



Oregon Motorcycle Road Racing Association
P.O. Box 6388 Portland, Oregon 97228
Phone: (503) 841-6185
Fax: (971) 229-0624

Email: omrrainfo@gmail.com
Website: www.omrra.com
www.facebook.com/omrra.racing

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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 2016.

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 O, 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 D 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 D. 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.

2016 OMRRA RULES COMMITTEE

Keith DiBrino, Matt O'Rourke, Chris Page, Ryan Dalling, Kevin Pinkstaff, Peter Kahn, Tullio Celano, Alex Taylor

2016 OMRRA REFEREES

Ryan Dalling, Geoff Ford

2016 PACIFIC NORTHWEST ROAD RACE DATES

OMRRA, PORTLAND INTERNATIONAL RACEWAY

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

Friday	April 8.....	Novice School
Saturday	April 9.....	Racing
Sunday	April 10.....	Racing
Saturday	May 14.....	Racing
Sunday	May 15.....	Racing
Saturday	June 11.....	Racing
Sunday	June 12.....	Racing
Saturday	July 23.....	Racing, host WMRRA
Sunday	July 24.....	Racing, host WMRRA
Friday	August 12.....	Novice School
Saturday	August 13.....	Racing
Sunday	August 14.....	Vintage Day, Racing
Saturday	September 24.....	Racing
Sunday	September 25.....	Racing

WASHINGTON MOTORCYCLE ROAD RACING ASSOCIATION

www.WMRRA.com

Pacific Raceways	April 23-24	Racing
The Ridge	May 29-30	Racing
The Ridge	June 25-26	Racing
Portland Int'l Raceway.....	July 23-24	Racing
Pacific Raceways	August 13-14	Racing
Pacific Raceways	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 2016 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.

2016 BOARD MEMBERS

President	Chris Page
Vice-President	Matt O'Rourke
Secretary	Kevin Pinkstaff
Treasurer	Keith DiBrino
Membership Representative	Tullio Celano
Members at Large	Monta Knudson
.....	Derrick Edwards

2016 OMRA NUMBER PLATE HOLDERS

OVERALL

1.....	Ryan Sutton
2.....	Dan Wilson
3.....	Kevin Pinkstaff
4.....	Andy DiBrino
5.....	Sam Verderico

CLUBMAN

1c.....	Oliver Jervis
2c.....	Jeremy Coffey
3c.....	Steve Suitor
4c.....	Matt O'Rourke
5c.....	Jason Gasparinatos

VINTAGE

1v.....	Mica Grohn
2v.....	Ryan Shanahan
3v.....	Matt O'Rourke
4v.....	Eirik Nielsen
5v.....	Donnie Stiff

2015 OMRA CLASS CHAMPIONS

250 Ninja Cup.....	Matt O'Rourke
450 Superbike.....	Steve Suitor
600 Classic Superbike.....	Jason Iverson
600 Superbike.....	Jeremy Coffey
600 Supersport.....	Jeremy Coffey
750 Superbike.....	Jeremy Coffey
750 Supersport.....	Jeremy Coffey
Formula 3.....	Michael Caravatta
Formula 40.....	Tony Porter
Formula Female.....	Brisa White
Formula Ultra.....	Ryan Sutton
GP Twins.....	Oliver Jervis
Lightweight Superbike.....	Andrew Pignataro
Lightweight Supersport.....	Tullio Celano
Middleweight Classic Superbike.....	Derrick Edwards
Middleweight GP.....	Chris Page
Middleweight Superbike.....	Oliver Jervis
Middleweight Supersport.....	Steve Suitor
Novice 2.....	Cameron Templeton
Novice 3.....	Alex Marley
Open Classic Superbike.....	Jason Iverson
Open Superbike.....	Kevin Pinkstaff
Open Supersport.....	Sam Verderico
Vintage Lightweight.....	Ryan Shanahan
Vintage Middleweight.....	Mica Grohn
Vintage Superbike.....	Matt O'Rourke
Ultra-Lightweight GP.....	Jason Gasparinatos
Ultra-Lightweight Supersport.....	Jason Gasparinatos

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 10-lap heat 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
6. Novice 2 / Novice 1
7. Open Supersport / 750 Supersport
8. 600 Superbike
9. Middleweight Sportsman / Lightweight Supersport
10. 600 Classic Superbike / Middleweight Superbike
11. Middleweight Classic Superbike / Lightweight Superbike
12. Open Superbike
13. 750 Superbike
14. 450 Superbike / Vintage Superbike
15. Formula 4
16. Ultra-Lightweight Supersport
17. Ultra-Lightweight Superbike

Dual 6-lap heats with classes as follows:

18. Vintage Lightweight / 85GP
19. 250 Ninja Cup / Vintage Middleweight

One 20-lap heat with classes as follows:

20. Middleweight GP or 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 (unless special circumstances dictate):

Gates open	6:30 a.m.
Registration opens	7:15 a.m.
Bike and Gear Inspection opens	7:15 a.m.
Riders meeting (compulsory attendance)	8:30 a.m.
Practice sessions begin	9:00 a.m.
Registration closes.....	10:00 a.m.
End of race day	5:00 p.m.
Quiet hours	after 10:00 p.m.
Gates locked	11:00 p.m.

