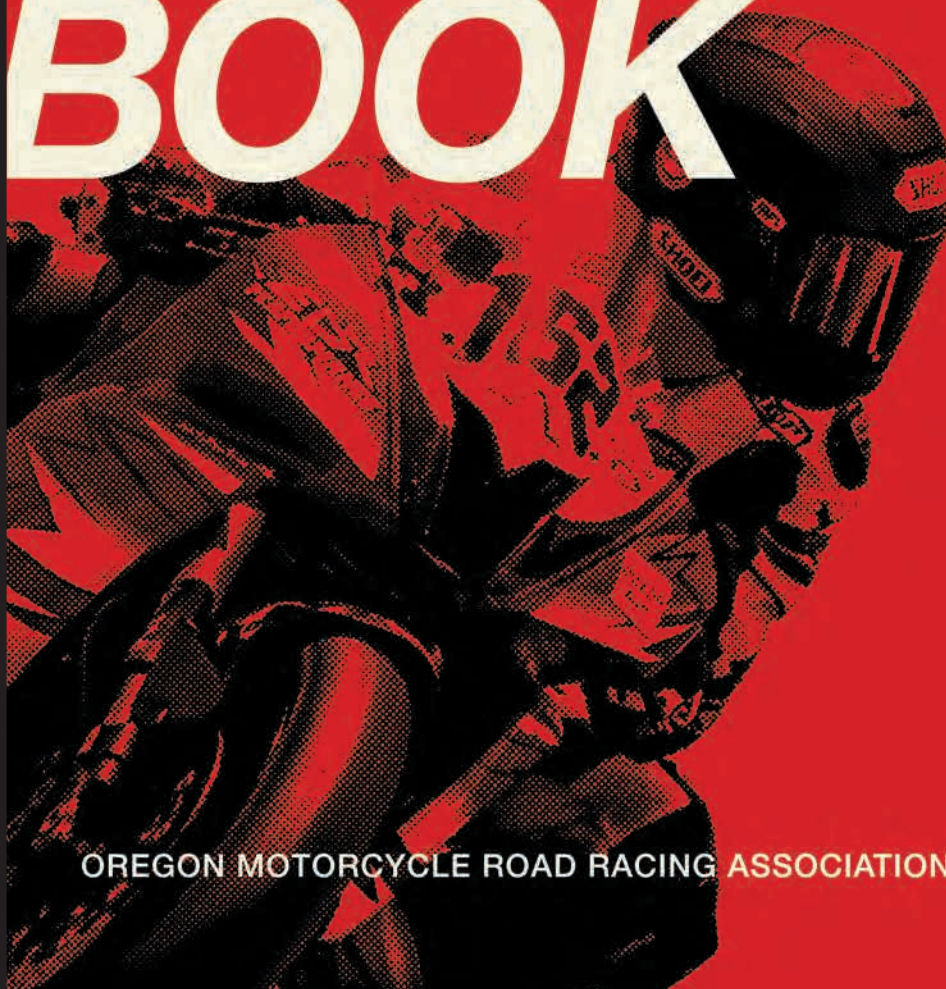


2015 RULE BOOK



OREGON MOTORCYCLE ROAD RACING ASSOCIATION



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INTRODUCTION

These rules apply to all Oregon Motorcycle Road Racing Association (OMRRA) sanctioned events.

This Rule Book is effective calendar year 2015.

Riders are expected to be familiar with and understand the contents, and should study sections relating to their particular machinery.

The entire OMRRA Rule Book is subject to the editing control of the Rules Committee regarding issues of appearance, formatting and clarity, with approval from the OMRRA Board of Directors.

Rule Book content in the Introduction, Sections D through N, Schedule, Charter, List of Officers and Board Members, General Race Day Information and the Appendices is entirely kept up to date and administered by the Rules Committee with approval from the Board of Directors.

Rule Book content in Sections A, B, C and O is administered and updated by the Rules Committee, with approval from the General Membership by rules ballot.

If safety issues dictate, the Race Director and/or Referee may temporarily override any of these rules immediately on-site during an OMRRA event for the duration of the race weekend.

Further, the OMRRA Board of Directors may intervene with changes to the Rule Book including Sections A, B, C and O. Such changes go into effect immediately, are made available as soon as possible to the Membership on www.OMRRA.com, and remain in effect until the next Rules Committee considers and acts upon them.

The OMRRA Rule Book is printed in limited quantities for Race Officials and Board Members before the start of the race season. An electronic version of the Rule Book is available at www.OMRRA.com, is kept current, and is the definitive source for OMRRA rules.

2015 OMRRA RULES COMMITTEE

Keith DiBrino, Matt O'Rourke, Chris Page, Ryan Dalling, Peter Kahn, Geoff Ford

2015 OMRRA REFEREES

Ryan Dalling, Geoff Ford

2015 PACIFIC NORTHWEST ROAD RACE DATES

OMRRA, PORTLAND INTERNATIONAL RACEWAY

See www.OMRRA.com for daily race schedule and more.

Friday	April 17	Novice School
Saturday	April 18	Racing
Sunday	April 19	Racing
Saturday	May 9	Racing
Sunday	May 10	Racing
Saturday	June 27	Racing
Sunday	June 28	Racing
Friday	July 24	Novice School
Saturday	July 25	Racing
Sunday	July 26	Euro Day, Racing
Saturday	August 15	Racing
Sunday	August 16	Vintage Day, Racing
Saturday	September 19	Racing
Sunday	September 20	Racing

WASHINGTON MOTORCYCLE ROAD RACING ASSOCIATION

www.WMRRA.com

Pacific Raceways	April 25-26	Racing
The Ridge	May 23-25	Racing
The Ridge	June 27-28	Racing
Pacific Raceways	July 18-19	Racing
Pacific Raceways	August 29-30	Racing
Portland Int'l Raceway	Sept 19-20	Racing

OMRRA CHARTER

The Oregon Motorcycle Road Racing Association is a 501(c)(7) non-profit organization formed in 1972 with the primary purpose of organizing successful motorcycle road races and associated events at Portland International Raceway, or any other venue that becomes available and is feasible in the Pacific Northwest.

Its rules are promulgated in the interest of safety, fairness and enjoyable racing.

The Association provides a class and championship structure generally reflective of those in other motorcycle race organizations, with the intent that no competitor has unfair advantage with regard to machinery.

The Association recognizes that, with the rapid evolution of contemporary technology, these rules may need yearly modification to do so.

The Association will only prosper if the varied interests of riders, volunteers, spectators and PIR management are taken into account. It is therefore the duty of the Association to outline clear processes, guidelines, constraints and consequences for club members, crew, volunteers, officials and spectators.

For the 2015 OMRRA race season, those are found in this Rule Book.

RULE BOOK DISCLAIMER

No express or implied warranty of safety results from publication of or compliance with these rules or regulations. They are intended as a guide for conduct of the sport, and in no way guarantee against injury or death of any participant, spectator or volunteer.

2015 BOARD MEMBERS

President.....	Chris Page
Vice-President	Matt O'Rourke
Secretary.....	Brian Tallant
Treasurer	Keith DiBrino
Membership Representative.....	Tullio Celano
Members at Large	Jeff Brooks
.....	Kevin Pinkstaff

2015 OMRRR NUMBER PLATE HOLDERS

OVERALL

1.....	Devon McDonough
2.....	Andy DiBrino
3.....	Sam Verderico
4.....	Kevin Pinkstaff
5.....	Joe Rocha

CLUBMAN

1c.....	Andy DiBrino
2c.....	Kelly Johnson
3c.....	Peter Kahn
4c.....	Michael Caravatta
5c.....	Devon McDonough

VINTAGE

1v.....	Mica Grohn
2v.....	Eirik Nielsen
3v.....	Ryan Shanahan
4v.....	Daric Cheshire
5v.....	Jared Kenyon

2014 OMRRR CLASS CHAMPIONS

250 Ninja Cup.....	Kelly Johnson
450 Superbike.....	Michael Caravatta
600 Superbike.....	Andy DiBrino
600 Supersport.....	Andy DiBrino
750 Superbike.....	Andy DiBrino
750 Supersport.....	Andy DiBrino
85GP.....	Dominic Cameron
Formula 2.....	Gene Brown
Formula 3.....	Rob Tatom
Formula 40.....	Stuart Johnson
Formula Ultra.....	Devon McDonough
GP Twins.....	Peter Kahn
Lightweight Classic Superbike.....	Brad Pinkstaff
Lightweight Superbike.....	Kelly Johnson
Lightweight Supersport.....	Andrew Pignataro
Middleweight Classic Superbike.....	Shannon Lang
Middleweight GP.....	Peter Kahn
Middleweight Superbike.....	Peter Kahn
Middleweight Supersport.....	Peter Kahn
Novice 2.....	Nathan Aldrich
Novice 3.....	Blake Gornowicz
Open Classic Superbike.....	Jason Iverson
Open Sportsman.....	Brian Tallant
Open Superbike.....	Andy DiBrino
Open Supersport.....	Sam Verderico
Vintage Lightweight.....	Ryan Shanahan
Vintage Middleweight.....	Eirik Nielsen
Vintage Spirit of the 70's.....	Jared Kenyon
Vintage Superbike.....	Patrick Leyshock
Ultra-Lightweight GP.....	Austin McCabe
Ultra-Lightweight Supersport.....	Kelly Johnson

GENERAL RACE DAY INFORMATION

The term EVENT in this rule book may be defined as warm-up, practice or race. The order of events and class mix for each race meeting will be posted on www.OMRRA.com and in the race program.

CLASS MIX (not order of events):

One heat of one ten-lap duration with classes as follows:

1. Open Sportsman / Formula Female
2. Formula 40 / Open Classic Superbike
3. 600 Supersport
4. Formula Ultra
5. Middleweight Supersport / Formula 3 and Lightweight Supersport
6. Novice 3 / Novice 2
7. Open Supersport / 750 Supersport
8. 600 Superbike
9. Middleweight Sportsman
10. 600 Classic Superbike and Middleweight Superbike
11. Middleweight Classic Superbike / Lightweight Superbike
12. Open Superbike
13. 750 Superbike
14. 450 Superbike / Vintage Superbike
15. GP Twins

Dual heats of six-lap duration with classes as follows:

16. Ultra-Lightweight Supersport / Vintage Middleweight
17. Vintage Lightweight / 85GP
18. 250 Ninja Cup

One heat of 24 laps duration with classes as follows:

19. Open GP and 600GP, or Middleweight GP and Ultra-lightweight GP

At the discretion of the Race Director race lap counts may be reduced due to weather, safety, or other unforeseen schedule constraints.

Race day sequence is as follows unless special circumstances dictate:

Gates open	7:00 a.m.
Registration opens	7:15 a.m.
Technical inspection opens	7:30 a.m.
Riders meeting (compulsory attendance)	8:30 a.m.
Registration closes	1 hour before first race
Warm up sessions begin	9:00 a.m.
End of race day	5:00 p.m.

Grid positions:

- Grid order is assigned by class season points to date, followed by previous season class points, followed by the order in which entries were received.
- Race grids are limited to a maximum of 50 motorcycles. Entries received beyond that number are put on a waiting list in the order received.
- Once per class per season a rider may petition the Membership Representative to be placed further forward on the grid if 1) the rider records practice times within 104% of the best lap in that class the last dry race, and 2) the rider has not competed in that class in the current OMRRA season. If the Membership Representative approves, the rider receives the 5th grid position of the 2nd row. If multiple riders petition, they receive the 5th grid position of subsequent rows with priority determined by the best recorded practice lap time that weekend.

