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TABLE OF CONTENTS

INTRODUCTION 3
SCHEDULE 4
CHARTER 5
BOARD MEMBERS 5
CHAMPIONS 6
GENERAL RACE DAY INFORMATION 7

Sect. A. CLASSES 9
Sect. B. SUPERSPORT 11
Sect. C. SUPERBIKE 15
Sect. D. VINTAGE 19
Sect. E. LICENSES, ENTRIES, NUMBERS 20
Sect. F. GEAR AND BIKE TECHNICAL INSPECTION 22
Sect. G. MACHINERY AND NUMBERS 24
Sect. H. NOISE CONTROL 27
Sect. I. FUEL 27
Sect. J. RACE ORGANIZATION 28
Sect. K. FLAGS AND SIGNALS 31
Sect. L. POINTS AND AWARDS 32
Sect. M. CONDUCT 34
Sect. N. PROTESTS 36
Sect. O. PENALTIES 38

Appendix A NOVICE 38
Appendix B SUPERTEAMS ENDURANCE 42
Appendix C ASIT 44
Appendix D VOLUNTEERS 46

INTRODUCTION

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

This Rule Book is effective calendar year 2017.

Riders are expected to be familiar with and understand the contents, and should study sections relating to their 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 Sections A, B, C and D are administered and updated by the Rules Committee, with approval from the General Membership by rules ballot.

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

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 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.

2017 OMRRA RULES COMMITTEE

Keith DiBrino, Matt ORourke, Chris Page, Kevin Pinkstaff, Daric Cheshire, Tullio Celano, Alex Taylor

2017 OMRRA REFEREES

Daric Cheshire, Austin McCabe, Peter Kahn, Simon-Pierre Smith

2017 PACIFIC NORTHWEST ROAD RACE DATES

OMRRA, PORTLAND INTERNATIONAL RACEWAY

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

Friday	April 28.....	Novice School
Saturday	April 29.....	Racing
Sunday.....	April 30.....	Racing
Saturday	May 13.....	Racing
Sunday.....	May 14.....	Racing
Saturday	June 24.....	Chicane, Racing
Sunday.....	June 25.....	Chicane, Racing
Friday	July 14.....	Novice School
Saturday	July 15.....	Racing
Sunday.....	July 16.....	Racing
Saturday	August 26.....	Chicane, Racing
Sunday.....	August 27.....	Vintage Day, Chicane, Racing
Saturday	September 16.....	Racing
Sunday.....	September 17.....	Racing

WASHINGTON MOTORCYCLE ROAD RACING ASSOCIATION

www.WMRRA.com

Pacific Raceways	April 22-23	Racing
Pacific Raceways	May 13-14	Racing
The Ridge.....	May 27-29	Racing
The Ridge.....	June 24-25	Racing
The Ridge.....	July 22-23	Racing
Pacific Raceways	September 2-4	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 2017 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.

2017 BOARD MEMBERS

President.....	Chris Page
Vice-President.....	Matt ORourke
Secretary	Kevin Pinkstaff
Treasurer	Keith DiBrino
Membership Representative.....	Tullio Celano
Members at Large	Monta Knudson
.....	Eric Gauerke

2017 OMRA NUMBER PLATE HOLDERS

TITLE CHAMPIONSHIP

1.....	Devon McDonough
2.....	Kevin Pinkstaff
3.....	Jeremy Coffey
4.....	Sam Verderico
5.....	Danny Lippis

CLUBMAN CHAMPIONSHIP

1c.....	Adam Faussett
2c.....	Oliver Jervis
3c.....	Devon McDonough
4c.....	Alex Taylor
5c.....	Steve Suitor

VINTAGE CHAMPIONSHIP

1v.....	Ryan Shanahan
2v.....	Mica Grohn
3v.....	Dean Willoughby
4v.....	Daric Cheshire
5v.....	Shane Furrer

2016 OMRA CLASS CHAMPIONS

250 Ninja Cup.....	Alex Taylor
450 Superbike.....	Steve Suitor
600 Classic Superbike.....	Brian Osborne
600 Superbike.....	Andy DiBrino
600 Supersport.....	Andy DiBrino
750 Superbike.....	Andy DiBrino
750 Supersport.....	Andy DiBrino
Formula 3.....	Michael Caravatta
Formula 4.....	Oliver Jervis
Formula 40.....	Tony Porter
Formula Female.....	Valentine Welch
Formula Ultra.....	Devon McDonough
Lightweight Superbike.....	Tullio Celano
Lightweight Supersport.....	Adam Faussett
Middleweight Classic Superbike.....	Steve Suitor
Middleweight GP.....	Matt ORourke
Middleweight Superbike.....	Oliver Jervis
Middleweight Supersport.....	Steve Suitor
Novice 2.....	Mark Wilson
Novice 1.....	Aditya Tantry
Open Classic Superbike.....	Josh McKay
Open Superbike.....	Devon McDonough
Open Supersport.....	Devon McDonough
Vintage Lightweight.....	Ryan Shanahan
Vintage Middleweight.....	Mica Grohn
Vintage Superbike.....	Matt ORourke
Ultra-Lightweight GP.....	Adam Faussett
Ultra-Lightweight Superbike.....	Adam Faussett
Ultra-Lightweight Supersport.....	Adam Faussett