PORTLAND INTERNATIONAL RACEWAY

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

- Portland International Raceway (PIR) is located off Interstate 5 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.
- Track crossings occur on a regularly scheduled cadence mid-way down the front straight, near the base of the Pro Pit Tower. Gate access is controlled by security personnel.
- 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 base of the Pro Pit Tower, and is required only once per weekend unless you crash.
- Gear Technical Inspection takes place at ASIT near the base of the Pro Pit Tower, and is required only once per weekend unless you crash.
- The Riders Meeting takes place each race day near the base of the Pro Pit Tower at 8:30 a.m. Racer attendance is required.
- OMRRA uses AMB electronic scoring (required). A limited number of AMB units are available for rent from OMRRA Registration in the Pro Pit Tower.
- Results are posted at the base of the Pro Pit Tower.
- Disabled machines on the race track are picked up and returned to the pit area as convenient to the race schedule by OMRRA personnel. Riders and crew may not recover their own machines.
- PA system announcements are available on your radio at AM 1620.

Portland International Raceway is a Portland City Park and protected 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, and pet messes must be cleaned immediately.
- 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 O: 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 O: Penalties.
- Alcoholic beverages for spectators are served in the beer garden. No alcohol may be brought into PIR. See Section M-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 and national anthems. After 9:00 AM the OMRRA sound limit is 103dBA.
- Per Portland Parks regulation section 20.12.050, no person shall possess in a City Park anything specifically designed for, and presently capable of causing, or carried with the intent to threaten or cause bodily harm to another. Items prohibited include, but are not limited to, firearms, knives with blades over 3-1/2", brass knuckles, straight razors and similar.

SECTION A: CLASSES

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

Supersport (Section B):

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

Superbike (Section C):

- 450 Superbike
- 600 Classic Superbike
- 600 Superbike
- 750 Superbike
- 85GP
- Electric Superbike
- Formula 3
- Formula 4
- Formula 40
- Formula Female
- Formula Ultra
- Lightweight Superbike
- Middleweight GP
- Middleweight Classic Superbike
- Middleweight Sportsman
- Middleweight Superbike
- Novice 1
- Novice 2
- Open Classic Superbike
- Open Sportsman
- Open Superbike
- Ultra-Lightweight GP
- Ultra-Lightweight Superbike

Vintage (Section D):

- 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 rather than 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. In money classes, riders compete only for the money awarded. 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.

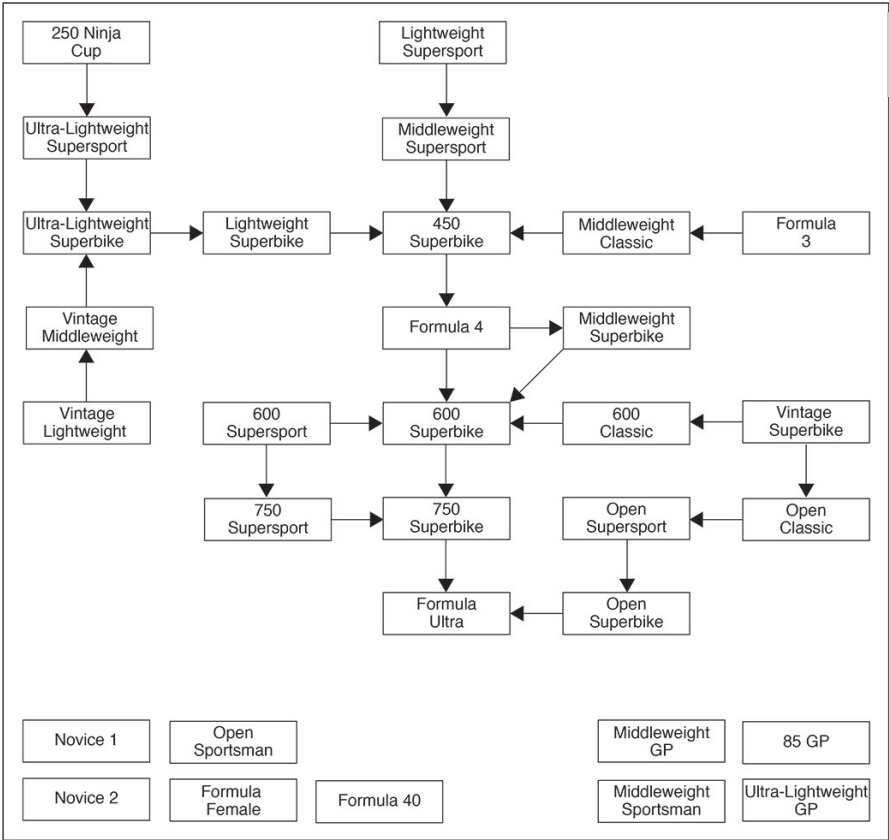
(A-5) The term AIR-COOLED means the primary heat transfer mechanism between cylinder head and cylinder is ambient air through fins. Air-and-oil-cooled machines are classified AIR-COOLED. If a water-filled radiator is used to supplement heat transfer, that machine is classified WATER-COOLED.