PORTLAND INTERNATIONAL RACEWAY

Competitors, crew members and spectators, please be aware of the following:

- Portland International Raceway (PIR) is located just off the I-5 freeway at exit 306B, north or southbound.
- A \$10 daily track entry fee must be paid and a waiver signed by all racers, crew and spectators. Children under 12 and military in uniform receive free entry. Each person will be given a wristband which must be worn at all times while on PIR grounds.
- OMRRA race pits are located in the inside “Pro Pit” area.
- Race fuel is generally sold at the track by vendors, but their presence is not guaranteed.
- Tire service is generally provided at the track by vendors, but their presence is not guaranteed.
- The nearest gas station is located just across the I-5 freeway.
- There are 110-volt electricity outlets along pit wall and on poles by the grass.
- RV parking is available. No sewage dumping.
- A snack bar is located in the pits near the motocross track, and is open throughout the day.
- Restrooms are available. Showers are not.
- Registration is located on the second floor, and Scoring on the third floor of the Pro Pit Tower.
- Bike Technical Inspection takes place near the middle of the pits, and is required only once per weekend unless you crash.
- Gear Technical Inspection takes place at the ASIT trailer near the middle of the pits, and is required only once per weekend unless you crash.
- The Riders Meeting takes place each race day midway down hot pit lane at 8:30 a.m. Racer attendance is required.
- Official grid positions and results are posted at the base of the Pro Pit Tower. Unless Scoring is notified of an error before the green flag of the race prior to yours, your grid position will not be adjusted.
- If requested, there may be a brief escorted warm-up session for riders new to PIR, held at the beginning of the normal morning practice period.
- OMRRA uses AMB electronic scoring (required). A limited number of AMB units are available for rent from Competition Motors in the OMRRA pits.
- PA system announcements are available on your radio at AM 1620.

Portland International Raceway is a Portland City Park and a wetland. Consequently:

- Street-legal helmets are required while riding motorcycles, scooters or ATVs in the pits.
- The minimum age for motorcycle riding in the pits is 16 unless you are a licensed racer.
- Dogs must be on leash at all times.
- Bicycle helmets are required for bicycle riders under 16-years-old.
- No tire or fuel container disposal is allowed. You will be penalized and fined if you dispose of tires or empty fuel containers at PIR. Fuel containers must have the racer’s number written on them. See Section N: Penalties.
- Used oil must be properly disposed of in the provided containers. You will be penalized if you improperly dispose of waste fluids at PIR. See Section N: Penalties.
- Alcoholic beverages for spectators are served in the beer garden. No alcohol may be brought into PIR. See Section K-2.
- Fire lanes must be kept clear in the pit area at all times.
- Camping is allowed. No open fires.
- Race engines may be started at 7:00 AM if compliant with the PIR 92dBA limit, but must be turned off during the Riders Meeting. After 9:00 AM the OMRRA sound limit is 103dBA.

SECTION A: CLASSES

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

Supersport (Section B):

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

Superbike (Section C, Appendix A):

- 450 Superbike
- 600 Classic Superbike
- 600 GP
- 600 Superbike
- 750 Superbike
- 85GP
- Electric Superbike
- Formula 3
- Formula 40
- Formula Female
- Formula Ultra
- GP Twins
- Lightweight Superbike
- Middleweight GP
- Middleweight Classic Superbike
- Middleweight Sportsman
- Middleweight Superbike
- Novice 2
- Novice 3
- Open Classic Superbike
- Open GP
- Open Sportsman
- Open Superbike
- Ultra-Lightweight GP

Vintage (Section O):

- Vintage Lightweight
- Vintage Middleweight
- Vintage Superbike

(A-2) For special events the Race Organizers may change the class structure.

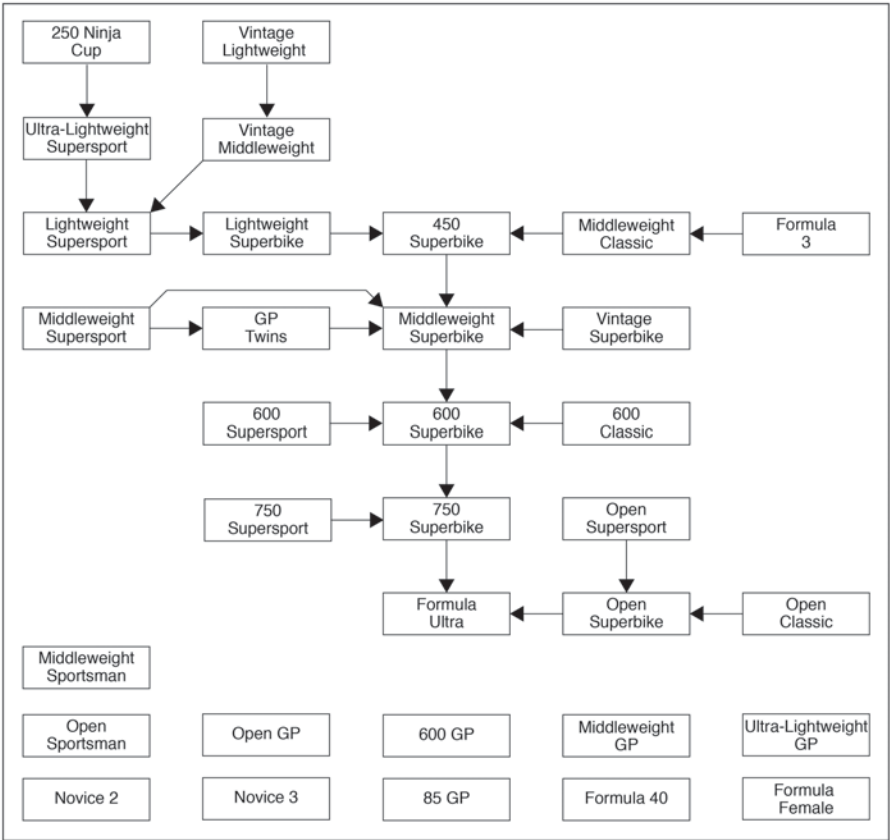
(A-3) The Board of Directors has authority to decide which classes, if any, run for money instead of trophies. They also determine the percentage payout, and will notify riders prior to the close of registration as to classes included, entry fee and payout schedule. In money classes, riders compete only for the money awarded in that class. There is no option to race for trophies, and no option to enter at a reduced entry fee.

(A-4) The term OPEN in these rules means unlimited displacement. The term TWIN means two cylinders. The term MULTI means more than two cylinders.

(A-5) The term AIR-COOLED means the primary heat transfer mechanism between cylinder head and cylinder is ambient air through fins. Air-and-oil-cooled machines are classified AIR-COOLED. If a water-filled radiator is used to supplement heat transfer, that machine is classified WATER-COOLED.

(A-6) The Class Migration Chart below indicates the most common first step-up class, and is meant for reference only. Machines must meet class requirements described in Sections B and C, which take precedence over the Migration Chart. Machines may not “step down” a class to race.

Race Class Migration Chart



SECTION B: SUPERSPORT

(B-1) Supersport classes: 250 Ninja Cup, Ultra-Lightweight Supersport, Lightweight Supersport, Middleweight Supersport, 600 Supersport, 750 Supersport, Open Supersport.

(B-2) Supersport motorcycles are based on DOT-approved production motorcycles sold in the USA or Canada by manufacturers and their dealers for street use. A valid title, Statement of Origin (not bearing the notation “For Off Road Use Only” or similar), or DMV tag receipt may be used as proof of street-legal intent. A minimum of 200 units for multi-cylinder motorcycles, and 50 units for twins and singles must have been available through USA dealer commercial channels. Canadian models must be identical to USA specifications, proof of which rests with the competitor. All Supersport motorcycles must meet conditions listed in this section as well as Sections F, G and H.

(B-3) The following is a list of the only things that should or may be done to a Supersport machine. If the OMRRA Rule Book does not explicitly mention you can do it, you cannot.

Bodywork: Non-stock crash protection (slider pucks, frame savers, etc.) allowed. Aftermarket solo seat cowlings may be used as long they are readily available, and made for the year and model of the bike.

Bars: Clip-ons allowed.

Batteries: Unrestricted. Charging system must remain unmodified.

Brackets: Any bracket holding an item that may be removed may also be removed.

Brakes: Race-type brake linings may be used. All other brake system components must remain stock except hydraulic lines (see below).

Brake and Clutch Lines: Any type may be used including braided lines.

Brake Rotors: Aftermarket brake rotors made of ferrous material that meet OEM specifications for diameter and thickness for that machine are permitted.

Cam Idler Gear Modifications: Per manufacturer service manual.

Cam Chain Tensioner: Aftermarket or modified cam chain tensioners allowed.

Camshaft Timing: Permitted, including slotting of camshaft drive.

Carburetor/Fuel Injection/Intake/Ignition modification limited to:

- Carburetor jets and needles may be replaced.
- Re-sizing of air metering holes involved with CV carburetor throttle slide control permitted.
- Throttle slide and return spring may be replaced with aftermarket parts.
- Electronic or mechanical enriching devices must remain installed, but may be deactivated.
- Fuel lines and vent lines may be replaced.
- Aftermarket fuel filters may be added.
- All components involved in fuel injection systems must remain standard except electronic control modules, which can be modified or replaced with aftermarket or alternate OEM modules. Modules must connect to original connectors or OEM connection kits. Installation of additional components to the fuel injection system beyond piggyback fuel injection controllers (examples: Power Commander, Bazzaz) is not permitted. Aftermarket modules must be readily available from US retail outlets, for sale to the public.
- The original equipment air box must be utilized. Non-OEM filters may be used. The only other modification permitted is sealing air box drains for fluid containment.
- Electric ignition or fuel cutout shift devices are allowed. However, they may not physically move any portion of the shift mechanism.

Case Covers: Aftermarket covers allowed (required for most in-line four-cylinder motorcycles, F-34).

Chains: Chain and/or sprockets may be changed, and chain size may be changed. Chain guard may be removed.

Clutch: Clutches may be replaced with non-OEM drive and driven plates. Clutch springs may be changed to aftermarket parts, or added or removed. If a motorcycle comes with an adjustable OEM slipper clutch, adjustments may be made to it.

Crankcase Breathers: Rerouting crankcase breather(s) from the air box to one or more exhaust injection (PAIR) valves is allowed provided the remainder of the emissions system remains unchanged, except exhaust components, which may be changed or removed (see F-8).

Crank Welding: Permitted for safety.

Engine:

- No material may be added or removed from the motor with the exception of gasket surfaces.
- Flywheel balancing is permitted by removing material only. Flywheel weight must remain no less than 99% of the minimum OEM specification. If the OEM weight specification cannot be determined an unaltered example of the OEM component may be used as the weight specification with an additional 1% for OEM manufacturing tolerance.
- Valve seat insets may be reworked or replaced with OEM or aftermarket seats of original dimension and material. Thickness of the stock inserts may not be increased.
- Aluminum casting of cylinder head ports and combustion chambers must remain absolutely stock, with no metal removal. The only exception is valve seats with an O.D. equal to stock plus .25mm/.010", along with machining the valve seat pocket of the head to match.
- OEM gaskets not required.
- Over-boring not allowed.
- Multi-angle or radius valve jobs allowed as normal maintenance as long as machining is confined to the actual valve seat insert and does not extend into the port or combustion chamber. Valve seat to port blending not allowed.

Exhaust: Any exhaust may be used as long as it meets sound restrictions in section G.

Fairings: Any fairing readily available from a major manufacturer for the specific make, model and year of motorcycle may be used provided it complies with oil containment regulations (F-24). If the stock fairing includes air-ducting tubes, they may be removed. All types of aftermarket windscreens allowed as long as they are bolt-on replacements for OEM items. Motorcycles that do not come stock with fairing lowers may run readily available model-specific aftermarket fairings.