2016 PINKSTAFF AWARD..... Pat O'Connor

2016 LIFETIME ACHIEVEMENT AWARD..... Mark Carter

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 race (9-lap chicane) with classes as follows:

1. Open Sportsman
2. Formula 40 / Open Classic Superbike
3. 600 Supersport
4. Formula Ultra
5. Middleweight Supersport / Formula 3
6. Novice 1000 / Novice 600 / Formula Female
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 (5-lap chicane) with classes as follows:

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

One 20-lap race (18-lap chicane) with classes as follows:

20. Middleweight GP or Ultra-Lightweight GP

At the discretion of the Race Director and Track Marshal, 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 (required)	8:30 a.m.
Practice begins	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

Event logistics:

- 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 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 usually sold at the track by vendors, but their presence is not guaranteed.
- Tire service is usually 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 regularly, 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.

PIR 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, and pet messes must be cleaned immediately.
- Bicycle helmets are required for riders under 16-years-old.
- No tire or fuel container disposal 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.
- 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, 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) Race classes are grouped into Supersport, Superbike, and Vintage classifications.

Supersport (Section B):

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

Superbike (Section C):

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

Vintage (Section D):

- Vintage Lightweight
- Vintage Middleweight
- Vintage Superbike

(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 percentage payout, and will notify riders prior to registration close regarding 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.

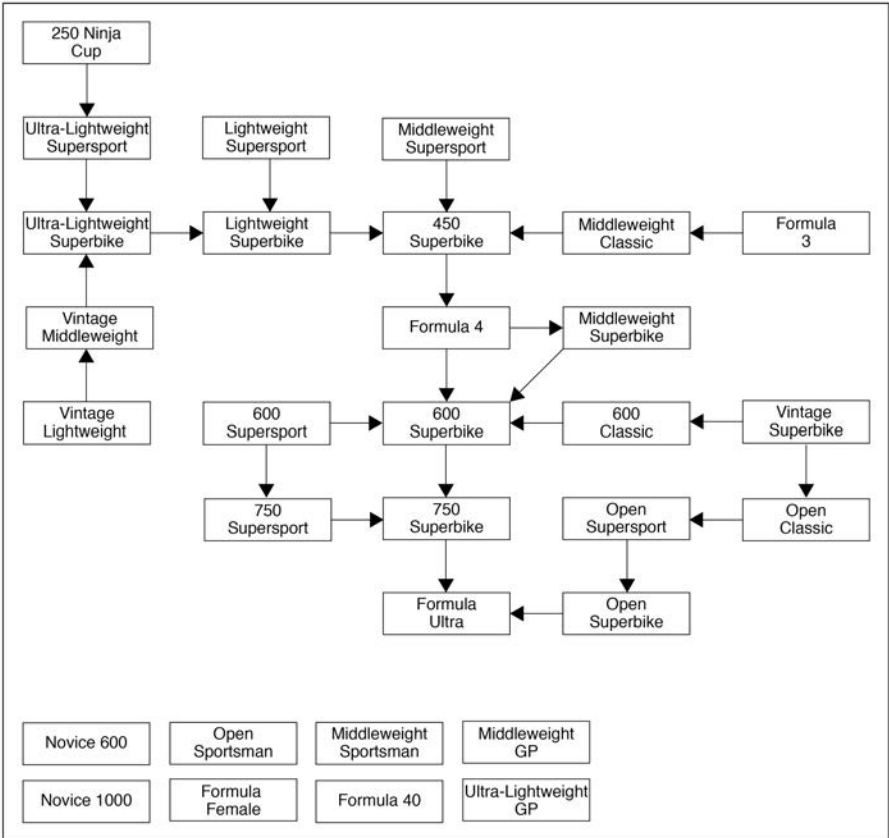
(A-5) The term AIR-COOLED means the primary heat transfer mechanism from cylinder head and cylinder is ambient air through fins. Air-and-oil-cooled machines are classified AIR-COOLED. If a water-filled radiator is used to supplement heat transfer, that machine is classified WATER-COOLED.

(A-6) The term DISABLED-CYLINDER BIKE means 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. These motorcycles are, by definition, Superbikes (refer to Section C for race classes).