(A-6) The term **DISABLED-CYLINDER BIKE** is defined as a multi-cylinder motorcycle with a cylinder or cylinders disabled to reduce displacement. Engine displacement and number of cylinders are defined by the disabled configuration for determining class eligibility. In case of protest, the method of cylinder disablement must be easy for the Referee to visually inspect, either via spark plug removal or dummy injector, and not require motor teardown to prove the type or effectiveness of disablement. On machines with cylinder disablement, no engine modification is permitted below the head gasket except those specifically allowed in section B-10. Pistons, rods and cranks may not be lightened, balanced, or otherwise altered or removed. There is no allowance for overbore on a **DISABLED-CYLINDER BIKE**.

(A-7) A **TWINGLE** is defined as a twin cylinder engine, two-stroke or four-stroke, with a common combustion chamber. Twingle total capacity will be rated as a single cylinder.

(A-8) 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, C, and D, 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 (exception KTM RC390 Cup). 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, H and I.

SUPERSPORT CLASSES:

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

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

(B-4) Ultra-Lightweight Supersport:

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

(B-5) Lightweight Supersport:

- Up to 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.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

(B-6) Middleweight Supersport:

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

(B-7) 600 Supersport:

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

(B-8) 750 Supersport:

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

(B-9) Open Supersport:

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

(B-10) SUPERSPORT MACHINE REQUIREMENTS AND LIMITATIONS:

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. Throttle may be changed to aftermarket parts.

Batteries: Unrestricted.

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

Brakes: Race-type brake linings may be used. Aftermarket brake rotors made of ferrous material that meets OEM specifications for diameter and thickness for that machine are permitted. Anti-lock Brake Systems (ABS) may be disconnected and their ECU may be dismantled. ABS rotor wheels may be deleted, modified or replaced. 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.

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.

Case Covers: Aftermarket covers allowed (required for most in-line four-cylinder motorcycles, G-33).

Chains: Chain and sprockets may be changed. Chain size may be changed. Chain guard may be removed.

Charging System: Modifications to the stock starting and charging systems are not permitted. Starters and complete charging system must be in place, connected and functional before, during and after an event. Charging systems must meet manufacturer’s minimum output specifications, as listed in the service manual.

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 G-8).

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.
- Multi-angle or radius valve jobs allowed as normal maintenance as long as machining is confined to the actual valve seat inset and does not extend into the port or combustion chamber. Valve seat to port blending not allowed.
- Pistons, rings, piston pins, and circlips may be replaced only with standard bore, stock production items. There is no allowance for overbore.
- Cam sprockets may be slotted solely for the purpose of altering cam timing. Press-on cam sprockets may be replaced with aftermarket steel bolt-on sprockets and adapters.
- Aftermarket cam chain tensioners permitted.
- Crank welding permitted.

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

Fairings: Any fairing readily available for the specific make, model and year of motorcycle may be used provided it complies with oil containment regulations (G-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 aftermarket items. Fairing fasteners may be changed to quick-disconnect type.

Foot Controls: Foot pegs, brake and shift pedals, and brackets may be changed or modified. Passenger foot pegs, grab rails 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, Reflectors, Mirrors: Headlights, turn signals, and taillights may be removed. Wiring should be disconnected at the first available plug in the harness. The main wiring harness must remain intact. Mirrors must be removed. Reflectors must be removed.

Radiator: Removal of radiator fan and wiring 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. Electronic ignition cutout shift devices are permitted. These devices may not physically operate the shift lever or the shift mechanism.

Spark Plugs: May be changed to aftermarket parts.

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

Stands: Center and side stands must be removed.

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).

SECTION C: SUPERBIKE

(C-1) Superbike classes: Ultra-Lightweight Superbike, Lightweight Superbike, 450 Superbike, Middleweight Superbike, 600 Superbike, 750 Superbike, Open Superbike, Formula Ultra, Middleweight Classic Superbike, 600 Classic Superbike, Open Classic Superbike, Formula 3, Formula 4, Formula Female, Formula 40, Middleweight Sportsman, Open Sportsman, Electric Superbike, 85GP, Ultra-Lightweight GP, Middleweight GP.

SUPERBIKE CLASSES:

(C-2) Ultra-Lightweight Superbike:

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

(C-3) Lightweight Superbike:

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

(C-4) 450 Superbike:

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

(C-5) Middleweight Superbike:

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

(C-6) 600 Superbike:

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

(C-7) 750 Superbike:

- Up to 750cc twin and multi-cylinder two-stroke motorcycles.
- Up to 800cc multi-cylinder four-stroke motorcycles.
- Up to 900cc three-cylinder four-stroke motorcycles.
- Up to 1100cc twin-cylinder four-stroke motorcycles.

- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Machines primarily classified below “600” in the Migration Chart (A-8) not allowed.

(C-8) Open Superbike:

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

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

- Machines primarily classified below “600” in the Migration Chart (A-8) not allowed.