Foot Controls: Foot pegs, brake and shift pedals, and brackets may be changed or modified. Passenger foot pegs and brackets may be removed.

Gas Cap: Replacement with a non-OEM unit allowed.

Gearing: Final gearing may be changed. Belt final drives may be converted to chain and sprocket.

Horn: Removal allowed.

Instruments: Instruments, instrument brackets, switches and associated wires may be removed and/or replaced by aftermarket parts provided the main wiring harness remains intact. Original combination instrument/fairing brackets may be replaced with aftermarket parts.

Levers: Aftermarket hand levers allowed. Brake lever guards highly recommended.

Lights: Headlight and tail/brake light housings may be removed. Wiring should be disconnected at the first available plug in the harness. The main wiring harness must remain intact.

Radiator: Removal of radiator fan allowed.

Ram Air Ducts: Replacement of OEM ram air ducts with aftermarket units is permitted as long as the aftermarket units utilize stock fitment and have the same inlet dimensions as OEM.

Rev Limiter: Modification permitted.

Shifter: Shifter return or detent springs, detent arm and shift star may be replaced with aftermarket components.

Spark Plugs: May be changed to aftermarket parts.

Speedometer Drive: May be removed and replaced with a wheel spacer.

Steering Damper: May be added.

Steering Head Bearings: Replacement permitted.

Sub-frames: Modification and use of aftermarket sub-frames permitted.

Suspension: Rear shocks may be changed or modified. Rear shock linkage must remain stock. Front fork internals and caps may be modified or replaced.

Tires: Unrestricted.

Transmission: Gears may be shimmed only for the purpose of proper engagement. OEM or aftermarket shims allowed.

Updating and backdating (changing specifications to a previous or later model year): Allowed provided the parts, manufactured for the same model number, are directly interchangeable (bolt-on).

SUPERSPORT CLASSES:

(B-4) 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-5) Ultra-lightweight Supersport consists of:

- 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-6) Lightweight Supersport consists of:

- Up to 400cc 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 in Superbike trim.
- Grand Prix and Moto3 motorcycles and/or frames not allowed.

(B-7) Middleweight Supersport consists of:

- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 600cc multi-cylinder four-stroke motorcycles up to and including 1990 models.
- 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-8) 600 Supersport consists of:

- 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 Ultra-lightweight, Lightweight, Middleweight, Vintage or Formula 3 not allowed.

(B-9) 750 Supersport consists of:

- 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 Ultra-lightweight, Lightweight, Middleweight, Vintage or Formula 3 not allowed.

(B-10) Open Supersport consists of:

- Motorcycles with unlimited displacement.
- Machines primarily classified below 600 Supersport not allowed.

SECTION C: SUPERBIKE

(C-1) Superbike classes: Lightweight Superbike, 450 Superbike, Middleweight Superbike, 600 Superbike, 750 Superbike, Open Superbike, Formula Ultra, Middleweight Sportsman, Open Sportsman, Middleweight Classic Superbike, 600 Classic Superbike, Open Classic Superbike, GP Twins, Formula 3, Formula Female, Formula 40, Electric Superbike, 85GP, Ultra-Lightweight GP, Middleweight GP, 600 GP and Open GP.

(C-2) No modifications are allowed within class capacity limits that do not conform to Sections F, G and H. All other modifications allowed as long as the following criteria are met:

- No superchargers or blowers, except those that are OEM for the make, model, and year. OEM superchargers may not be modified.
- Gas tanks must be constructed and mounted in a safe, workmanlike manner. Seat tanks prohibited.
- Gas tank vent lines must have a device that prevents the escape of gasoline.
- Exhaust pipe(s) and muffler(s) must be securely attached together and bolted to the frame.
- The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire, or point in a way that interferes with the vision of another rider.
- The majority of the front wheel, with the exception of the tire, must be visible from either side.
- The front fender may extend from the front axle, in front of the fork assembly, covering a maximum 50 degrees of arc.
- No streamlining, other than a seat or tail section, to the rear of the rear axle.
- If a streamlined seat or tail section is used, it cannot extend more than four inches beyond a vertical line drawn from the rear edge of the rear tire, with the exception of an OEM fairing.
- The rear wheel, with the exception of the tire, must be clearly visible for 180 degrees of arc from the rear of such a line with the machine un-laden.
- No part of the fairing may extend more than four inches forward of a vertical line drawn through the front axle, with the exception of an OEM fairing.
- It must be possible to see the rider completely, in the normal riding position, from either side and from above, and to see the rider's outline from the rear.
- It is prohibited to use transparent material to avoid the rules above.
- Fairings must be mounted at a minimum of three mounting points in a safe, workmanlike manner.
- Displacement limits are: 650cc twins limited to 680cc, 600cc bikes limited to 640cc, and 750cc bikes limited to 800cc.
- Turbocharged machines otherwise qualified to run in Superbike classes must run in Formula Ultra, regardless of engine displacement.
- On machines with frame-to-motor mismatch, engine defines class eligibility.

SUPERBIKE CLASSES:

(C-3) Lightweight Superbike consists of:

- 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 consists of:

- Up to 450cc multi-cylinder four-stroke motorcycles.
- Up to 450cc twin-cylinder two-stroke motorcycles.
- Up to 650cc, twin-cylinder four-stroke motorcycles.
- 4-valve water-cooled four-stroke twins up to 689cc 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 consists of:

- 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 four-stroke AIR-COOLED twin-cylinder motorcycles. Buell over 1000cc excluded.
- Open single-cylinder two or four-stroke motorcycles.
- Vintage Superbike motorcycles in compliance with Section O.

(C-6) 600 Superbike consists of:

- 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 Ultra-lightweight, Lightweight, Middleweight, Vintage or Formula 3 not allowed.

(C-7) 750 Superbike consists of:

- 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 Ultra-lightweight, Lightweight, Middleweight, Vintage or Formula 3 not allowed.

(C-8) Open Superbike consists of:

- Motorcycles with unlimited displacement.
- Machines primarily classified below 600 Supersport not allowed.

(C-9) Formula Ultra consists of motorcycles of unlimited displacement.

- Machines primarily classified below 600 Supersport not allowed.

(C-10) Middleweight Classic Superbike consists of:

- Motorcycles with a model year 10 years old or older. Example, in 2015, 2005 model year motorcycles are eligible.
- Single-cylinder four-stroke motorcycles with unlimited displacement.
- Twin-cylinder four-stroke motorcycles 650cc or less.
- Three-cylinder four-stroke motorcycles 500cc or less.
- Four-cylinder four-stroke motorcycles 400cc or less.
- Two-stroke motorcycles 125cc or less.

(C-11) 600 Classic Superbike consists of:

- Motorcycles with a model year 10 years old or older.
- Unlimited displacement AIR-COOLED motorcycles without age restriction.
- Twin-cylinder four-stroke motorcycles 900cc or less.
- Three-cylinder four-stroke motorcycles 750cc or less.
- Four-cylinder four-stroke motorcycles 640cc or less.
- Two-stroke motorcycles 250cc or less.
- Vintage Superbike motorcycles in compliance with Section O.

(C-12) Open Classic Superbike consists of motorcycles of unlimited displacement.

- Motorcycles with a model year 10 years old or older.
- Machines primarily classified below 600 Classic Superbike not allowed.

(C-13) GP Twins consists of:

- 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.
- Vintage Superbike motorcycles in compliance with Section O.

(C-14) Formula 3 consists of:

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

(C-15) 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 classified below 600 Supersport are 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 Overall, Clubman or Vintage Championship.

(C-16) Middleweight Sportsman is a trophy class including motorcycles that meet OMRRA Middleweight Superbike regulations.

Class competitors who record a dry race fastest lap under 1:19 (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 OMRRA Board.

“Customary pace” is defined as demonstrated ability within the past two years to race consistent laps more than one second below the Sportsman DQ limit on similar machinery. In instances where lap history was achieved on dissimilar equipment, the Referee may determine the competitor’s class eligibility. Competitor wet race eligibility is based on dry race lap time history.

Middleweight Sportsman is an exhibition event for daily awards, and does not accrue Championship or season Class points.

(C-16) Open Sportsman is a trophy class including motorcycles that meet OMRRA 600, 750 or Open Supersport or Superbike regulations.

Class competitors who record a dry race fastest lap under 1:13 (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 OMRRA Board.

“Customary pace” is defined as demonstrated ability within the past two years to race consistent laps more than one second below the Sportsman DQ limit on similar machinery. In instances where lap history was achieved on dissimilar equipment, the Referee may determine the competitor’s class eligibility. Competitor wet race eligibility is based on dry race lap time history.

Open Sportsman is an exhibition event for daily awards, and does not accrue Championship or season Class points.

(C-17) GP classes comply with rules of the following classes:

- Open GP (Open Superbike)
- 600 GP (600 Superbike)
- Middleweight GP (650GP/Middleweight Superbike/Formula 3/Lightweight Superbike)
- Ultra Lightweight GP (Ultra-lightweight Supersport)

GP classes run 24 laps non-chicane, and 20 laps chicane.

Open GP and 600 GP run together. Middleweight GP and Ultra-lightweight GP run together.

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

(C-18) Electric Superbike consists of independently electric-only powered motorcycles.

- Power cannot be generated on the chassis – no hybrids.
- Motorcycles must conform to section F with the following exceptions: clutch, clutch lever and gearbox requirements listed in F-1.
- Motorcycles may be asked to demonstrate competitive capability to OMRRA 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 Information section of this rulebook. Race length will be determined by the time grid sheets are posted.
- Electric Superbikes are not eligible to run in Endurance races.
- 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-19) Formula Female consists of:

- Motorcycles with primary classification of 450 Superbike and above (see A-6).
- 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 Overall, Clubman or Vintage Championship.
- Novices are eligible to compete in FF, but FF races do not count toward graduation.

(C-20) 85GP (see Appendix D).

SECTION D: LICENSES, ENTRIES, NUMBERS

(D-1) ALL COMPETITORS MUST HAVE PERSONAL MEDICAL COVERAGE. Exception: current AMA, FIM or other professional riders who demonstrate they cannot obtain coverage.

(D-2) All OMRRA event entrants must hold a current competition license from a recognized motorcycle road racing body (see D-13). An OMRRA competition license may be obtained in advance, or when entering an event by submitting an OMRRA Membership Application Form to the OMRRA Office or Registration. Competitors under 18-years-old must have their license application signed by all parents or legal guardians, and properly notarized. Rider minimum age is 12 without Board of Directors approval based on race resume.

(D-3) Competition licenses are good April 1 – March 31. They carry a competition number to be used the entire year, and a competition card with the racer name and number on it.

(D-4) An OMRRA Single Weekend Competition License may be purchased (requires valid road racing license recognized by OMRRA, see D-13). At any point in the season up to one Single Weekend License purchase fee may be applied toward the purchase of a regular Competition License. Single-weekend licenses score points, but do not have voting rights.

(D-5) For special events OMRRA may offer an OMRRA Exhibition Race License, good for that exhibition event only on that date only. The Exhibition Race License does not score points, have voting rights or grant the right to race in other OMRRA classes.

(D-6) Oregon residents (and Clark County, WA) must have an OMRRA membership in addition to a competition license.

(D-7) For a rider to retain his or her previous year competition number, the Membership Application must be received by OMRRA no later than February 15th.