(A-7) A TWINGLE is 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, and Open Supersport.

(B-2) Supersport motorcycles are based on DOT-approved production motorcycles sold in the USA or Canada for street use. A valid title, Statement of Origin (not bearing the notation “For Off Road Use Only” or similar 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 dealer commercial channels. Canadian models must be identical to USA specifications, proof of which rests with the competitor. 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 350cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke AIR-COOLED motorcycles.
- Open single-cylinder four-stroke motorcycles.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

(B-6) Middleweight Supersport:

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

(B-7) 600 Supersport:

- Up to 600cc multi-cylinder four-stroke motorcycles (exception 636cc Kawasaki ZX6).
- 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 are 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 meet 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 may 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: Modification of the stock starting and charging systems 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 minimum output specification 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 inserts 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 insert 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. 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.

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 non-OEM 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 (**mandatory 2018**).

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 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 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, Middleweight Classic Superbike, 600 Classic Superbike, Open Classic Superbike, Formula 3, Formula 4, Formula 40, Formula Ultra, Formula Female, Middleweight Sportsman, Open Sportsman, Electric Superbike, Ultra-Lightweight GP, and 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) Middleweight Classic Superbike:

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

(C-10) 600 Classic Superbike:

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

(C-11) Open Classic Superbike:

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

(C-12) Formula 3:

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

(C-13) Formula 4:

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

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

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

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

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

(C-16) Middleweight Sportsman is a trophy class including motorcycles that meet OMRRA 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 OMRRA Board. Competitors who have lap history within the past two years of 1:17.999 or better at PIR are ineligible. In instances where lap history was achieved on dissimilar equipment the Referee determines competitor class eligibility. Wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protests instructions against ineligible competitors. Middleweight Sportsman is an exhibition event for daily awards, and does not accrue Championship points or receive season end awards. Season class points accrue for gridding purposes only.

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

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

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

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

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

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

(C-20) Formula Female:

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

(C-21) SUPERBIKE MACHINE REQUIREMENTS AND LIMITATIONS:

No modifications 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 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.

(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 to ride in an OMRRA event.

(E-9) Race organizations whose licenses are recognized reciprocally by OMRRA include: AFM, AHRMA (see below), AMA, CCS/ASRA, CMRA, CRA, CVMA, FIM, MotoAmerica, MRA, SMRI, USGPRU, UtahSBA, WERA, WMRRA, 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.
- Visiting Racers must provide proof of a current-year Novice or Expert license from one of the above organizations, and complete an OMRRA Visiting Racer Form and Medical Form prior to being granted a reciprocal OMRRA Novice or Expert license. Reciprocal license racers are not eligible for season-end awards.
- Reciprocal license racers and racers from other recognized clubs may become OMRRA licensed members by submitting the OMRRA License Application Form, OMRRA Medical Form and paying the OMRRA Race Membership fee.
- As AHRMA license cards do not distinguish between Expert and Novice, an AHRMA license will be reciprocated an OMRRA Novice License 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 must 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 written petition. If no Board Meeting is scheduled between receipt of the petition and the next race, the OMRRA President may approve a Single Weekend Expert Competition License (see E-6), 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 must be a completed current-year OMRRA Medical Form on file before a rider is allowed to ride in an OMRRA event. Every participant (riders and workers) must carry a current completed Medical Form on their person at all times while on track.

(E-13) An OMRRA Competition Number is assigned to each Member, and is used exclusively on machines raced by that Member. For a rider to retain their 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 Title, Clubman and Vintage championships may use numbers 1-5 the following season. Their regular numbers will be reserved for one year. Clubman 1-5 plates must include a clearly visible lower case 'c'. Vintage 1-5 plates must include a clearly visible lower case 'v'.
- Numbers 6-599 are "regular" numbers used by expert riders.
- Numbers 700-799 are reserved for OMRRA novice riders.
- Numbers 900-999 are reserved for WMRRRA novice riders.
- At the discretion of Registration, visiting racers may use an "x" to differentiate their number from a current OMRRA racer already assigned that number.
- Non-retired racing numbers with which a racer has not competed in an 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 number assignment rights.

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

- A Race Entry is an entry received by the specified due date/time before the event (typically Wednesday 11:59 PM prior to the race weekend). Race Entries close at that time. Additional entries and/or changes must be made in-person at the event. Payment is required for the Race Entry to be accepted.
- A Post-Entry is defined as a Race Entry received at the event. Post-Entries incur an extra fee over and above normal Race Entry fees.

(E-15) By entering an OMRRA 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 plus a \$50 processing fee are paid. 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 Tech Inspector inspects and approves racing apparel for conformance to safety regulations before the rider is allowed on course (see Appendix C). Racing apparel with any 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 will be thoroughly inspected and, if approved, a race event Gear Tech sticker is placed on the left side of the rider's helmet.