(C-10) Middleweight Classic Superbike:

- Motorcycles with a model year 10 years old or older. Example, in 2016, 2006 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:

- 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 D.

(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” in the Migration Chart (A-8) not allowed.

(C-13) Formula 3:

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

(C-14) Formula 4:

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

(C-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 primarily classified below “600” in the Migration Chart (A-8) not allowed.
- Exceptions to motorcycle eligibility limitations may be approved based on assessment of bike and rider capability by appeal to the Membership Representative, Referee, and Race Director.
- Class points are awarded, but points do not count toward the Overall, Clubman or Vintage Championship.

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

Class competitors who record a fastest lap under 1:19.000 (PIR no chicane) will be disqualified. Competitors who ride below their customary pace to meet class limits will be disqualified or excluded from future entry at the discretion of the Referee or OMRRR Board.

Competitors who have lap history within the past two years of 1:17.999 or better at PIR are ineligible. In instances where lap history was achieved on dissimilar equipment the Referee may determine the competitor's class eligibility. Competitor wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protests instructions against ineligible competitors.

Middleweight Sportsman is an exhibition event for daily awards, and does not accrue Championship points or receive season end awards. Season class points accrue for gridding purposes only.

(C-17) Open Sportsman is a trophy class including motorcycles that meet OMRRA 600, 750 or Open Supersport or Superbike regulations.

Class competitors who record a fastest lap under 1:13.000 (PIR no chicane) will be disqualified. Competitors who ride below their customary pace to meet class limits will be disqualified or excluded from future entry at the discretion of the Referee or OMRRA Board.

Competitors who have lap history within the past two years of 1:11.999 or better at PIR are ineligible. In instances where lap history was achieved on dissimilar equipment the Referee may determine the competitor's class eligibility. Competitor wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protests instructions against ineligible competitors.

Open Sportsman is an exhibition event for daily awards, and does not accrue Championship points or receive season end awards. Season class points accrue for gridding purposes only.

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

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

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

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

- Power cannot be generated on the chassis – no hybrids.
- Motorcycles may be asked to demonstrate competitive capability to 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 section of this rulebook. Race length will be determined before grid sheets are posted.
- No part of the chassis may be used as motive power supply or return current path.
- All power terminals and un-insulated conductors must sufficiently protected to avoid accidental touch while the motorcycle is in race configuration.
- All motorcycles must have a lighted visual indicator showing when the throttle circuit is energized.

(C-20) Formula Female:

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

(C-21) 85GP (see Appendix D).

(C-21) SUPERBIKE MACHINE REQUIREMENTS AND LIMITATIONS:

No modifications are allowed within class capacity limits that do not conform to Sections F, G, H and I. 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.
- 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.
- Cylinder disablement permitted, with limitations (see A-6).

SECTION D: VINTAGE

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

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

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

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

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

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

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

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

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

SECTION E: LICENSES, ENTRIES, NUMBERS

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

(E-2) All OMRRA event entrants must hold a current Competition License from a recognized motorcycle road racing body (see E-9). 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.

(E-3) For purposes of effective communication of OMRRA policies, safety practices, and emergency response, all competitors must have a reasonable ability to comprehend the English language in both oral and written forms.

(E-4) Competitors under 18-years-old must have their Competition License Application signed by all parents and/or legal guardians, and properly notarized. Rider minimum age is 12 without Board of Directors approval based on race resume. Riders under the age of 15 are limited to race classes Middleweight Superbike and below on the Migration Chart (page 10).

(E-5) A Full Season Competition License is good March 1 – February 28. Licenses purchased mid-season are good from the purchase date through February 28 the following year. Each full season member receives a Competition Card with name, photo, and competition number on it.

(E-6) An OMRRA Single Weekend Competition License may be purchased by individuals who demonstrate 5-years-or-less lapse in Expert level amateur road race participation with a recognized organization (see E-9), or Professional level road race experience in the past 10 years. At any point in the season, up to one Single Weekend License purchase fee may be applied toward the purchase of a Full Season Competition License. Single Weekend Licenses do not have voting rights, and cost half the price of a Full Season License.

(E-7) 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 events or classes.

(E-8) Oregon residents (and Clark County, WA) must purchase an annual OMRRA Membership in addition to a Full Season Competition License.

(E-9) Race organizations whose licenses are recognized reciprocally by OMRRA include: AFM, AHRMA (see below), AMA, CCS/ASRA, CMRA, CRA, FIM, MotoAmerica, MRA, SMRI, USGPRU, UtahSBA, WERA, WMRA, and WSMC.

- Approved organizations must issue an annual physical race license with rider name, Expert/Novice status, and expiration date. They must require riders to pass a New Racer School and have a program to graduate from Novice to Expert, or must be an Expert/Professional-only organization. Results must be available online for verification purposes.
- Only approved motorcycle road racing clubs are accepted; other racing forms (motocross, flat track, supermoto, mini, etc.) are not.
- Riders who show proof of a current or recent Novice or Expert license from one of the above organizations will be granted a corresponding OMRRA Novice or Expert license upon receipt of Race Membership fees, or may race under the reciprocally recognized license (not eligible for season-end awards).
- As AHRMA license cards do not distinguish between Expert and Novice, AHRMA licenses will be reciprocated as OMRRA Novice licenses unless approved by the President, Vice President, or Membership Representative, following receipt of supplementary Expert experience information.