- The top five season points finishers within the Overall, Clubman and Vintage championships may use numbers 1 through 5 the following season. Their regular numbers will be reserved for one year. Clubman 1 through 5 plates must include a clearly visible lower case ‘c’. Vintage 1 through 5 plates must include a clearly visible lower case ‘v’.
- Numbers 6-599 are “regular” numbers used by expert riders.
- Numbers 600 through 699 are reserved for “team machines.” These are intended for teams with multiple riders sharing one or more machines. If two riders share a machine it may bear one rider’s “regular” number or a 600-series number. If an expert and a novice share the machine it must bear the number of the novice (700 or 900 series).
- Numbers 700 through 799 are reserved for OMRRA novice riders.
- Numbers 900 through 999 are reserved for WMRRA novice riders.
- At the discretion of Registration, visiting racers may use an “x” to differentiate their number from a current OMRRA racer who owns that number.
- Any non-retired racing number with which the racer has not competed in any OMRRA event for three years will be assigned in the same manner as other un-renewed numbers.
- Race numbers may not be given from one racer to another. OMRRA retains “ownership” of these numbers.

(D-8) Any competitor who loses his or her current license card may obtain a duplicate from OMRRA for \$10.00.

(D-9) There shall be a completed OMRRA Medical Form on file before a rider is allowed to ride in an OMRRA event. This form must be updated each race season. Every participant (riders and workers) must have a current, completed Medical Form on his or her person at all times while on the track.

(D-10) To participate in an OMRRA event, racers must submit an OMRRA Race Entry Form:

- A Pre-Entry is an entry received by noon, two days before the event (Thursday for a typical Saturday-Sunday race weekend). Pre-Entries close at that time. Additional entries and/or changes must be made in-person at the event. Payment is required for pre-entry to be accepted.
- A Post-Entry is defined as an entry received at the event. Post-Entries incur an extra fee over and above normal pre-entry fees.

(D-11) By entering an event it is deemed that the entrant has read and understood these rules, and agrees to be bound by them.

(D-12) A person who pays fees with Not Sufficient Funds (NSF) checks will not be allowed to participate in future OMRRA events until all NSF amounts are properly paid. An additional \$50 processing fee will be assessed. At the discretion of the OMRRA Treasurer further checks from that person may be refused.

(D-13) Race organizations whose licenses are recognized reciprocally by OMRRA include: AFM, AMA, CCS, CMRA, CRA, FIM, MRA, PC-MoM, SMRI, USGPRU, WERA, WMRA, WSMC. Others (example: AHRMA) may be accepted at the discretion of the OMRRA Board of Directors or President based on documentation of race experience and capability.

- Riders who show proof of a current or recent Expert license from one of the above organizations will be granted an OMRRA Expert license upon receipt of Race Membership fees.
- Expert riders who show a significant lapse (over five years) in road race participation with a recognized organization are required to re-qualify for Expert status by, at minimum, attending an OMRRA-approved New Racer School and passing an OMRRA check ride. Following successful school completion the Head Novice Instructor has authority to decide whether to immediately grant an Expert license, or to require completion of the remaining Novice race requirements to regain Expert status. The above requirement may be waived at the discretion of the OMRRA Board in cases where the racer demonstrates an extremely high level of past motorcycle road race accomplishments via a written petition. If no Board Meeting is scheduled between the petition and the next race, the OMRRA President may approve a Single Weekend Expert Competition License (see D-4) upon receipt of the written petition, which may be extended to a full season Expert Competition License at the discretion of the Board at its next meeting.
- Novice applicants see Appendix A.

SECTION E: GEAR AND BIKE INSPECTION

(E-1) The Gear Technical Inspector (see Appendix C) inspects and approves racing apparel for conformance to safety regulations before the rider is allowed on course. Racing apparel with holes, loose seams, or in otherwise poor condition will be rejected. Duct tape is considered poor condition.

At the competitor's first event of the season the following items will be inspected, and if approved, a sticker will be placed on the left side of the rider's helmet:

- **Leather suit.** Separate jacket and pants are acceptable only if they fully zip together (270 degrees or more) to make one piece of clothing. No textile suits. No exposed skin.
- **Medical form.** Must be current, complete, signed, witnessed, dated, and securely located in a pocket inside the leather suit. It is not permissible to ride on track without a medical form (see D-1).
- **Leather gloves.** Must have wrist retention strap, and substantially overlap the suit arms.
- **Spine protector.** Must be full-torso length impact resistant material. Compliance to CE EN1621-2 Level 2 highly recommended.
- **Leather boots.** Minimum height of eight inches from the top of the sole with a secure closure method (no slip-ons) and substantially overlapping suit legs.
- **Helmet.** Must be full-face style (no flip-ups), and certified by the manufacturer, with sticker affixed, to meet at least SNELL 2010, BSI 6658-A or ECE 22-05. No significant scratches or evidence of impact allowed. No electronics of any sort allowed within or on the helmet (examples: cameras, heads-up displays, audio devices).

All the above apparel must be worn when riding on the track. Alternate gear may not be substituted for inspected gear. Technical stickers may not be transferred from one helmet to another (see N-5).

Racing apparel will be inspected once per season.

At subsequent events, provided the racer presents their helmet, undamaged and with OMRRA Gear Tech sticker from the current year affixed, only the helmet and medical form are required for inspection. That inspection is required once per race weekend, and must occur before the racer turns a wheel on the track.

Following a crash, the corner worker will remove the gear technical sticker from the helmet. The rider must have all gear re-inspected and approved before going back on track.

Prohibited gear:

- Knee pucks or slider devices intended to make sparks.
- Boots with toe slider devices that can create sparks (mounting screws excepted).
- Electronic devices intended for communication between crew and racers.
- Tear-off visor shields.

(E-2) The Technical Bike Inspector inspects and approves machines for compliance with safety regulations (Sections F, G) before the rider is allowed on course. Equipment in unsatisfactory condition will be rejected.

It is not the duty of the Technical Bike Inspector to ensure compliance of each motorcycle with the technical rules for each class in which that motorcycle is entered. That responsibility lies with the rider.

The following items will be checked at Bike Technical Inspection, and if approved, a sticker will be placed on the front left of the machine's front fairing or number plate. All machines must have enough bodywork removed prior to inspection so the Inspector can see the engine area.

The mandatory oil catch pan must be removed and accompany the motorcycle to Tech Inspection the first race of the year. If the catch pan is approved, an additional sticker will be placed on the front fairing or number plate of the motorcycle. For the remainder of the season, as long as this approval sticker remains affixed, the catch pan need not be brought to Tech.

The inspection below should not be regarded as all-inclusive relative to safe race preparation. It is the duty of the entrant to check these items before a machine is presented for Bike Technical Inspection, and to make sure his/her motorcycle is prepared in a careful, workmanlike manner. Overly dirty machines are not considered workmanlike, and will be rejected.

Bike Inspection includes:

- Wheels - rounded metal valve caps, taped weights, rims and tires condition good
- Axle cotter pins present and properly inserted, pinch bolts wired
- Front and rear brake function, attachment, fluid retention, brake caliper bolts wired
- Front fork caps secure, no leaky fork seals, proper fork action
- Fork drain plugs taped or wired
- Handlebar to tank/fairing no interference, bar ends plugged
- Ball-end levers no sharp edges
- Throttle action/return functional at extremes of steering lock
- Cable routing lock-to-lock, no interference
- Ignition kill switch visible and colored red
- Number plate mounts secure, numbers compliant regarding location, size, color
- Headlight, brake lights, instrument glass taped (if present) or removed
- Horn disconnected (if present) or removed
- Fuel tank mounts and cap secure, fuel lines secure
- Coolant lines clamped and secure, radiator cap wired
- Exhaust brackets wired (spring and header bolt wiring highly recommended)
- Oil drain and filler plugs wired
- Breather hoses and catch tanks secure, dry and wired
- Oil lines and oil filters secure, dry and wired
- Chain master link, if present, secured by RTV
- Rear shock proper action and mounts secure
- Foot peg ends rounded
- Bodywork and seat securely mounted
- Side stand removed
- Contingency Form complete, claimed product used, and proper stickers confirmed

For details regarding machine requirements see Section F.

(E-3) Violations of Gear or Bike Technical Inspection requirements, especially those deemed to put other racers at risk, will result in racer penalties (Section N).

SECTION F: MACHINERY AND NUMBERS

(F-1) Machines must be clean and free of leaks.

(F-2) Nuts and bolts shall be securely fastened, and parts must be attached in a safe, workmanlike manner.

(F-3) Clutch and brake levers must have integral ball-ends. Minimum diameter of the ball-end is 1/2-inch if OEM, otherwise 5/8-inch diameter.

(F-4) Machines must have a guard completely shielding the primary drive.

(F-5) It is highly recommended that drive chain sprockets be shielded. Front sprockets should retain OEM countershaft sprocket covers, and rear sprockets should be shielded by a “shark fin” foot-deflector device.

(F-6) Oil fixtures including but not limited to drain, filter, filter plate bolts, caps and plugs must be safety wired with 0.032-inch minimum diameter stainless steel wire. This includes gear oil plugs in shaft-drive motorcycles, and plugs for enclosed chains. Spin-on oil filters must be secured by a hose clamp, and the hose clamp safety wired to prevent rotation. If a wire attachment point on the filter has been provided by the manufacturer, that point may be used instead of a hose clamp.

(F-7) Non-OEM oil lines and oil-cooler lines must be braided stainless steel. The Technical Inspector must approve all oil hose connections. Hose clamps are not allowed. The only exception will be machines equipped with an oil-cooler stock from the factory. When OEM equipment is used, no modification to oil-cooler or hoses is allowed. Banjo bolts on oil lines must be safety wired.

(F-8) Four-stroke engines must have oil breather lines return to the oil tank or a heat and shatter resistant catch tank of at least 8 oz. capacity with the inlet line securely fastened and vented to avoid pressurization. Alternatively, motorcycles may vent oil breather(s) to an unmodified air-box with plugged drains, or directly into exhaust injectors (PAIR valves).

(F-9) Automatic chain oilers are not allowed.

(F-10) Water-cooled motorcycles must have radiator drain plugs and caps safety wired. Antifreeze or glycol based cooling additives may NOT be used in the cooling system. Red Line Water Wetter or similar water additives are allowed. Four-stroke water cooled engines must have a securely attached coolant overflow reservoir of at least 8 oz. capacity made of heat resistant material. The coolant reservoir must be separate from the oil catch tank, and have a vent line terminating in the belly pan.

(F-11) A tail section or rear mudguard must extend to at least a vertical line drawn through the rear axle.

(F-12) Rims smaller than 16 inches (front) and 15 inches (rear) in diameter may not be used. Spokes must be tight and wheels must be reasonably true.

(F-13) Brakes must be installed in a safe, workmanlike manner. Front and rear brakes must operate effectively. Brake caliper bolts must be safety wired.

(F-14) Valve stem caps must be metal and rounded.

(F-15) Axle nuts, axle bolts, and axle pinch bolts must be secondarily secured. Axle bolts that thread into the end of an axle and axle pinch bolts must be safety wired. For motorcycles with dual pinch bolts near each end of the axle, it is sufficient to safety wire one bolt per side (in addition to the axle nut or axle bolt). Axle nuts must be secured using safety wire, a cotter pin, or a cotter pin substitute (see F-16).

(F-16) Where cotter pins are used as safety devices on castellated nuts, “R” or “D” clips may be used as a substitute. Those clips must be safety wired to the bike, and “R” clips must additionally be safety wired or zip tied closed at the mouth.

(F-17) Fuel lines must be safety wired or mechanically clamped to their fittings.

(F-18) Muffler bracket bolts must be safety wired.

(F-19) Footrests, gearshift, and brake pedals must have no sharp protruding edges. Such edges must be filed smooth and/or covered with rubber or plastic. Foot pegs ground sharp while racing must be repaired or filed smooth before the next heat. Foot peg ends must be plugged if round and hollow.