- **Leather suit:** Separate jacket and pants are acceptable only if they 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, E-12).
- **Leather gloves:** Must have wrist retention strap and substantially overlap suit arms.
- **Spine protector:** Must be full-torso length impact resistant material. Compliance with CE EN1621-2 Level 2 highly recommended.
- **Leather boots:** Must substantially overlap suit legs (inside or outside) and have a secure closure method (no slip-ons).
- **Helmet:** Must be full-face style (no flip-ups) 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, though multiple helmets may be teched in advance. Technical stickers may not be transferred from one helmet to another (see O-5).

Racing apparel will be inspected once per season (and following any crash). At subsequent events, provided the racer presents their helmet, undamaged, and with an OMRRA Race Event Gear Tech Sticker from the current year affixed, only the helmet is required for inspection. That inspection occurs once every race weekend, 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.

At the discretion of ASIT, riders with crashed gear showing limited damage may perform a temporary at-track repair to receive a Gear Tech sticker for the remainder of the event. Their name and race number will be noted on the ASIT "Fix It" list, and demonstration of permanent repair must be presented at the next race weekend.

Prohibited gear: knee pucks or toe sliders intended to make sparks, electronic devices intended for communication between crew and racers, and tear-off visor shields.

(F-2) The Bike Tech Inspector inspects and approves machines for compliance with safety regulations (Sections G, H) before the rider is allowed on course. If approved, a race event Bike Tech sticker is placed on the front left fairing or number plate. Equipment in unsatisfactory condition will be rejected.

The mandatory belly pan must be removed for Bike Tech inspection (exceptions are case by case if belly pan removal is extraordinarily difficult).

The first race of the year, the belly pan must accompany the motorcycle to Bike Tech inspection. If approved, an Annual Belly Pan sticker will be placed on the front right 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 Tech sticker from the motorcycle.

The rider must have the motorcycle re-inspected and approved before going back on track. Only the Bike Tech Inspector may remove the Annual Belly Pan sticker from the motorcycle.

It is not the duty of the Bike Tech 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 inspection below is not 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 Tech Inspection:

- Motorcycle reasonably clean and absolutely free of leaks
- Wheels - metal valve caps, taped weights, rims and tires good condition
- Axle cotter pins present and properly inserted, pinch bolts wired
- Front and rear brake function, attachment, fluid retention, front brake caliper bolts wired
- Front fork caps secure, no leaky fork seals, proper fork action
- Fork drain plugs 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, colored red
- Number plate mounts secure, numbers compliant regarding location, size, color
- Headlight, brake lights, instrument glass taped (if present) or removed
- Fuel tank mounts and cap secure, fuel lines secure
- Coolant lines clamped and secure, radiator cap wired
- Exhaust bracket and canister clamp bolts wired
- Oil drain and filler plugs wired
- Breather hoses and catch tanks secure, dry and wired
- Oil filters and lines secure, dry and wired
- Chain master link, if clip-style, secured by RTV
- Rear shock proper action and mounts secure
- Foot peg ends rounded
- Bodywork and seat securely mounted
- Side and/or center stand removed
- Shark fin foot deflector installed, brake lever guard installed (**mandatory 2018**).

For details regarding machine requirements see Section G.

(F-3) The Contingency Inspector approves motorcycles for compliance with OMRRA and sponsor requirements for rider contingencies. Inspection and approval must occur before the race with the claimed contingency.

Contingency Inspection:

- 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 OMRRA contingency supplier, and will visually confirm rider compliance.

(F-4) Violations of Gear or Bike Technical Inspection requirements, particularly 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 absolutely free of leaks.

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

(G-3) Clutch and brake levers must have integral ball-ends, minimum ½-inch diameter.

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

(G-5) Rear sprocket should be shielded by a “shark fin” foot-deflector device if one is commercially available for your motorcycle (**mandatory 2018 season**).

(G-6) Oil fixtures including but not limited to drain, filter, filter plate bolts, caps and plugs must be safety wired with 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 wired to prevent rotation. If the manufacturer provides a wire attachment point on the filter, that point may be used instead of a hose clamp. Quick release pins or clips 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 not allowed, except if delivered as factory equipment in that manner. When OEM equipment is used, no modification to oil-cooler or hoses 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 not allowed.

(G-10) Water-cooled motorcycles must have water drain plugs and radiator caps safety wired. Antifreeze or glycol-based cooling additives NOT allowed. Red Line Water Wetter and similar additives are permitted. Four-stroke water cooled engines must have a secure, heat resistant coolant overflow reservoir of at least 8 oz. capacity. That 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 reasonably true.