(E-10) 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 attending the OMRRA New Racer

School. 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 E-6) 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.

(E-11) Any competitor may obtain a duplicate replacement license card from OMRRA for \$10.00.

(E-12) 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.

(E-13) An OMRRA Competition Number is assigned to each member, and is used exclusively on any machine raced by that member. For a rider to retain his or her previous year Competition Number, the Membership Application must be received by OMRRA no later than January 31.

- 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 700 through 799 are reserved for OMRRA novice riders.
- Numbers 900 through 999 are reserved for WMRRR 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.
- Retired race numbers at OMRRA are 17 and 21. Permission from the OMRRA Board is required to run these numbers.
- With approval of the Membership Representative, if two riders share a machine, it may bear one rider's "regular" number.
- Race numbers may not be given from one racer to another. OMRRA retains "ownership" of these numbers.

(E-14) To participate in an OMRRA event, racers must submit an OMRRA Race Entry:

- A Pre-Entry is an entry received by the specified due date/time before the event (typically a few days prior to the 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.

(E-15) By entering an event it is deemed that the entrant has read and understood these rules, and agrees to be bound by them.

(E-16) 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.

SECTION F: GEAR AND BIKE INSPECTION

(F-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 Race Event Gear Tech 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 complete, signed, witnessed and dated in the calendar year of the Event, and securely located in a pocket inside the leather suit. It is not permissible to ride on track without a medical form (see E-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) with full coverage face shield and certified by the manufacturer, with sticker affixed, to meet SNELL 2010 or newer Snell standard, 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 O-5).

Racing apparel will be inspected once per season.

At subsequent events, provided the racer presents their helmet, undamaged and with OMRR Race Event 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 Race Event Gear Tech 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.

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

It is not the duty of the Bike Technical 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 Race Event Bike Technical 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 belly pan must be removed and accompany the motorcycle to Tech Inspection the first race of the year. If the belly pan is approved, an Annual Belly Pan 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 belly pan need not be brought to Tech.

Following a crash, the corner worker will remove the Race Event Bike Technical Sticker from the motorcycle. The rider must have the motorcycle re-inspected and approved before going back on track. Only the Bike Technical Inspector is authorized to remove the Annual Belly Pan Sticker from the motorcycle.

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:

- The motorcycle must be reasonably clean and free of leaks.
- 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 G.

(F-3) The Contingency Inspector approves motorcycles for compliance with OMRRRA and sponsor requirements regarding before the rider claiming contingency support is allowed on course.

Contingency Inspection includes:

- Product use. Where possible, the inspector will visually confirm use of the claimed brand of tire and components. The rider will be asked to verbally confirm use of oil, fuel, and other supplies.
- Sticker count, size and location. The inspector will have on hand the branding requirements provided by each approved OMRRRA contingency supplier, and will visually confirm rider compliance.

(F-4) Violations of Gear or Bike Technical Inspection requirements, especially those deemed to put other racers at risk, will result in penalties (Section O).

SECTION G: MACHINERY AND NUMBERS

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

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

(G-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.

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

(G-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.

(G-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 the manufacturer has provided a wire attachment point on the filter, that point may be used instead of a hose clamp. Quick release pins or clips are not allowed.

(G-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.

(G-8) Four-stroke engines must have oil breather lines return to the oil tank or to 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).

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

(G-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.

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

(G-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.

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

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

(G-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 G-16).

(G-16) Where cotter pins are commonly 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. “R” or “D” clips are prohibited as methods to secure oil and water drain plugs.

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

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

(G-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.

(G-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.

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

(G-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.

(G-23) Stands, turn signals, headlights, taillights, mirrors and/or any other accessories deemed dangerous by the technical inspector must be removed. These glass or plastic parts, prone to shattering on impact, must be securely taped if they remain on the motorcycle (fairing bubbles excepted).

(G-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.
- Catch pans may have a drain hole, up to 1” diameter, sealed with a secure plug. This plug may be removed during rain race conditions to allow water drainage, but must remain otherwise installed.
- Disposable foil cooking pans and the like are not acceptable.
- Final approval of catch pan systems rests with the Bike Technical Inspector and Referee.

(G-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 number may be used.
- When space on the tail section is limited numbers on fairing lowers are encouraged.
- The Bike Technical Inspector and Referee may disallow 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 OMRRA minimum for height, width, position, and quantity.

(G-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. In all cases, paint indicating the master link location must be applied.

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

(G-28) AMB Electronic Scoring is the primary scoring system for OMRRA. Rider paperwork must match their machine number and electronic ID. AMB transmitters are required, and 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.

(G-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, 2006-2007.

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

(G-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.

(G-35) In rain race conditions, OMRRA riders are encouraged to securely attach a reasonably small non-blinking constant brightness red light to a rear-facing surface of their motorcycle, centered on or under the tail section. Such lights must be turned off in dry races, and may not function as a brake light.