(F-20) Damaged or repaired handlebars are prohibited. The handlebar must be capable of supporting the weight of the motorcycle. Handlebars must have plugged or covered ends. Handlebar grips and control levers must remain at least one inch from the fuel tank and may not touch the fairing or otherwise create finger pinch points throughout the steering arc.

(F-21) Machines shall be equipped with a self-closing twist grip type throttle.

(F-22) Machines shall be equipped with an effective kill switch placed on the handlebar within easy reach in the normal riding position, and colored red.

(F-23) Stands, turn signals, headlights, taillights, mirrors and/or any other accessories deemed dangerous by the technical inspector must be removed.

(F-24) All motorcycles must have a functional fluid retaining belly pan of sufficient size to contain at least 125% of the motorcycle’s total oil capacity.

- Catch pans must be securely mounted at a minimum of three points. Zip ties, safety wire and duct tape do not qualify as secure mounting.
- Catch pans must cover the entire bottom of the engine and transmission, and have a dam at the rear of the catch pan. Pans that cover only the bottom of the oil pan are not sufficient.
- Disposable foil cooking pans and the like are not acceptable.
- Final approval of catch pan systems rests with the Bike Technical Inspector and Referee.

(F-25) Motorcycles shall be fitted with three white number plates.

- Numbers must be black, at least six inches high, one inch thick, and clearly readable.
- Number plates must be clearly visible from the front and each side of the motorcycle while the rider is in a normal seated position. Plates may be applied directly to bodywork contours.
- Number plates not painted directly onto the fairing or seat must be securely anchored in at least two places using at least 1/4-inch (6mm) bolts with a minimum of three inches between bolt centers (cable ties or elastic cords not allowed). No metal number plates.
- If the front of the fairing has an air inlet or similar obstruction the number plate may be placed to one side of the centerline.
- If tail section size does not permit two sets of numbers a single conforming set may be used.
- When space on the tail section is limited numbers on fairing lowers are encouraged.
- The Bike Technical Inspector and Referee have authority to disallow/disqualify bikes with non-compliant numbers.
- In cases where the rider participates in, and has a valid license from, another recognized road race organization (examples: MotoAmerica, AHRMA), the rider is allowed, at the discretion of the Bike Technical Inspector, to run the number and plate colors required by that organization. Numbers must be clearly legible, and meet OMRR minimum for height, width, position, and quantity.

(F-26) Chain-driven machines with clip-style master links must secure that clip with a gas and oil resistant silicone or similar adhesive. No safety wire. Peened master links recommended.

(F-27) Previous technical inspection stickers must be removed prior to presenting the machine for technical inspection.

(F-28) AMB Electronic Scoring is the primary scoring system for OMRRA. Rider paperwork must match their machine number and electronic ID. AMB transmitters must be mounted on the left fork tube between the triple clamps. If this is not possible on your machine you must get location approval from the Technical Bike Inspector. It is rider responsibility to ensure proper transmitter function during practice and races.

(F-29) Rotary engine displacement will be calculated as $1.7 \times \text{compression volume} \times \text{number of rotors}$ (eligible for Superbike classes only).

(F-30) A “Twingle” total capacity will be rated as a single cylinder. A twingle is defined as a twin cylinder engine, two-stroke or four-stroke, with a common combustion chamber.

(F-31) Turbocharged engines are allowed (see individual class regulations).

(F-32) Motorcycles found susceptible to fuel tank ruptures must have functional guards in place to minimize potential fuel leakage in the event of a crash. This currently includes Yamaha R6, 2006-2015.

(F-33) Provided they are commercially available, aftermarket case covers are required on all inline four cylinder motorcycles made after model year 1995.

(F-34) The addition of toys, dolls, hood ornaments and other unnecessary articles to race motorcycles is prohibited. Decorative items must be painted on, stickered, or integrated into the motorcycle. They may not flap, flutter, bounce, bobble, blink or otherwise distract.

(F-35) Camera systems and data recording devices must be inspected and approved for use by Tech before the motorcycle is allowed on track. Cameras and recording devices may NOT be mounted on or in the helmet. All cameras and recording devices must be marked with the rider’s race number, and must be tethered to a solid mount point on the motorcycle.

SECTION G: NOISE CONTROL

(G-1) Race engines must be turned off during the Rider's Meeting.

(G-2) Noise emissions will be monitored 50 feet from the racetrack, and may not exceed 92dBA from 7:00 - 9:00 AM, and 103dBA the remainder of the race day. Machines in violation will be black-flagged during practice or race. The violator must demonstrate to the Technical Inspector that the noise problem has been rectified before the violating machine will be allowed back on track.

(G-3) If OMRRA is fined by the City of Portland or DEQ for a noise violation, the rider(s) committing the violation is liable for the fine.

(G-4) Each exhaust outlet must contain a muffler. The following are examples of approved devices:

- Reverse gas flow incorporating a multi-tube and baffle design.
- Perforated straight-core surrounded with a sound-absorbing medium.
- Annular swirl flow constructed with an inner core at least ten inches in length.
- Stacked 360-degree diffuser disc attached to the end of the exhaust pipe.
- Any muffler installed as original equipment by the motorcycle manufacturer.

(G-5) The maximum allowable noise limit for generators and other equipment in the paddock is 80 dBA as measured based on OSHA sound monitoring protocols.

SECTION H: FUEL

(H-1) Fuel used at OMRRA events must be gasoline-based. Gasohol, octane boosters, and additives are allowed. Oxidizing fuels such as Nitro-methane and Nitrous-oxide are prohibited.

(H-2) Except under the Referee's advisement, fuel testing will be limited to specific gravity, to fall within a range deemed normal for gasoline and any additives that are legal by these rules.

(H-3) Electric motorcycles powered by independent batteries or other means are allowed in specified classes.

(H-4) Fuel containers must have the racer's number clearly and permanently written on them. Disposal of fuel containers at Portland International Raceway is forbidden (see N-9).

SECTION I: RACE ORGANIZATION

- (I-1)** Adequate mobile fire fighting equipment shall be available at all events.
- (I-2)** The start/finish line and race grid start boxes must be clearly defined and marked on track.
- (I-3)** The Board of Directors will agree on the starting grid configuration for the season before the first race. The Race Director may alter that configuration on race day if safety or track conditions dictate.
- (I-4)** The pit area must be adjacent to the start line, and pit entry and exit must be kept clear to permit unobstructed ingress and egress.
- (I-5)** There must be a qualified first aid attendant with equipment and transportation on site at all times during the event. The Race Director shall not allow practice or racing to begin until the attendant and transportation are at the course and have been briefed by ASIT. Fees for trips to the nearest hospital are the responsibility of the injured party, not the organizers.
- (I-6)** All persons entering the racecourse premises must sign a waiver releasing OMRRA from liability.
- (I-7)** Suitable liability insurance covering riders, race officials, Board Members, spectators and the owners and managers of the track facility shall be provided and in effect during the entire race event.
- (I-8)** Reasonable spectator control and security shall be provided.
- (I-9)** A Riders Meeting shall be held each race day before motorcycles are allowed on track.
- (I-10)** Race start process:
- The Starter opens the track prior to a heat, and gives riders time to complete one warm-up lap prior to the race start.
 - After the Last Call is given on the PA system the Starter sounds an air horn. After 30 seconds the track is opened for 30 seconds, after which the Track Entrance is closed.
 - If a racer fails to arrive at the Track Entrance in time for the warm-up lap, he/she will be held at Track Entrance until his/her class is started. The racer will be allowed to enter the race after the last rider in that class passes the Track Entrance, as directed by Starter or Starter Assistant.
 - The race start sequence is as follows. The Starter holds the green flag open and down. When the Starter is satisfied the grid is safe and set the flag is raised, paused briefly, then dropped. The moment there is daylight between the Starter's fingers and the flag, the race has begun.
- (I-11)** A Jumped Start occurs when a competitor leaves the grid box before the start signal is given.
- Grid boxes are numbered rectangular areas painted on the track in which the front wheel must remain during the period between the start being imminent (the green flag being raised by the Starter) and the race start.
 - Once the green flag is raised, the Starter may pull it down without starting the race if he sees racers "creep" forward. Racers must reset the position of their motorcycles at this time, and come to a complete stop before re-initiation of the start procedure.
 - Leaving the grid box is when a rider allows the center of his front wheel to roll forward of the front grid box line.
 - Riders who jump the start are penalized five finishing positions.
- (I-12)** Races normally start with engines running (clutch starts). Exceptions, including Le Mans starts, must be approved by the Race Director (see Appendix B).
- (I-13)** The Starter has the authority to add an additional grid position to a row if deemed necessary.
- (I-14)** When a race start involves more than one wave, all waves following the initial wave must maintain their clutch hand clearly in the air until the preceding wave receives the green flag.

(I-15) The only people authorized to stop a race are the Race Director, Track Marshal, Starter or Corner Captain. This shall be done by displaying the red flag at all turns.

(I-16) The Race Director is authorized to stop a race at any point if he/she believes conditions are dangerous for the majority of racers on the track (example: thunderstorms). In this situation the Race Director may authorize a red flag, delay and re-start. Additionally, the Race Director may black flag a racer deemed unsafe at any time (example: excessively slow riding relative to the speed of others on track).

(I-17) When a race is stopped after 50% distance, positions of the riders at the last complete lap over the finish line prior to the stop signal will be considered the finishing positions. The race is considered 50% complete when the leader has completed at least 50% race distance in whole laps. A lap is considered complete when the lead racer from the first starting wave crosses the finish line. At the Referee's discretion, this rule may be applied if the race has not reached the halfway point. If a race, except those running under endurance rules, is stopped and re-started for any reason it is considered a continuation of the same race. No aggregate timing will be applied, original grid positions will be used, and re-started race distance will be determined by Race Direction. If a rider(s) falls or is determined to be the cause of race stoppage, that rider(s) will be scored a DNF if the race is ruled complete. If a red flagged race is restarted grid positions will be the same as the original start (exception: racers who crash in the original race and manage to re-tech bike and gear before the restart must grid in the back).

(I-18) Riders must complete a race using the same machine (defined as the same chassis) on which they start that race.

(I-19) Race organizers may establish a cordoned-off hard acceleration test area on a per race basis. If such an area is established, hard acceleration will be confined to the test area only. Licensed racers and racing machines entered in the day's competition will be the only ones allowed in the test area. Competition leathers, gloves, boots, spine protectors and helmets must be worn in this area.

SECTION J: FLAGS AND SIGNALS

(J-1) Each Turn Captain shall have one or two assistants as deemed necessary by the Race Director. The Race Director shall brief turn Captains and their assistants before first practice begins. The Race Director, in combination with ASIT, will brief ambulance crew(s) regarding procedures.

(J-2) Turn Captains and their assistants shall be in their positions on track before the first practice session begins. At least one person from each Corner Station must remain in communication with the Tower at all times.

(J-3) If the Race Director determines there are not enough volunteers available to staff flag and corner positions, thereby causing a dangerous condition for competitors, the Race Director will halt race activities until enough people are available to staff the track in a safe manner.

(J-4) All Corner Stations must have a yellow, a yellow/red striped and a red flag. Some Corner Stations will have additional flags, depending on their location relative to start/finish, to critical corners, or proximity to track entry/exit.