(G-13) Brakes must be installed in a safe, workmanlike manner. Front and rear brakes must operate effectively. Front brake caliper bolts must be safety wired (rear brake bolt wiring recommended). Brake pads retained with “R” clips must have those clips removed and replaced with safety wire.

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

(G-15) Axle nuts and bolts must be secondarily secured (see G-16). Axle pinch bolts must be safety wired. In the case where axles and their couplers are flush with the fork leg, wiring all pinch bolts is sufficient.

(G-16) Where cotter pins are commonly used as safety devices on castellated nuts, “R” or “D” clips may be substituted. Those clips must be safety wired to the bike, and “R” clips must additionally be safety wired closed at the mouth. “R” or “D” clips are prohibited on oil and water drain plugs.

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

(G-18) Bolts attaching the exhaust canister to the bracket and the bracket to the motorcycle must be safety wired (rear-set connections excepted).

(G-19) Foot pegs, shift, and brake pedals may have no sharp protruding edges. 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 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 must have a self-closing twist grip throttle.

(G-22) Machines must have an effective red-colored kill switch on the handlebar within easy reach in the normal riding position.

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

(G-24) All motorcycles must have a functional fluid retaining belly pan that can contain at least 125% of the total motorcycle oil capacity.

- Catch pans must be securely mounted, three points minimum. Zip ties, safety wire and duct tape are not considered secure mounting.
- Catch pans must cover the entire bottom of the engine and transmission, and have a dam at the rear. 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 otherwise must remain installed.
- Disposable foil cooking pans and the like are not acceptable.

(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.
- Numbers must be clearly visible from the front and each side of the motorcycle while the rider is in a normal seated position.
- Number plates may be applied directly to bodywork contours. Plates not painted directly onto the fairing or seat must be anchored by at least two 1/4-inch (6mm) bolts with minimum three inches between bolt centers. 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 to run the number and plate colors required by that organization. Numbers must be clearly legible and meet OMRA minimums for height, width, position, and quantity.

(G-26) Chain-driven machines with clip-style master links must secure that clip with 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 scoring system for OMRRA. AMB transmitters are required, may not be shared between riders during an event, and must be mounted no further forward than the front axle. 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, 2006-07.

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

(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 conditions, OMRRA riders are encouraged to securely attach a small 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 during dry races, and may not function as a brake light.

(G-36) Cameras and recording devices may NOT be mounted on or in the helmet, or attached to the rider. Cameras may not protrude from the side of the motorcycle or be positioned where they might be struck by a passing machine. Cameras and recording devices must be marked with the rider's race number, and secondarily tethered to a solid mount on the motorcycle. OMRRA reserves the right to inspect and download event footage and data from onboard cameras and lap timers.

SECTION H: NOISE CONTROL

(H-1) Race engines must be turned off during the Riders Meeting and national anthem.

(H-2) Noise emissions will be monitored 50 feet from the racetrack. They 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 fully liable.

(H-4) Each exhaust outlet must contain a muffler or sound diffusing system.

(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 racer pit areas.

(H-6) Following the rules of Portland City Parks, all people in the pits will keep their own noise level, 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 must be gasoline-based. Gasohol, octane boosters, and additives are allowed. Nitro-methane, methanol, alcohol, and nitrous-oxide are not.

(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) 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 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 firefighting 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 starting grid configuration for the season before the first race. Start/Finish and race grid lines 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 will be 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 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 better recorded practice lap times that weekend. KFR is not applied during events when qualifying is used to establish grid order.

(J-11) The Starter has 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 motorcycles with front wheels stationary behind assigned grid lines 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 signaled by the Starter or Starter's Assistant to enter the race after the last rider in that class passes the Track Entrance.
- 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 released. The moment there is space between the Starter's fingers and the flag the race has begun.
- Once the green flag is raised, the Starter may pull it down without starting the race if a safety concern arises (example: stalled motorcycle). Racers may reset the position of their motorcycles at this time, and must come to a complete stop before re-initiation of the start procedure. There is no Jumped Start penalty for any racers if the Starter chooses to reset the grid in this manner.

(J-15) A **Jumped Start** occurs when a competitor moves forward while the start is imminent (the time between when the Starter begins to raise the flag, and when it is released).