(G-36) 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, or attached to the rider in any way. Cameras may not protrude from the side of the motorcycle or be positioned anywhere they might be struck by a passing machine. All cameras and recording devices must be marked with the rider's race number, and tethered to a solid mount point on the motorcycle. OMRRA reserves the right to inspect and download event footage and data from onboard cameras and lap timers. In such cases, all equipment and data will be returned to the rider.

SECTION H: NOISE CONTROL

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

(H-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.

(H-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.

(H-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.

(H-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. Generators must be located in a conscientious manner, and may not be oriented to direct exhaust or noise at other racers pit areas.

(H-6) Following the rules of Portland City Parks, all people in the pits will keep their own noise levels, as well as that of vehicles, pets, music, and other sources reasonably low 10:00 PM - 7:00 AM.

SECTION I: FUEL

(I-1) Fuel used at OMRRA events must be gasoline-based. Gasohol, octane boosters, and additives are allowed. Nitro-methane, methanol, alcohol, and nitrous-oxide are not allowed.

(I-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.

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

(I-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 O-9).

SECTION J: RACE ORGANIZATION

(J-1) All persons entering the racecourse premises must sign a waiver releasing OMRRA from liability.

(J-2) 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.

(J-3) The racecourse must be in good condition, and reasonably free of surface hazards including but not limited to gravel, oil, and dirt.

(J-4) Pit entry and exit must be kept clear to permit unobstructed ingress and egress from the race track. Fire lanes within the pits and paths to the facility exit must be kept clear at all times, enabling rapid emergency vehicle response and departure.

(J-5) A Hot Pit speed limit of 40MPH will be enforced (see O-5) in the area between the beginning of the Hot Pit wall and the Track Entry immediately adjacent to Start-Finish.

(J-6) Reasonable spectator control and security shall be provided. Track crossings shall be directed by security personnel, and scheduled on a regular cadence throughout the Event.

(J-7) Racers must identify their pit area with their race number, at least 6" tall, in a visible location.

(J-8) The Race Director shall not allow motorcycles on course for practice or racing until:

- There are two ambulances with qualified medically equipped personnel on site, briefed by ASIT, and in position. Hospital transport fees are the full responsibility of the injured party.
- Adequate mobile fire fighting equipment, including fully charged fire extinguishers suitable for use on gasoline fires, is available and distributed to turn stations.
- A mandatory Riders Meeting has been held at which flags, start procedure, and course entry, exit, and condition are announced.
- A mandatory Volunteers Meeting has been held, at which flags, track conditions, and emergency response procedures are announced.
- Turn personnel are in position, equipped with flags, brooms and grease sweep, and in communication with Race Control. Turn Captains shall be assigned, and the Track Marshal shall confirm there are adequate volunteers to properly staff the racecourse.
- The timing and scoring system is in place.

(J-9) The Board of Directors will agree on the starting grid configuration for the season before the first race. Start/Finish and race grid boxes must be clearly marked on track. The Race Director may alter that configuration on race day if safety issues dictate. It is rider responsibility to know his/her grid position.

(J-10) 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. Alternate methods may be used, including qualifying, if announced by the OMRRA Board in advance.
- 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.
- Grid positions 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.
- **Known Fast Racer (KFR)**. Once per class per season, before the close of Registration that day, a rider may petition the Membership Representative to be placed further forward on the grid if 1) the rider records a practice time within 104% of the best lap in that class the last dry race, or 2) the rider demonstrates extraordinary past results (example: professional racing, club champion), and 3) the rider has not competed in that class in the current OMRRA season. KFR grid positions are assigned to the second and subsequent rows, one position to the right of the last normal grid position in that row, with priority determined by the best recorded practice lap time that weekend. KFR is not applied during events when qualifying is used as the method of establishing grid order.

(J-11) The Starter has the authority to add an additional grid position to a row if deemed necessary.

(J-12) When a race start involves more than one wave a full empty grid row will separate each wave. Riders in all waves following the initial wave must maintain their clutch hand clearly in the air until the preceding wave receives the green flag.

(J-13) Races normally start with engines running (clutch starts). Exceptions, including Le Mans and GP starts, must be approved by the Board of Directors (see Appendix B).

(J-14) Race start process:

- Race calls are made over the PA system: First, Second and Last Call. Time between First and Second call is at the discretion of the Announcer, but is typically 3-5 minutes. Time between Second and Last Call is 1 minute.
- 30 seconds after the Last Call the Starter sounds an air horn. After another 30 seconds the Track Entrance is opened for 30 seconds, after which it is closed.
- The Starter gives riders time to complete one warm-up lap, and to position their motorcycle with the front wheel in its assigned grid box, prior to the race start.
- 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 space between the Starter's fingers and the flag the race has begun.

(J-15) 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 (green flag 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 their race start are penalized five finishing positions.
- Riders who jump their race wave are disqualified from their race.

(J-16) 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.