(J-5) The following flag signals are used at OMRRA competition events:

GREEN	Start/course is clear
CROSSED FLAGS (furled green & white)	Halfway
WHITE	Last lap
CHECKERED	Finish
RED	Race stopped, slowly return to pit if "P" or grid if "G"
BLACK - POINTING	Report to pre-grid at the end of this lap
WHITE with RED CROSS	Ambulance on course
YELLOW with RED STRIPES	Oil, water or debris on course
YELLOW (stationary)	Caution, danger ahead
YELLOW (waving)	Immediate danger, no passing

(J-6) In cases where the black flag is displayed and pointed at a rider, that rider must report at the end of the next lap to pre-grid. Failure to do so will result in disqualification from the event and possible suspension. The rider may be allowed to re-enter the track at the discretion of the Referee, Race Director or Starter. For example, if the black flag is displayed for a mechanical malfunction, the rider may repair the machine, re-tech and re-enter. When the black flag involves dangerous riding the rider may not re-enter.

(J-7) When a stationary yellow flag is displayed it is a warning signal. Riders may proceed at race pace, but with heightened awareness of potential danger or further flag signals.

(J-8) When a yellow flag is waving, immediate danger lies ahead. A waving yellow zone begins 100 feet prior to the waving yellow flag and ends immediately past the incident. Riders should proceed with caution. No passing is allowed within this zone, including lapped traffic. If, for safety reasons, a rider does pass in this area, he/she must give back that position at the earliest safe opportunity. Any rider who violates the above may be disqualified at the discretion of the Referee.

(J-9) If a yellow/red-striped flag is displayed in a square fashion there is debris on the track in the area of that corner. The Corner Worker will point to the safe line. A yellow/red-striped flag pointed in a triangle fashion directly at a rider indicates that rider has a hazardous condition. The rider must immediately raise his left hand, get off the race line, and stop at the next available Turn Station. A yellow/red striped flag pointed in a triangle fashion at the sky indicates rain has begun to fall on the racetrack in the area of that corner.

(J-10) The white flag with red cross may only be used in an Endurance event, and will be displayed if an ambulance is on the racetrack. If an ambulance is required during a practice session or sprint race, the race will be red-flagged. If an ambulance is called onto the track the procedure is:

- The ambulance will travel in the direction of the racecourse only.
- The white flag with red cross will be displayed at start/finish. As the ambulance passes from one corner to the next the flag will be displayed at each Corner Station the ambulance has passed.
- The ambulance will keep to the inside of the track at all times until it arrives at the scene of the accident, at which point the driver will clearly signal his or her intentions.
- Riders may pass the ambulance on the outside of the track, one abreast, at a VERY reduced speed (see N-6).

(J-11) It is the duty of Corner Workers to warn competitors by means of the yellow flag before their assistants proceed to the aid of a fallen or stopped rider. The act of a Corner Worker assisting to remove a stopped machine is not considered “assistance to restart” (see K-5).

(J-12) When the red flag is displayed, riders must immediately and clearly raise their left hand, gradually slow-down, and proceed cautiously at VERY reduced speed to the Grid or the Pits, depending on whether officials display a red flag reading “G” or “P” (see N-6).

SECTION K: CONDUCT

(K-1) Riders are not allowed to practice or race prior to submitting an Entry Form and payment, signing the Liability Release, submitting a current year Medical Form to ASIT, completing Technical Gear and Bike Inspection, and attending the Riders Meeting (see Section N: Penalties).

(K-2) No rider, crewmember, volunteer or official may consume or be under the influence of alcohol or drugs before or during any OMRRA competition event in which he or she participates (see N-8).

(K-3) Unsportsmanlike conduct by any competitor, official, crewmember or spectator is prohibited and may result in fines, disqualification, forfeiture of awards or prizes, suspension, or ejection from the premises. This applies to all OMRRA events including races, meetings, banquets and other gatherings (see Section N: Penalties).

(K-4) Competitors may only ride their machines in the direction of the racecourse. No competitor may gain an unfair advantage by leaving the track and re-entering at a point further around the course. It is prohibited to push or ride a motorcycle counter-course, either on the track or pit road, unless directed to do so by an OMRRA Official or Corner Worker.

(K-5) During a race no assistance may be given to a rider to start his/her machine other than in the paddock or in the hot pit lane area. Exception: J-11.

(K-6) Competitors who intend to pull off the course must signal their intentions beforehand by raising and holding their left arm fully and clearly in the air. In the case of “normal” track exits into the pit area riders must raise their arm well in advance (on the back straight at PIR) and choose a line through the corner(s) before the exit that enable them to leave the track without cutting in front of other competitors. Emergency exits from the track should be done as smoothly as possible, preceded by a raised arm, with no sudden direction changes, taking the safety of other riders into account. Riders who re-enter the track following an emergency exit must yield the right of way to riders on track, and may not obstruct the flow or direction of their competitors.

(K-7) Since a rider who is about to be passed (during practice or race) can neither see nor hear another rider approaching from the rear, the responsibility for safe passing lies with the passing rider. It is the duty of all riders not to make sudden or erratic changes of direction in ways that endanger passing riders committed to a faster line, or to “chop” the front wheel of riders who have just been passed.

(K-8) “Weaving” is prohibited and is cause for a black flag. Weaving is the practice of moving a bike side to side to break a trailing rider’s slipstream. The act of weaving will be identified and evaluated on a case-by-case basis by track personnel witnessing such actions.

(K-9) Riders may not make unauthorized use of the track before, during or after an event.

(K-10) Mini or non-competition motorcycles may be ridden for transportation-only in the paddock. They must have the rider’s competition number on the front, may only be ridden by riders of legal age, and must be ridden with a legal helmet (Portland International Raceway is a City of Portland park, and bound by State of Oregon laws). Motorcycles operated in a reckless manner (speeding, wheelies, etc.) will be impounded for the remainder of the day at the discretion of the Referee.

(K-11) During an event no persons except competitors, track officials, corner crews and ambulance crews are allowed on the track itself.

(K-12) At OMRRA racing events the rider is responsible for the actions of his/her entire pit crew, extended family and pets. This includes issues of safety, compliance with PIR rules, and conduct.

(K-13) The speed limit within the track facility except on the track itself or in the designated hard acceleration test area is 15 mph. Riders or crewmembers speeding in the paddock area constitute a

safety hazard and will be dealt with at the discretion of the Referee or Race Director (see K-10).

(K-14) Any motorcycle that comes to a stop in a non-upright position during a race or practice session is considered crashed, may not re-enter the race or practice, and must be re-inspected and approved by the Bike Technical Inspector before it is allowed back on track.

(K-15) Crashes will be monitored and records kept. Riders deemed regularly unsafe will have their riding evaluated by OMRRRA Officials and may be fined, penalized or have their licenses revoked. The frequency, circumstances, consequences and severity of crashes will be taken into account when deciding the course of remedial action.

(K-16) A fire extinguisher in proper working condition is required for each 10' x 20' paddock space with minimum rating 10BC (5lb capacity).

(K-17) Each pit area must be policed for debris before leaving for the day. Used tires and fuel containers may not be disposed of at Portland International Raceway. Used oil must be properly disposed of in marked Oil Disposal containers only, and may not be left in normal trash cans or elsewhere. Oil spills in the paddock must be suitably cleaned before departure. Loose pieces of safety wire must be picked up.

(K-18) Intentional or sustained burnouts are prohibited. Riders who engage in such activity may be fined, and will be held liable for damages.

(K-19) Access to the gravel area along the track wall in the hot pit is restricted. Racers, crew and OMRRRA volunteers may occupy this area to signal or spectate. Red shirts, pets, general spectators and anyone under 16-years-old prohibited. Nothing may be set on the track wall (example: drink bottles), and wristbands must be worn. Extreme caution is required when crossing the hot pit; proceed quickly, pay attention, and always give right of way to motorcycles.

SECTION L: PROTESTS

(L-1) Any competitor may enter a protest against another competitor in the event in which both are entered, or against a decision made by the Race Organizers, to the Referee.

(L-2) The purpose of these rules is to run an orderly, competitive and fair season, emphasizing safety of all involved. These rules are not intended to allow one competitor or team to defeat another with the rulebook rather than on the racetrack, or harass another in anonymity. Protests must be in writing, and protest filers must be prepared to be identified to the protested person or team. Protests deemed frivolous or found to involve something that would not reasonably be expected to affect the race outcome or cause safety problems will be denied and/or assessed a fine or penalty. In the event that this rule, which states the overall purpose and principles of this rulebook, is somehow interpreted to conflict with another rule or statement of policy, this rule shall prevail in its literal sense. Decisions on protests reside first with the Referee, then with the OMRRA Board of Directors (see N-1 and N-2).

(L-3) The Referee shall disqualify riders or machines obviously in noncompliance with this Rule Book.

(L-4) Protests against another competitor must be submitted in writing, with appropriate fees, to the Referee within 30 minutes of results posting for the class protested. The protesting competitor must identify the pit location of the protested party to the Referee.

- Protests against finishing position submitted more than 30 minutes following results posting for the last race of the day are not accepted.
- Race results with no unresolved protests 30 minutes following results posting for the last race of the day become Official Results at that time.
- Results with protests requiring the Referee's ruling become Official Results immediately upon the Referee's determination, but no earlier than 30 minutes following results posting for the last race of the day.
- Protests specifically against points or database errors must be received in writing within five days of "unofficial points" posting on www.OMRRA.com.

(L-5) The OMRRA Board of Directors may register a protest against a rider(s) or machine(s) without filing the normal fees if the majority of the Board present at the racetrack approves the protest. If the protest is not upheld, the OMRRA Board will follow the same procedure as an individual (see L-6).

(L-6) A non-refundable protest fee of \$20.00 must accompany all protests involving the frame, wheels, brakes, forks, bars, race conduct or a race organization decision. Exceptions include "visual" and "results" protests. A "visual" protest involves obvious violations of class eligibility rules.

- Fees of \$250.00 for engines in frame, and \$350.00 out of frame must accompany protests involving engine teardown or disassembly.
- The following items, where applicable, will be inspected during an engine teardown: bore and stroke, compression ratio, camshafts, valve size, porting work, carburetors and ignition. Any and all other illegal modifications discovered during teardown count toward upholding the protest.
- Following the submission of a written protest and the protest fee, the Referee will notify the rider and/or owner of the machine in question. The rider, owner, or pit crewmember is then required to bring the machine under protest immediately to the impound area designated by the Referee.
- Failure to bring the machine to the impound area will automatically uphold the protest and result in the loss of rewards, prizes and points for the machine under protest as well as forfeiture of the above in any other events entered by the rider or owner that day.

(L-6) If, after inspection, the protest is upheld, the rider will be subject to penalties listed in Section N for the classes for which the bike was in violation and, at the discretion of the Referee, may forfeit ALL season points earned by the machine in the class protested. The rider or owner must prove to the satisfaction of the Referee that the machine meets the rules of the class before it can be re-entered.

(L-7) If the protest is upheld, the protest fee will be returned to the protesting party (unless specified as non-refundable). If the protest is not upheld, the protest fee will be given to the protested rider/owner.

- If a protest is not upheld, and the costs involved in reassembling a machine exceed the protest fee, OMRRA will reimburse the protested rider for the difference in cost up to \$500 upon presentation of documentation (receipts, competitive quotes, etc.).
- OMRRA liability extends only to consumables including oil, seals and gaskets. Piston rings, bearings, the cost of honing cylinders and labor are specifically not covered.

SECTION M: POINTS AND AWARDS

(M-1) Season Class and Championship points for individual classes are awarded using the following schedule:

- Each final heat is scored separately.
- When more than one final heat for a race class is run on one day (example: dual 6-lap races), each final heat scores ½ points.
- The number of starters is defined as the number racers who turn a wheel in the competition.
- All finishers receive a minimum of 4 points. Any competitor scoring a Did Not Finish (DNF) receives 2 points. Did Not Start (DNS) and Disqualified (DQ) competitors receive no points.

