

# 2014 OMRRA Season Opener



April 10 & 11—NRS  
Season Opener  
April 12 & 13

**TITLE SPONSOR**

**KFG Racing**

**CLUBMAN SERIES:**

**EDR  
Performance**

**VINTAGE**

**CHAMPIONSHIP:**

**Langlitz Leathers**

*2014 SEASON  
SCHEDULE*

April 12 & 13	Rd 1
May 12-13 All American	Rd 2
June 21 & 22 (chicane)	Rd 3
July 26 & 27 Euro Day	Rd 4
Aug 16 & 17 Vintage Day	Rd 5
Sept 13 & 14	Rd 6
YearEnd Award Ceremony	TBA

## OMRRA LAUNCHES WITH FULL LINEUP OF SPONSORS

**KFG Racing** returns to OMRRA as the title sponsor of this season's road racing series., with new sponsors **EDR Performance** hosting the Clubman Championship Series, and **Langlitz Leathers** providing sponsorship to the Vintage Championship Series. We gratefully acknowledge and ask you to support:

- Formula Ultra ..... KFG Racing
- 250 Ninja Cup .....APEX
- 450 Superbike .....Janice Logan
- 600 Supersport.....Zlock Racing
- 600 Superbike ..... MotoFit Group/  
Evol Technology
- Open Supersport ...Competition Motors
- Novice 2 ..... Cycle Gear
- Novice 3 ..... Cycle Gear
- Ultra LW Supersport ....JR Johnson, Inc
- MW Supersport .Beaverton Motorcycles
- MW Superbike ..... ..MotoCorsa



- Vintage Lightweight .....MotoFactory
- Vintage Middleweight ..... Rubberside  
Down Motorcycle Towing
- Open Sportsman.....Titan Towing
- GP Twins ..... Vicious Cycle
- MW Classic Superbike.....Cycle Tune
- GP Series .....Sang Froid Riding Club



## ON-LINE RACE REGISTRATION OPENS SOON !

Registration has extended its on-time deadline . All pre-registration now closes **Thursday at noon** prior to race weekends. This includes all registrations through the office.

Payments must be received by the close of pre-registration or registration

is incomplete and will be cancelled. Incomplete registrations will require post registration at the track only, and post entry fees (\$50) strictly applied. Please allow yourself reasonable time to complete the registration process; last minute attempts are at the racer's own risk.

## APRIL NEW RACER SCHOOL — JUST 3 SPOTS LEFT!



Vintage racers get around the chicane with easy grace.

Pretty self-explanatory, right? OMRRA racers, together with SFRC and other members of the motorcycle community, have been meeting regularly throughout the winter to host New Racer Workshops and educate interested riders on what it takes to become an OMRRA racer.

We've got a nearly-full contingent of throttle jockeys, ready to participate in the Thursday night classroom session, followed by the all day on-track portion of the New Racer School. Volunteer instructors are ready!

NRS forms are available online, New Racer Info tab.. Call the office if you need a hand getting that together in time to roll with this April group.

We have several vintage racers, and a few more Ninja racers to add to those growing grids this season. While most are from the Portland area, we have new racers from Idaho and Washington as well.

It's time to go from rider to racer!

Next NRS Session is July 25, 2014.

## UPDATE YOUR CONTINGENCY, BIKE INTERVIEWS

If you haven't already, please update your TI online account.

Enter or update your Contingency Sponsors in your profile **before** you register to race. Select Contingency sponsors from the pull down menu only, to collect contingency. Not all Sponsors accept TI claiming system, so please use paper forms at the track where necessary.

Racers are required to have a Next of Kin designated on the appropriate tab..

New bikes require a bike interview to create eligible class lists..

**IMPORTANT:** As this is the first race of the season, **ALL RACERS** should re-run the bike interview to pick up new rule changes and race class assignments.

**Please allow extra time to do this and help OMRRA detect and resolve any issues.**

More details [www.omrra.com/forums/showthread.php?4813-CONTINGENCY-if-you-claim-it-PLEASE-READ-NOW!](http://www.omrra.com/forums/showthread.php?4813-CONTINGENCY-if-you-claim-it-PLEASE-READ-NOW!)

BRIDGESTONE

HONDA

SILKOLENE

EBC BRAKES

FLEXI-GLASS

YAMAHA

SUZUKI

## NEW GP CLASS DIVISIONS GRID UP FOR APRIL

Lightweight and Middleweight GP classes will make their OMRRA debut this first round.

GP Class Divisions comply with the rules of the following classes.

Open GP (Open Superbike)

600 GP (600 SB and Formula II)

MW GP (650 GP/MW SB/Formula III./Ltwt SB)

Ultra Lightweight GP (Ultra Ltwt SS)

GP Classes run 30 minutes plus 2 laps; Open GP and 600 GP run together.

Middleweight GP and Ultra Lightweight GP run together. **Rulebook C-18.**



# A Blast from the Past (Aug 1993)...it's still on

## ANTICIPATION

by Larry Haydeen

It is a Friday afternoon, and you have recently returned from your normal weekday activity. Sunday morning you will be racing your motorcycle for excitement and if you are an expert, for money. You check into your habitat, say hi to whoever is there and immediately head out to the garage. Unlock the entry door, reach inside and flip on the lights. The garage becomes alive and there sits your clean racing machine waiting to be handled. Your number plates reflect their glossy distinction with a set of number that belong to you exclusively. The handlebars glisten, waiting for you to grab. You slowly walk over to her, throw a leg over the seat and sit down. The seat is small but firm, you grab the handlebars, check the levers, they feel smooth and light. Slowly you twist the throttle and let it snap back. You sit there a moment anticipating.