(J-17) The Race Director and Track Marshal may stop a race at any point if they believe conditions are dangerous for the majority of racers on the track (example: thunderstorms). They may authorize a red flag, delay and re-start. Additionally, they may black flag any racer deemed unsafe at any time (example: excessively slow riding relative to the speed of others on track).

(J-18) When a race is stopped after the leader has finished at least 50% of scheduled race distance in whole laps, positions of the riders at the last complete lap over the finish line prior to the stop are the race finishing positions. At the Race Director's discretion this rule may be applied if the race has not reached the halfway point. If a race is stopped and re-started 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 the scheduled full distance minus the number of whole laps completed by the race leader. Races with a second stoppage will be re-started at ½ the scheduled distance. In the event of a third stoppage the race will be considered complete, and finishing positions determined based on the most recent whole lap by the race leader, minus one. If less than two consecutive laps were completed in any of the starts, the race is considered canceled, with no result. If a rider(s) falls during the race up to and including the point of the red flag that rider(s) will be scored DNF, and may not re-start.

SECTION K: FLAGS AND SIGNALS

(K-1) All Corner Stations have a yellow, yellow/red striped and red flag. Some Corner Stations have additional flags, depending on location relative to start/finish, critical corners, or track entry/exit.

(K-2) The following flag signals are used at OMRRA competition events:

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

(K-3) A **green flag** is displayed to start the race or open the course to warm up laps or practice (see J-11 for race start procedure).

(K-4) When the **black flag** is displayed and pointed at a rider, that rider must report at the end of the next lap to the Starter in the Hot Pit. 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.

(K-5) A **stationary yellow flag** is displayed as a warning signal. Riders may proceed at race pace, but with heightened awareness of potential danger and further flag signals at corners ahead. A stationary yellow flag always precedes a waving yellow flag.

(K-6) When a **waving yellow flag** is displayed, immediate danger lies ahead. A waving yellow zone begins 100 feet prior to the flag and ends immediately past the incident. Proceed with extreme caution. No passing 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. Corner Workers will warn competitors with a waving yellow flag before proceeding to the aid of a fallen or stopped rider.

(K-7) When a **yellow/red-striped flag** is displayed in a square fashion there is debris on track nearby. 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 on the racetrack in the area of that corner.

(K-8) 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 J-11 for race re-start procedure).

(K-9) The stationary **white flag** is displayed at Start-Finish one lap before the leader of the race completes full race distance. Once displayed, the white flag will continue to be shown until the leader approaches Start-Finish on his final lap. The white flag is a courtesy flag. Race to the checkered flag.

(K-10) The **checkered flag** marks the end of the race, and shown waving at Start-Finish to the first motorcycle on track that completes full race distance. Once displayed, the checkered flag will continue to be shown until all other motorcycles on track complete that lap. When a rider passes the checkered flag, their race is complete, no matter how many laps the rider has run.

SECTION L: POINTS AND AWARDS

(L-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) receive no points (see L-11).

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	25
2		4	8	11	13	14	15	16	17	18	19	20	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	16
4				4	6	7	8	9	10	11	12	13	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	11
6						4	5	6	7	8	9	10	10	10	10	10	10	10	10	10	10
7							4	5	6	7	8	9	9	9	9	9	9	9	9	9	9
8								4	5	6	7	8	8	8	8	8	8	8	8	8	8
9									4	5	6	7	7	7	7	7	7	7	7	7	7
10										4	5	6	6	6	6	6	6	6	6	6	6
11											4	5	5	5	5	5	5	5	5	5	5
12												4	4	4	4	4	4	4	4	4	4
13													4	4	4	4	4	4	4	4	4
14														4	4	4	4	4	4	4	4
15															4	4	4	4	4	4	4
16																4	4	4	4	4	4
17																	4	4	4	4	4
18																		4	4	4	4
19																			4	4	4
20																				4	4

(L-2) Only racers holding a current OMRRA Competition License are eligible for OMRRA Overall, Clubman, Vintage, or Class championships. Reciprocal license holders (see E-9) 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 season OMRRA Competition License prior to July 1 of the current race season become eligible for season-end championships.

(L-3) Dual races. At OMRRA'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 scores ½ points (see L-1). The overall finishing order for daily trophy awards and contingency 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.

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

(L-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 OMRRA office. Unclaimed trophies will be recycled and utilized for future OMRRA awards.

(L-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.

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

- **Overall Championship:** Formula Ultra.
- **Vintage Championship:** Lightweight Vintage, Middleweight Vintage, Vintage Superbike.
- **Clubman Championship:** all classes not included in Overall or Vintage are used to calculate standings; Formula Female, Formula 40, Middleweight Sportsman, Open Sportsman, NV1, NV2 and SuperTeams excluded.
- Vintage and Clubman 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.

(L-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. If a tie still remains in the Vintage or Clubman Championship the championship position goes to the racer who defeated the most starters within the best two classes of their championship season.

(L-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.

(L-10) "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 complete more than 50% of race distance, or did not receive the checkered flag.

(L-11) All race meetings run in a single calendar year are used to establish season end points. The Board of Directors may designate races in addition to those run in a normal event schedule as "Exhibition Races". Exhibition races do not score class or championship points.