- Riders who jump their race start are penalized five finishing positions.
- Riders who jump their race wave are disqualified from their race.
- There are three pathways by which a rider may be charged with a Jumped Start:
 1. **By protest** from another rider in the same race class, filed via a written Protest Form submitted to Scoring within 30 minutes of the conclusion of the race. A successful protest requires corroboration by at least one other rider in that race class, or by an OMRRA Official present at the race start (Board Member, Race Director, Referee, Scoring, Starter's crew, or Safety Director). Alternatively, the protesting rider may submit video documentation.
 2. **By self-admission**, stated in person to the Race Director or Referee by the rider who jumped the start, within 30 minutes of the race conclusion.
 3. **By observation and agreement from at least two OMRRA Officials** present at the race start. In this case, one of those Officials will alert the Referee immediately.
- In all cases the burden of proof lies with the accuser. The Referee makes the final decision based on evidence available, and contacts Scoring within 60 minutes of the conclusion of the race. If evidence is inconclusive, the benefit of the doubt goes to the accused.

(J-16) The only people authorized to stop a race are the Race Director, Track Marshal, Starter or Corner Captain. This is done by displaying a waving 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, in danger of being lapped twice in a single race).

(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 halfway. 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 $\frac{1}{2}$ 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 riders fall during the race, up to and including the point of the red flag, those riders 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 and exit.

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

GREEN	Start/course is clear
CROSSED FLAGS (furled 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 for warm-up laps or practice (see J-11 for race start).

(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 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 aid 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 triangle fashion directly at a rider indicates that rider has a hazardous condition. The rider must immediately raise his left hand, get safely off the track, and stop at the nearest 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, proceed cautiously at VERY reduced speed around the track, and exit to the Hot Pit. There, if officials display a red flag reading “G”, riders take a full warm-up lap and return to their original grid positions. If officials display a red flag reading “P”, riders proceed slowly around the Tower, through the gate, and return to their Pit (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 is 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 Points for individual classes and championships are awarded using the schedule below.

- Each final race 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 4 points minimum. Competitors scoring a Did Not Finish (DNF) receive 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 Season Championships. Reciprocal license holders (see E-9) are eligible for daily trophies, contingency and awards, but accrue Season points for gridding purposes only. Reciprocal license holders who purchase 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 heat races may be offered in place of a single standard length race (example: dual 6-lap races). Each heat race scores ½ points (see L-1). The overall finishing order for daily awards and contingency (unless otherwise specified by the sponsor) is determined by Event Points; 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 OMRRA Championship Series trophies are awarded to the top five finishers who meet these minimum requirements: 50 points in a seven race series, 40 points in a six race series. Season-end Race Class Championship trophies are awarded to the top three finishers per class who meet these minimum requirements: 25 points in a seven race series, 20 points in a six race series. In a Race Class Season Championship with five or fewer races only the champion receives a year-end trophy.

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

- **Title Championship:** Formula Ultra.
- **Vintage Championship:** Lightweight Vintage, Middleweight Vintage, Vintage Superbike.
- **Clubman Championship:** all classes not included in Title or Vintage Championships are used to calculate standings; Formula Female, Formula 40, Middleweight Sportsman, Open Sportsman, NV600, NV1000 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) Championship ties are broken based on the number of wins in the series or class. If that does not break the tie, 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, completing Gear and Bike Technical Inspection, and attending the Riders Meeting (see Section O).

(M-2) No rider, crewmember, volunteer or official may 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, volunteer, 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 personnel are allowed on the track itself.

(M-5) Competitors may only ride their machines in the direction of the racecourse. No competitor may gain 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.

(M-7) Competitors who intend to pull off the course must signal beforehand by raising and holding their left arm fully and clearly in the air. During “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 corner(s) before the exit that enable them to leave the track without cutting in front of other competitors. Emergency track exits 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 right of way to riders on track, and 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 riders approaching from the rear, **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. See (O-7).

(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 and formal riding complaints will be monitored and records kept. Riders deemed regularly unsafe, and/or who have crashed three times in a single season, will have their riding evaluated by OMRRA Officials and may be fined, penalized, have their licenses revoked, or be required to demonstrate commitment to increasing riding skills. The frequency, circumstances, consequences and severity of crashes and riding complaints will be taken into account when deciding the course of 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 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 (PIR is a City of Portland park, and bound by 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 Hot Pit track wall is restricted. Racers, crew and OMRRA volunteers may occupy this area to signal or spectate. Red apparel, pets, and spectators under 18-years-old prohibited. Nothing may be set on the track wall (example: drink bottles), and wristbands must be worn. Extreme caution and lack of physical limitation is required when crossing the Hot Pit; proceed quickly, pay attention, and always give right of way to motorcycles. OMRRA Officials reserve the right to refuse access across the Hot Pit to any person at any time, considering their safety and that of the racers.

SECTION N: PROTESTS

(N-1) The purpose of these Rules is to run an orderly, competitive and fair season, emphasizing safety for all involved. They 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 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 OMRRRA Board of Directors (see O-1, O-2).

(N-2) 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-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 Referee 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.OMRRRA.com.
- Protests against Sportsman class eligibility have no fee and may be submitted once grids are posted, but no later than 30 minutes following results posting for the class protested.