It has been several years now since you first started racing. You thought you were a good rider until you finally raised enough nerve to actually get on the track and prove yourself. To you dismay, you were not good, but lousy. You try to grasp how these riders flying by you are so good. You have come a long ways since that thought. Now you know some secrets, little tricks and the best of all teachers, experience.

You reach over to the dust covered radio and flip the scratchy device on. Some music is playing, doesn't really matter because you are concentrating on Sunday's event. It's time to start fine tuning the machine. You remember the last race and what problems occurred. Corrections begin, first with the engine, tear off the carbs, clean and reassemble. Check your filters and fuel lines. The list goes on until you are absolutely satisfied that everything that has gone wrong will not occur again. You begin to investigate any avenues that might cause breakdown. After all, you are going to race, not to be a mechanic and pay for it also. You finish the engine and stand back for detail inspection. The aluminum reflects, the black paint absorbs. The wires are neatly tied into place, step one is complete. You can now move on. The rest of the evening is spent going over the suspension, checking tires, brakes, and

every small detail so that you will be able to place this time, no more DNF's.

During dinner you're glaring at the local racing newsletter. You check what classes you want to run. You even think about trying a higher class for once, just to see how you'd do against some good competition. You read where the racers placed from the last race, wishing your name was near the top. Some day it will be. The cost? Remember to stop by the ATM tomorrow and make a withdrawal, plus a little extra if you need parts.

After dinner you begin to think of an activity for the evening, then you remind yourself by reading somewhere in a racing magazine that if you party hard two nights before the race, the damage will be detrimental on race day. You decide to lay back for the evening and watch a little television or something which requires little concentration since your focus will be on Sundays green flags. You sleep good and awake without any weird dreams about racing to make you think twice about tomorrow. You have done this before, it's getting easier now. Less than one day now, the green flag is getting close. You begin to visualize it falling.

For the rest of the day you attend to little projects and errands to keep busy, you don't want to become too relaxed and drop your concentration. In the afternoon you fill up your gas cans with the best fuel recommended, next off to the bike shop. You purchase a couple more spark plugs, maybe another pint or quart of oil. You spend some time checking out the new machines, looking at new improvements for the year. You calculate how much you can afford monthly for one of those bright machines and your trade in value. You opt to keep it for another year. You return home, the sky is partly cloudy, temperature feels comfortable. Should be a good race tomorrow.

Back to your garage and double check your tool box, don't forget any tools this time. How many times has it cost you a race? You solemnly look at your machine, soon you and her will be performing in your own worlds, each expecting full commitment. You return back to the saddle, reach under the tank and turn on the fuel. You begin kick starting it slowly to prime. The compression increases. You flip the choke lever. You're ready for fire.

You kick start it to life. You feel the vibrations below as it idles. A moment later you open the throttle a hair as the rpm's increase. It feels smooth, you release the choke and rap it up several times. No misses, you begin to feel confident about your mechanical abilities. Now you open the throttle full and release. The bike lowers beneath you from the torque. You let it idle, the garage is filling with fumes. Time to shut it down.

Back inside you drag out your racing gear, and begin to inspect it. Throw in a clean pair of socks, it's been a while. Clean your eye protectors so not even a micro-spec is observed. You reload your gear bag neatly and close it. You begin a mental check list, bike ready, gear ready, transportation ready, am I ready?

A lite dinner tonight. Nothing greasy, plenty of greens. You begin to consume liquids, any type without alcohol. Tomorrow you will sweat profusely. You retire early, try to read and can't concentrate. Watch television for awhile, maybe call a friend and see if he'll be at the track tomorrow. You don't sleep well, your stomach feels full of acid. It's hot under the sheets, too cold without them. Almost every hour you glance at the clock. Your adrenaline is becoming a factor. Five o'clock, then six., Out of bed and to the kitchen. Drink some more water, maybe eat some fruit. That is all you can handle. Out to your rig, complete loading and check your tie-downs. All looks good. On the way to the track you're not even following the road. Your mind is on the starting grid, the smell of blends, friends and best of all, excitement. At the track you go through the normal requirements. Your race time is getting near now.

Your bike is fueled and ready, you have your leather on and waiting. Your stomach begins to talk to you. Your palms are sweaty. Relax, try to relax. Your race is next and you move up to the line. You begin to focus, tunnel vision on the green flag. Engines are revving, smoke fills the air. The green flag is raised, you shift into gear. You can hear your heart beat above the noise. You throttle wide open and release the clutch quickly as the green flag drops. The anticipation is over.

**Next Board Meeting:  
Wednesday, April 16 7pm**

Clyde's Prime Rib  
7474 NE Sandy Blvd  
Portland, OR 97213

Members are invited and  
always welcome to attend.

[www.omrra.com](http://www.omrra.com)  
[Facebook.com/ommra.racing](https://www.facebook.com/ommra.racing)



## Volunteer Corner Workers Always Needed and Welcome

Our volunteers really ARE the best! Outside in all kinds of weather...rain, heat, sun, cold...they come dressed to do battle with the elements and keep our racers as safe as possible.

With advance RSVP, we have FREE gate admission for them, and a welcome & safety briefing at the base of the infield tower at 8:15 am. We provide basic training on flags and radios, and pair up with experienced volunteers in order to anticipate and respond to the demands of the ever-changing conditions of the track.

Bring your neighbors, friends, anybody who might enjoy an insider's view of a day at the races.

We provide drinks and snacks while on the job, and a lunch meal as well. At the end of the race day, relax at the trophy ceremony with a beverage and enjoy the many thanks of racers and officials.

Racers and their family and friends rely on volunteers to keep the day safe.

For more information, please see the OMRRA website, [omrra.com](http://omrra.com), Volunteers option, or email the office for assistance in getting involved in this critical area of race day operations.

Email: [omrrainfo@gmail.com](mailto:omrrainfo@gmail.com)