Finish Position	Number of Starters																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	4	8	13	16	18	19	20	21	22	23	24	25	25	25	25	25	25	25	25	25
2		4	8	11	13	14	15	16	17	18	19	20	20	20	20	20	20	20	20	20
3			4	7	9	10	11	12	13	14	15	16	16	16	16	16	16	16	16	16
4				4	6	7	8	9	10	11	12	13	13	13	13	13	13	13	13	13
5					4	5	6	7	8	9	10	11	11	11	11	11	11	11	11	11
6						4	5	6	7	8	9	10	10	10	10	10	10	10	10	10
7							4	5	6	7	8	9	9	9	9	9	9	9	9	9
8								4	5	6	7	8	8	8	8	8	8	8	8	8
9									4	5	6	7	7	7	7	7	7	7	7	7
10										4	5	6	6	6	6	6	6	6	6	6
11											4	5	5	5	5	5	5	5	5	5
12												4	4	4	4	4	4	4	4	4
13													4	4	4	4	4	4	4	4
14														4	4	4	4	4	4	4
15															4	4	4	4	4	4
16																4	4	4	4	4
17																	4	4	4	4
18																		4	4	4
19																			4	4
20																				4

(M-2) Only racers holding a current OMRRRA Competition License are eligible for OMRRRA Overall, Clubman, Vintage, or Class championships. Reciprocal license holders (see D-13) are eligible for daily trophies, contingency and awards, but accrue Season points only for the purpose of gridding. Reciprocal license holders who upgrade to a full OMRRRA Competition License prior to July 1 of the current race season become eligible for season-end championships.

(M-3) Dual races. At OMRRRA's discretion, two independently scored shorter than standard sprint races may be offered in place of a single standard length heat race (example: dual 6-lap races). Each shorter race will score ½ points (see M-1). The overall finishing order for daily trophy awards will be determined by Event Points. Event Points are the sum of Class Points, combined from multiple races in a single class during a single Event (weekend), with the final race as tie breaker. Contingency finishing positions are determined solely by the final race (example: race two of dual 6-lap races).

(M-4) A rider may not enter two different classes that are run simultaneously (see Class Mix p.7).

(M-5) Race day trophies are awarded to the top three finishers in each race. Trophies are not awarded in money classes. Trophies may be claimed within three days of the race date by contacting the OMRRRA office. Unclaimed trophies will be recycled and utilized for future OMRRRA awards.

(M-6) Season end trophies are awarded to the top three finishers per class. Season-end trophy winners must meet the following minimum points requirements:

- 25 points in a seven race series.
- 20 points in a six race series.
- In a series with five or fewer races only the series champion receives a year-end trophy.

(M-7) Season end standings are used to determine awards in the three OMRRRA Championship Series:

- **Overall Championship:** points from Formula Ultra.
- **Vintage Championship:** points from Lightweight Vintage, Middleweight Vintage, and Vintage Superbike.
- **Clubman Championship:** all classes not included in Vintage, Overall or NV2/3 are used to calculate standings, Formula Female, Formula 40, Ultra-lightweight GP, Middleweight GP, 600GP, Open GP, Middleweight Sportsman, Open Sportsman and SuperTeams excluded.
- Championship season points are a summation of class season points from the best two classes a rider enters within a single championship. A single racer may compete and score points in more than one Championship Series.

(M-8) In the event of a championship tie, that tie will be broken based on the number of wins in the series or class. If that does not break the tie, the number of second-place finishes will be compared, then thirds, fourths and so on until the tie is broken. If a tie remains, the best finish in the last race of the season determines the champion.

(M-9) In the event of a race tie documented in the timing system, the better finishing position will be awarded to the rider who began the race gridded furthest back.

(M-10) Trophies, prizes, monies, or other awards will only be given to riders who receive the checkered flag in at least one final heat.

(M-11) "Did-not-start" (DNS) is a rider who did not cross the start line when the green flag dropped. "Did-not-finish" (DNF) is a rider who started, but did not receive the checkered flag.

(M-12) All race meetings run in a single calendar year shall be used to establish season end points. The Board of Directors may designate races in addition to the regular event schedule as "Exhibition Races". Exhibition races do not score class or championship points.

(M-12) The OMRRRA Board of Directors reserves the right to designate up to two race weekends each year as double-points weekends. This will be determined before publishing the season schedule, and will be clearly marked therein.

SECTION N: PENALTIES

(N-1) The penalties below are assessed at the discretion of the OMRRA Referee. The authority of the Referee in interpretation of these rules in matters of safety is absolute and immediate. Riding and/or vending and/or spectating privileges with the Association will be revoked until fines are paid.

(N-2) A rider may appeal the Referee's decision to the OMRRA Board of Directors. Appeals must be in writing and received or date stamped within five days of the Referee ruling. The OMRRA Board of Directors will, within reason, consider the appeal at the next normally scheduled Board Meeting. The decision of the OMRRA Board of Directors is final.

(N-3) If a rider is suspended for a rules infraction the suspension may be for: the next event, the next specified number of events, the rest of the year, a specified number of years, or for all time. A rider may appeal a "for all time" suspension to a subsequent Board of Directors. This appeal must be in writing and contain an explanation of the event in question.

(N-4) The following may result in eviction from the Association and potential civil penalties:

- Conduct in public that casts a poor public image on the Association. Example: reckless riding on public streets with racing number plates displayed.

(N-5) The following may result in up to a \$100 fine, loss of riding privileges that day, disqualification from races run that day, and/or forfeiture of awards and prizes that day:

- Not attending the Riders Meeting.
- Riding on-track without a proper Technical Gear or Bike Inspection sticker, or wearing uninspected or inappropriate riding gear. This includes falsifying Inspection stickers or peeling them off one bike or helmet, and applying them to another.
- Entering a Race on a bike displaying another rider's number and/or utilizing another rider's AMB.

(N-6) The following may result in up to a \$250 fine, loss of riding privileges that day, disqualification, forfeiture of awards, points and prizes, suspension and/or ejection from the racetrack, meeting, or other OMRRA event at which the behavior occurs:

- Unsportsmanlike conduct including, but not limited to verbal harassment of other competitors. Fighting is not tolerated, and will be met with the maximum fine and additional penalties.
- Dangerous or overly aggressive riding including, but not limited to contact on the race track, unsafe passing, and sudden changes in direction (see K-6, K-7, K-8).
- Other violations of Section K.
- Interfering with Race Officials in the performance of their duties.
- Intentionally or flagrantly allowing oil or other fluids onto the track. This includes, but is not limited to ignoring direction from the Technical Bike Inspector and ignoring a debris flag.
- Not following the red flag procedures (see J-12) when a red flag is displayed.
- Ignoring an ambulance flag when displayed.
- Ignoring the black flag by the rider(s) to whom the flag is displayed.
- Ignoring the debris flag by the rider(s) indicated by the debris flag.
- Passing under a waving yellow flag (see J-8) without giving back positions gained.
- Use of illegal fuel.
- Failure to bring a machine under protest immediately to the impound area.
- Flagrant noncompliance with safety regulations, machinery or otherwise.
- Falsification of information on an Entry Form or Medical Form.

(N-7) The following may result in up to a \$500 fine, disqualification, a single or multi-race ban, forfeiture of points, awards and prizes, and/or suspension:

- Class machinery rule violations including cams and porting, displacement, and/or other illegal engine modifications.

(N-8) Any infraction of K-2 (alcohol or drug use) will result in immediate loss of race privileges without refund for the weekend in the case of racer or pit crewmembers, or immediate suspension of duties and privileges in the case of volunteers, vendors or officials. The Board of Directors may impose alternate or additional penalties or fines as it deems fit.

(N-9) If a rider, crewmember, vendor or spectator improperly disposes of hazardous materials at PIR including but not limited to fuel, oil, cleaning fluids and tires (see K-17) the rider, vendor or spectator (see K-12) will be entirely responsible for paying all fines levied against the Association by PIR, and may be fined an additional amount by OMRRA up to the amount of the original PIR fine.

(N-10) If a rider, crewmember, vendor or spectator damages the race track or any other facility utilized by OMRRA for an event in any way that results in fines or bills from the facility the rider, vendor or spectator (see K-12) is entirely responsible for paying fines levied against the Association by the facility, and may be fined an additional amount by OMRRA up to the amount of the original fine from the facility.

(N-11) Any racer found to be competing in OMRRA events without personal medical insurance will be suspended for 12 months from the date of the infraction (exception D-1).

SECTION O: 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 450cc. Examples: Aermacchi 350, Ducati 350.
- 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 consists of street-based pre-1983 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 1982. Examples: Suzuki Katana GSX1100 and GS1000, Kawasaki GPZ1100 and Z1000, Honda CB1100R and CB900F.
- 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.

To race as an OMRRA Novice:

1. Join OMRRA.
2. Attend and pass the OMRRA New Racer School including classroom, on-track and written tests.
3. Sign up for your first race weekend.
4. Pass OMRRA technical gear and bike inspection.

To graduate from Novice to Expert:

1. Complete six OMRRA races in a row without crashing, and without negative observations from Officials regarding on-track safety (see K-6, 7, 8). To count as "complete" the Novice must finish at least 75% of the scheduled race distance.
2. Meet graduating time in those races, two of which may be rain races in which graduating time is not considered. Dry race graduation time: best lap within 115% of the most recent dry race best lap of the Expert winner for the class into which the Novice's bike primarily fits (ex: Yamaha R6, 600 Supersport).
3. Perform eight hours OMRRA Volunteer Time.
4. Fill out and turn in a Novice Racer Graduation Form.

A DNF due to a crash re-sets a Novice's completed race count to zero. Negative observations by OMRRA Officials regarding on-track safety may also re-set the completed race count to zero. A DNF due to a mechanical that does not result in a crash is not counted as a complete race, nor does it re-set the graduation count to zero.

Novices are limited to counting two races per weekend toward graduation. Crashes in any additional races DO reset the Novice race count to zero.

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

NV1: 250 Ninja Cup, Ultra-Lightweight Supersport, Lightweight Supersport, Middleweight Supersport 450 Superbike, Middleweight Superbike, Middleweight Classic Superbike, GP Twins, Formula 3, Vintage Lightweight, Vintage Middleweight, Vintage Superbike, 85GP, Electric Superbike.

NV2: 600 Supersport, 600 Superbike, 600 Classic Superbike.

NV3: 750 Supersport, 750 Superbike, Open Supersport, Open Superbike, Open Classic Superbike, Formula Ultra.

EVENT GUIDELINES NV1:

1. NV1 riders practice in Expert practice sessions within normal practice lap time guidelines.
2. NV1 riders collect Class trophies and contingency, and score Class and Championship points.

EVENT GUIDELINES NV2 AND NV3:

1. NV2 and NV3 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 NV2 and NV3 races are conducted each race weekend.
3. NV2 and NV3 riders may ONLY enter their respective Novice class races, and Open Sportsman (exception: SuperTeams, which does not count toward graduation).
4. NV2 and NV3 Class Points accumulate throughout the season. Race and year-end trophies are awarded, and contingency may be collected.
5. NV2 and NV3 do not score Overall or Clubman Championship points.
6. Upon graduation NV2 and NV3 racers move to Expert grids, and may no longer ride in Novice races.

HELMET MARKING:

A clearly visible yellow "X" measuring at least 7 x 7 inches must be placed on the back of each Novice helmet. Upon graduation the X may be removed.

PRACTICE REQUIREMENT:

Each Novice must participate in at least one daily practice session in order to compete in that day's race events. If a Novice is unable to make one of the warm up sessions, he/she must get permission from the Head Novice Instructor to race that day. Otherwise, the entry fee will be refunded following the OMRRA Refund Policy, and he/she will not be allowed to race that day.