(N-5) The OMRRRA Board of Directors may register a protest against riders or machines 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 OMRRRA 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 submission of a written protest and protest fee, the Referee will notify the rider and/or owner of the machine in question. The rider, owner, or pit crewmember is 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 loss of prizes, money 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 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) 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, volunteering, vending and/or spectating privileges will be revoked until fines are paid.

(O-2) Referee decisions may be appealed to the OMRRA Board of Directors. Appeals must be in writing and received 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. "For all time" suspensions may be appealed 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 result in loss of finishing positions in a race:

- Passing under a waving yellow flag, and not giving back the position gained before resuming race pace. 2 positions.
- Jumping the start. 5 positions.

(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:

- A registered racer not attending the Riders Meeting.
- Entering a Race on a bike displaying another rider's number or utilizing another rider's AMB.
- Violation of noise rules in Section H.
- Exceeding the Hot Pit Lane or Pit Area speed limit.

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

- Unsportsmanlike conduct including, but not limited to verbal harassment of competitors or OMRRA personnel. Frivolous protests are considered harassment.
- Interfering with Race Officials in the performance of their duties.
- Ignoring the black flag.
- 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.
- Class machinery rule violations including, but not limited to illegal engine modifications or fuel.
- Failure to bring a machine under protest immediately to the impound area.
- Falsification of information on an Entry Form or Medical Form.
- Conduct in public that casts a poor public image on the Association.
- Other violations of Section M.

(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:

- Fighting. Physical altercations are not tolerated, 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).
- Tampering with someone else's motorcycle or gear.
- Not following the red flag procedures (see K-8) when a red flag is displayed.
- 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.
- Any other conduct considered noncompliance with machine safety regulations, or that endangers 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 race weekend in the case of racer, immediate suspension of duties and privileges in the case of volunteers, vendors or officials, or expulsion from the event in the case of spectators. 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) that person (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 perpetrator (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):

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

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

Novice Clubman: All other race classes.

EVENT GUIDELINES Novice 600 and Novice 1000:

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

EVENT GUIDELINES Novice Clubman:

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

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.

RACE NUMBERS:

Novice riders are assigned a number in the 700 series (900 series for WMRRA Novices). Upon graduation, riders exchange their 700 series number for an Expert number (see E-13).

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 regarding 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.

Novice riders unable to consistently maintain a pace within 120% of the race leader's lap time in any race class will be evaluated for safety purposes, and may be restricted from future riding in that class (and similar classes) at the discretion of the Head Novice Instructor. Additionally, any Novice deemed unsafe for any reason (outright speed, on-track judgement, etc.) may be required to seek further rider training, and demonstrate proof of progress to their Mentor and the Head Novice Instructor before being allowed back on track at OMRRA.

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 Superbike, Lightweight Superbike, and Formula 3.

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

TEAMS:

Teams may have one or two riders. A single rider can be on two teams in the same race. Only one team may be fielded per event per team name. Novices are allowed, but 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, 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 occurs 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, then typical starting procedures 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 first through 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. A single team member holds the machine, with engine off, 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 while positioned across the track, directly opposite his/her team's grid location, 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 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 pit lane: incendiary devices of any sort including welding and smoking, support vehicles including trailers, fluids other than fuel, major machine disassembly or repair.

After the event each hot pit area must be entirely cleared of debris and markings.

Right of way in 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 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 spectators at the track.

This is done through pre-season events including motorcycle racetrack-specific training for all Paramedics who work OMRRA events, Gear Technical Inspection training for volunteers, and first aid, CPR/AED, and concussion awareness training for ASIT team members. ASIT assists with ambulance contract negotiation and management.

On race days ASIT is located at the base of the Pro Pit Tower. Services provided include: gear technical inspection, ambulance service coordination, crash and injury support, and basic first-aid. Care given by ASIT is not a replacement for professional medical attention.

GEAR TECHNICAL INSPECTION:

Every race day ASIT conducts either full gear tech or helmet sticker inspection (see Section F). Additionally, ASIT collects current weekend safety information including your name and race number, at-track contact (required), and pit location (must be marked with your race number).

TECH COMPLIANCE:

ASIT team members are stationed at Pit Out each race day morning to ensure riders have both Gear and Bike Tech stickers properly displayed on their helmet and motorcycle. Riders without current race weekend stickers will be denied access to the track (see O-6).

CRASH AND INJURY SUPPORT:

Following a crash, the Track Marshal alerts ASIT via radio as soon as the incident occurs. The crash location, involved bike number(s), and initial assessment of the situation are recorded on the Incident Log.