(L-12) The OMRRA 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.

(L-13) OMRRA supplies companies with approved contingency programs with event results in a timely manner. However, it is the responsibility of competitors to understand and comply with all contingency requirements. OMRRA takes no responsibility for lost awards due to non-compliance.

SECTION M: CONDUCT

(M-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 O).

(M-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 O-8).

(M-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 O).

(M-4) During an event no persons except competitors, track officials, corner crews and ambulance crews are allowed on the track itself.

(M-5) 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.

(M-6) 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. -The act of a Corner Worker assisting to remove a stopped machine is not considered "assistance to restart".

(M-7) 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.

(M-8) 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.

(M-9) "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.

(M-10) Riders may not make unauthorized use of the track before, during or after an event.

(M-11) 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.

(M-12) Crashes will be monitored and records kept. Riders deemed regularly unsafe will have their riding evaluated by OMRRA 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.

(M-13) The speed limit for vehicles within the pit area is 15 mph. Speeding in the paddock area constitutes a safety hazard, and will be dealt with at the discretion of the Referee.

(M-14) 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.

(M-15) 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, damages and conduct.

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

(M-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.

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

(M-19) Access to the gravel area along the track wall in the Hot Pit is restricted. Racers, crew and OMRRA 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 N: PROTESTS

(N-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.

(N-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 O-1, O-2).

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

(N-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.
- Protests against Sportsman class eligibility have no fee and may be submitted once the grids are posted, but no later than 30 minutes following results posting for the class protested.

(N-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 M-6).

(N-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.

(N-7) If, after inspection, the protest is upheld, the rider will be subject to penalties listed in Section O 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.

- (N-8)** 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 O: PENALTIES

(O-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.

(O-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.

(O-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.

(O-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.

(O-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.
- Violation of noise rules in Section H.
- Exceeding pit lane speed limit.

(O-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 or OMRRA personnel. Fighting is not tolerated, and will be met with the maximum fine and penalties.
- Dangerous or overly aggressive riding including, but not limited to contact on the race track, unsafe passing, and sudden changes in direction (see M-7, M-8, M-9).
- Other violations of Section M.
- 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 K-8) when a red flag is 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 K-6) 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.

(O-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.
- Tampering with someone else's motorcycle or gear without authorization.
- Intentional egregious endangerment of other riders, spectators, or OMRRA officials.

(O-8) Any infraction of M-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.

(O-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 M-17) the rider, vendor or spectator (see M-15) 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.

(O-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 M-15) 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.

(O-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 E-1).

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. Purchase a full-season OMRRA Competition License.
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 Sections M and O). To count as "complete" the Novice must finish at least 75% of the 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 or conduct 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: 600 Supersport, 600 Superbike, 600 Classic Superbike.

NV2: 750 Supersport, 750 Superbike, Open Supersport, Open Superbike, Open Classic Superbike, Formula Ultra.

NV3: All other race classes.

EVENT GUIDELINES NV1 AND NV2:

1. NV1 and NV2 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 NV1 and NV2 races are conducted each race weekend.
3. NV1 and NV2 riders may ONLY enter their respective Novice class races, and Open Sportsman (exception: SuperTeams, which does not count toward graduation).
4. NV1 and NV2 Class Points accumulate throughout the season. Race and year-end trophies are awarded, and contingency may be collected.
5. NV1 and NV2 do not score Overall or Clubman Championship points.
6. Upon graduation NV1 and NV2 racers move to Expert grids, and may no longer ride in Novice races.

EVENT GUIDELINES NV3:

1. NV3 riders practice in Expert practice sessions within normal practice lap time guidelines.
2. NV3 riders collect Class trophies and contingency, and score Class and Championship points.

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 WMRRA Novices). Upon graduation, riders exchange their 700 series number for an Expert number (see E-12).

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 the Head Novice Instructor. 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.

Novice riders may choose to remain Novices as long as they like after meeting their graduation requirements provided they do not finish in the top three of any Clubman or Novice race class championship. If they do, they must meet their volunteer requirement and advance to Expert by the beginning of the next season.

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 (see O-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.

Contingency forms must be submitted under the team name, payable to 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:

- **Heavyweight:** machines eligible in Formula Ultra.
- **Middleweight:** machines eligible in 600 Superbike.
- **Lightweight:** machines eligible in Middleweight Superbike.

Machines primarily classified in the following race classes are prohibited: Lightweight Vintage, Middleweight Vintage, Ultra-Lightweight Supersport, 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.

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 the 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.

Scoring follows section L 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 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 awaits 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, and 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.

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 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.

INCIDENTS:

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 at the base of the Pro Pit Tower, coordinates Ambulance service and personnel, and is always available to assist with basic first-aid.

Following a crash, at the discretion of ASIT and Ambulance personnel, if a racer displays symptoms of concussion, ASIT may remove the rider's gear tech sticker and instruct Ambulance personnel to administer a SCAT2.1 or similar concussion evaluation protocol. Riders who exhibit clear signs of concussion may not ride on track again that day, and are required to seek professional medical attention before riding with OMRRA in the future.

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 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.