RACE NUMBERS:

Novice riders are assigned a number in the 700 series (or 900 series for WMRA Novices). Upon graduation, riders exchange their 700 series number for an Expert number (see D-7).

CRASHING:

Crashes and incidents involving aggressive riding will be tracked and are subject to review. Each race crash re-sets the Novice graduating race count to zero. Following each crash, Novices must have a coaching conversation with their Mentor. Novices who crash three times in a season must have an interview with the Head Novice Instructor before racing again. The Head Novice Instructor will determine appropriate actions including fines, points, penalties, additional volunteer hours, and/or racing restrictions based on the circumstances, severity and consequences of the incidents. The Head Novice Instructor reserves the right to take action before the accumulation of three incidents.

OTHER REQUIREMENTS AND ADMINISTRATION:

If a Novice feels ready to graduate without meeting one or more normal graduation requirements, he/she may petition the OMRRA Board to be granted Expert status early. Petitions must be in writing. Volunteer hours must be complete. The Novice must have the endorsement of two Novice Instructors. Lap times from completed races must be attached to the petition. Petitions will only be considered during normally scheduled OMRRA Board Meetings.

If a Novice does not complete graduation requirements during the season in which they start, volunteer hours and completed events carry over from the previous season (one season only). These Novices will be required to meet any new Novice guidelines in the updated OMRRA Rulebook.

To renew a Novice License, a racer must have completed at least one race with OMRRA the prior season. The Head Novice Instructor may authorize a one-season extension based on written rider petition.

Novice racers who complete only a portion of OMRRA's Novice graduation requirements, including volunteer hours, may not represent themselves to other race organizations as having "graduated" or otherwise met OMRRA's standards for Expert status, and thereby request an Expert license from that organization. Doing so is considered Unsportsmanlike Conduct (N-6).

APPENDIX B: SUPERTEAMS ENDURANCE

A SuperTeams Endurance event is a trophy race, typically one hour in length. Trophies are awarded in three categories: Heavyweight, Middleweight and Lightweight.

Machines and riders must meet OMRRA Technical Bike, Technical Gear and Contingency requirements. Contingency forms must be submitted under the team name, payable to only one rider specified by the team.

Grid positions are assigned first by category size order - Heavyweight then Middleweight then Lightweight - then by class points, and last by registration date and time for those without class points.

CLASSIFICATION:

Eligible machines are in the following categories:

- **Heavyweight:** machines eligible in Formula Ultra, Open Superbike, Open Supersport, 750 Superbike, 750 Supersport, and Open Classic Superbike.
- **Middleweight:** machines eligible in 600 Superbike, 600 Supersport and 600 Classic Superbike designations.
- **Lightweight:** machines eligible in Middleweight Supersport, Middleweight Superbike, GP Twins, Lightweight Classic Superbike, Vintage Superbike, and 450 Superbike.

Machines in the following classes are prohibited: Lightweight Vintage, Middleweight Vintage, Spirit of the 70's, Ninja 250 Cup, Ultra-lightweight Superbike, Lightweight Superbike, and Formula 3.

Team classification is assigned based on the highest classification of any machine ridden by the team during the event.

TEAMS:

Teams may have one or two riders. A single rider can be on two teams in the same race. Only one team may be fielded per event per team name. Novices are allowed, and may field an all-Novice team. Novices remain subject to Novice helmet marking requirements (Appendix A).

Competition numbers must be present on each competing motorcycle, but need not be the same for each competitor or team.

EVENT PROCEDURES:

Rider changes must occur between 20 minutes and 40 minutes into the race. Single rider teams must perform a ride-through during this time. A ride-through consists of riding the machine into the hot pit area, coming to a complete stop at the designated team pit location, and re-entering the race.

PIT LANE:

Each team must identify their pit lane area with their competition number(s) for the duration of the event. Numbers must be affixed on the "cold pit" wall. If necessary, Race Control may assign pit lane locations for each team.

Team pit lane (hot pit) personnel are restricted to registered riders and designated pit crew. Pit lane activities may include: refueling, signaling the on-track rider, rider and tire swaps, and minor machine service or repairs. No loitering. Teams are limited to a maximum of five people (including riders) in pit lane. All pit crew shall wear appropriate clothing including long pants and closed toe shoes.

The following are prohibited in the hot pit: incendiary devices of any sort including welding and smoking, support vehicles including trailers, fluids other than fuel, major machine disassembly or repair.

Following the event, each hot pit area must be entirely cleared of debris and markings from the event.

Right of way on pit lane goes to the rider entering the hot pit from the track. It is the responsibility of

exiting riders to ensure they have a clear path to safely enter the hot pit lane and proceed to pit exit. Teams violating the above regulation may be issued a warning, a two-minute time penalty, or docked positions at the discretion of the Referee. Pit lane rules are enforceable by the Race Director and the Referee, and may not be protested.

REFUELING:

Fuel must be stored behind pit wall except for a reasonable amount of time directly preceding and following refueling.

Each team must have a container of absorbent material and a broom to handle fuel spills.

Refueling cans must be hand-held. Towers and pressurized rigs are prohibited.

Each team must have at least one fully-charged 5-pound Class B fire extinguisher clearly visible in their hot pit at all times. Teams without an operational fire extinguisher will be fined no less than \$200.

Before refueling, the machine must be completely stopped, secured by a pit stand, with the engine off, the rider off the machine, and a manned fire extinguisher with pin pulled pointed at the motorcycle. Fire extinguisher personnel must wear safety glasses, long pants, closed toe shoes, a long sleeved shirt and gloves. Long hair must be tied back. Riders must remain off the motorcycle until refueling is complete.

TIMING AND SCORING:

Each team will have a single AMB transponder. That transponder may be attached to one or more motorcycles during the race. The number of laps recorded for the team transponder during the event is the number of laps scored for the team.

The event clock begins with the green flag, and does not stop for red flags, weather or otherwise.

If a red flag is waved at any point during the event, scoring ceases at that time. Lap counts end at the last lap completed. The race will only be restarted if Race Control gives a “clear track” with more than 15 minutes remaining on the event clock. If race can restart:

- The new starting grid is formed based on original grid order.
- First, second and final call will be given, and the normal starting procedure will commence.
- Teams not taking the restart will be penalized one lap.
- Restarts will be “normal” clutch starts.

The final lap scored is the last lap completed within the time limit. When the time limit is reached, the checkered flag will be displayed at start-finish, signaling the event end, and riders should proceed to the “cold pit” area as they would following the end of a normal sprint race.

Where applicable, scoring follows section M of this Rule Book. SuperTeams is “exhibition only”. Race day awards are given to third place in each class. Season points do not accumulate, and results do not count toward year-end class or championship awards.

START PROCEDURE:

Start and grid procedures may vary from SuperTeams event to event, and are at the discretion of the Race Director depending on track conditions and event details. Traditionally, in dry conditions, SuperTeams start “Le Mans Style”.

Le Mans Start Procedure:

A Le Mans Start is a standing start in which competitors run across the track, mount their bikes which are held by a team member, start their motor, and race.

Le Mans starts are “dead motor”. It is the duty of the running rider to start the engine. A single team member holds the machine on one side of the track, in the designated location angled at 45 degrees toward Turn 1, unassisted by a rear stand or other mechanism.

The rider starting the race must await the green flag directly opposite his/her team's grid position with boot heel touching the wall. The race begins when signaled by the starter. The starting rider 'sprints' across the track, mounts his/her machine, starts the engine and proceeds.

After the rider mounts the machine, the holder simply releases the bike. The holder must then immediately exit the track. Push-starting a stalled machine is prohibited, and the holder may NOT move onto the live track to assist the rider in any way. The rider in control of the machine is responsible for a safe bike launch, and for adhering to established safety procedures if a stall or mechanical issue occurs.

INCIDENTS:

In the event of a safety issue, emergency personnel may be on-track to respond while competition continues. Emergency vehicles have the right of way, and will be supported by corner worker flags (Section J: Flags and Signals).

Crash trucks will retrieve disabled equipment in order of occurrence, or in order of necessity, as determined by Race Control. Riders are not allowed to push their machines on or alongside the track, except at the instruction of a Corner Worker. Nor are they allowed to accept outside assistance from crewmembers or spectators.

A rider may not abandon his/her motorcycle in an attempt to get the team AMB transponder back to the pits before the crashed motorcycle is delivered to the pits.

APPENDIX C: ASIT

The Accident Support Information Team (ASIT) is a volunteer group within OMRRA that facilitates added safety for racers and others at the track.

This is done through a series of off-season events, including motorcycle-specific training of ambulance personnel, as well as services provided each race weekend.

On race days ASIT is located in the center of the paddock across from Bike Technical Inspection, and is always available to assist with basic first-aid.

ASIT conducts Gear Technical Inspection and gathers additional safety information including:

- Name of your contact person at the track.
- Your pit location.
- Current year completed and signed medical form (one copy kept in your leathers).

CRASH AND INJURY SUPPORT:

On race day, let your family and friends know that if you crash they may go to ASIT for information and assistance. ASIT has radio contact with corner workers and OMRRA Race Officials, and will provide updates as they come in.

If you are injured, and your friends or family want to accompany you to the hospital, they should go immediately to ASIT. From there they will be taken to the ambulance, or will be provided directions to the hospital.

ASIT will ensure the belongings of injured riders who have come to the track alone are secured, and that their emergency off-track contact is called.

ASIT cannot be responsible for the care of animals. If you attend a race weekend alone, please do not bring pets.

APPENDIX D: 85GP

PURPOSE:

The fundamental purpose of 85GP is to provide a place for young riders to migrate after they outgrow smaller tracks and bikes.

LICENSES:

New 85GP riders must go through the OMRRA Novice Program, and are generally subject to the processes and procedures outlined in Appendix A: Novices.

Visiting riders competing in 85GP must hold, at a minimum, a valid Novice license from a racing organization recognized by OMRRA (pocket bike and mini-bike-only race organizations are not recognized).

Upon graduation, 85GP riders will be granted a Restricted OMRRA Expert license, allowing them to continue racing 85GP or larger machines at OMRRA. Specifics of the restrictions are case-by-case at the discretion of the Head Novice Instructor and the Rider Representative. Typical additional bikes allowed under the Restriction include Ninja 250 and Formula 3 machines.

Restricted Experts may petition the OMRRA Board of Directors for full Expert status after one additional year of racing. Petitions must be in writing, endorsed by the Head Novice Instructor, and must include evidence of lap time improvements and a solid record of on-track safety.

85GP consists of:

- Any grand prix model frame using up to 93cc two-stroke or 150cc four-stroke engines (+1mm overbore).
- These bikes will only be allowed to score points in 85GP.
- Typical race bikes include RS125 and TZ125 with 85cc engines, Metrakit and similar.

MACHINE REQUIREMENTS:

- Motorcycles must be configured for road racing. Originally manufactured MX bikes must use road race clip-ons with zero rise bars (bar ends not higher than top of fork tubes).
- Minimum of 17" wheels front and rear, with operational brakes front and rear.
- Frames may be modified to accept the 85cc engine.
- No knobby tires.
- All other regulations in Section C: Superbike apply.

ADDITIONAL RACE CLASSES:

At the discretion of the Head Novice Instructor, 85GP riders and their bikes may be allowed to race in additional OMRRA classes, with bikes of similar speed and capability. However, 85GP riders do not score class or championship points in those classes. Examples include: Middleweight Vintage and Ninja 250 Cup.

OTHER REQUIREMENTS:

85 GP riders must be able to handle their bikes on the grid without assistance.