ASIT responds to all red flag incidents and all calls for an ambulance. They confirm ambulance personnel have immediate access to racer's medical form information, communicate with the Tower about the status of the incident, and assist the ambulance as needed. If the racer is transported to the hospital, ASIT notifies the racer's at-track contact to ensure required support is provided. If the racer is not transported to the hospital, ASIT returns the racer to the pits and assists the racer to seek alternate medical care or return to racing.

ASIT responds to yellow flag incidents when rider injury is suspected. There, depending on injury severity, the Ambulance Coordinator may interface with and assist ambulance personnel, or in the case of minor injury may provide or recommend basic first aid.

In cases where damaged motorcycles are considered un-rideable Crash Truck personnel respond to the scene, clear debris and equipment as soon as safely possible, and return them to the documented pit location. Uninjured riders may be transported with their damaged motorcycle in the Crash Truck.

If a crash occurs and the racer returns to the pits without evaluation, ASIT personnel go to the racer's pit location to check-in, offer basic first aid, confirm the racer's condition appears normal, and offer gear re-tech. ASIT may, at their discretion, enlist assistance from the ambulance if the racer displays clear need for medical attention, or from the appropriate OMRRA Official in other situations.

At the discretion of ASIT or the ambulance crew, if a racer displays symptoms of concussion paramedics will administer a SCAT2.1 or similar concussion evaluation protocol, and will provide results of that test to ASIT. Racers who exhibit clear signs of concussion may not ride on track again that event.

During race weekends, ASIT retains hard copies of OMRRA Medical Forms for all participating racers and volunteers. In case of an accident requiring ambulance transport to a medical facility, ASIT will give a copy of the form to ambulance and/or hospital personnel.

Following every crash all gear must pass re-tech and any injuries must be assessed, before rider will be given a new Gear Tech sticker. Injured riders must display the ability to safely control their motorcycle before being allowed back on track. Disagreements between ASIT and the rider on this subject will be adjudicated by the Referee.

If you are injured and transported to the hospital, ASIT will ensure your at-track contact is notified and given instructions regarding the need to secure your belongings in compliance with PIR rules and requirements. Friends and family of racers who crash may go to the ASIT location at the base of the Tower for information or directions to the hospital.

ASIT keeps a log of race incidents and injuries, and with the Membership Representative, provides input to the OMRRA Board of Directors regarding use of the OMRRA Injured Riders Fund.

A member of ASIT serves on the OMRRA Safety Committee.

APPENDIX D: VOLUNTEERS

OMRRA is powered by nearly 100 dedicated volunteers, without whom we cannot race. Positions include Corner Working, Track Control, Registration, Scoring, ASIT, Technical Inspection, Communications and Administration. Our volunteers are current and former racers, family members, friends, neighbors, and motorcycle enthusiasts. We're always eager to grow our team. If you're interested in becoming an OMRRA volunteer, and enjoying great racing from the best seat in the house, please contact the OMRRA office at (503) 841-6185. More information available at OMRRA.com.

REQUIREMENTS:

- Complete and submit an OMRRA Volunteer Application form.
- Volunteers under 18-years-old must have a notarized parental signature. Some OMRRA volunteer positions have physical or maturity requirements and limitations.
- Complete and submit an OMRRA Medical form, and carry a copy on your person during race days.
- Sign the liability release at the PIR front gate, and wear the wristband you receive there.
- Wear long pants and closed toed shoes if your position is track-side.
- Do not wear a red shirt, hat or jacket at the track.

RESPONSIBILITIES AT TRACK:

- Arrive by 8:00 AM, sign in with the Track Marshal, and receive your assignment for the day.
- Attend the daily Volunteer Meeting, 8:30 AM at the base of the Pro Pit Tower.
- Follow the instructions, training, and safety guidelines established by the Corner Captain or other lead in your area, and do your part on that team.
- Adhere to the OMRRA Code of Conduct and other requirements established in this Rule Book.

BENEFITS:

- Volunteers who work a full day at an OMRRA event are entitled to free gate entry, snacks, lunch, and 2 beverages at the end of the day.
- Receive credit for community service in some organizations.
- Experience the satisfaction that comes from playing a critical role as part of the team relied upon to run an exciting, high quality race event.
- Join the end of day trophy ceremony to let racers say "thank you" in person!

REGULAR VOLUNTEERS:

- Volunteers who work six or more days in a single season are considered "regular volunteers".
- Receive a team member t-shirt; Corner Worker, ASIT, Scoring, or otherwise.
- Free entry to the OMRRA Banquet.
- A personalized year-end plaque.
- Service patches every five years.
- A full non-racing OMRRA membership and free season gate pass the following year. Regular Volunteers are encouraged to vote in OMRRA elections, on Rules, and to attend the annual General Membership Meeting.