



## OMRRA 2019 Rules Committee Meeting #3

October 25, 2018

**Attendees:** Jason Doody, Josh McKay, Chris Page, Alex Taylor, Tullio Cellano, Daric Cheshire, Matt O'Rourke. Austin McCabe and Hannah Johnson unable to attend.

Invited to Rules Committee:

*Kris Le* - regarding his 750 proposal.

*Jason Iverson* - regarding his Lightweight and Middleweight proposals.

*Brian Osborne* - regarding Middleweight proposals.

## RACE CLASSES

1. Open **Lightweight Superbike** to GP framed single cylinder superbikes and 400cc multis like gray market VFR or CBR400. Lap record on an open single GP framed bike is 1:13.7, though those riders typically run 1:15-1:16. Cedric Smith and Dave Heinrichs are examples with 450cc GP solutions. A few VFR400s have run at AFM recently (Dave Moss) and struggle to keep up in SV650 Supersport class. WMRRA has a marginally healthy Open Singles class (3-5 bikes) and OMRRA Lightweight Superbike is also marginally healthy (3-4 Kramers, there will be 5 in 2019). Bring them together under one heading, same rules, with the goal of 8-10 participants on unique, creative motorcycles. From Chris.

### 2018 OMRRA Lightweight Superbike

- 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.

### 2018 WMRRA 500 Superbike

Up to 400cc four-stroke multi-cylinder

Up to 500cc four-stroke liquid cooled twin cylinder

Up to 700cc air-cooled four-stroke twin cylinder

Open displacement single-cylinder four-stroke

### Showing edits from OMRRA Lightweight Superbike 2018

(C-2) **Lightweight Superbike:**

- Up to ~~350cc~~ 400cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke AIR-COOLED motorcycles.
- Open single-cylinder four-stroke motorcycles.
- ~~Grand Prix and Moto3 motorcycles and/or frames not allowed.~~

Discussed and agreed October 25, 2018

### Proposed 2019 OMRRA-WMRRA 500 Superbike:

Up to 400cc four-stroke multi-cylinder motorcycles

Up to 500cc four-stroke liquid cooled twin cylinder motorcycles

Up to 700cc air-cooled four-stroke twin cylinder motorcycles

Open displacement single-cylinder four-stroke motorcycles

OR

Remove Kramers (and similar) from Lightweight Superbike. They run the same or better times as our normal Middleweight race classes (as low as 1:15.4 in September). Give Lightweight Superbike back to the bikes that run 1:19-1:25. The lap record has dropped 4 seconds a lap in LWTSBK this year, a clear indication of an over-dog motorcycle. Give the class back to its previous occupants (recently, only Tullio Chris and Drat on less powerful singles, which still have a non-Kramer home in Formula 3. July 2017 results indicate only 3 true Lightweight Superbikes, and 6 Ultralight bump up motorcycles - Chris).

This change would be based upon the desire to restore LWSBK to a class that is a better fit for bikes between ULW and MWSBK. Current production-based bikes like the Ninja 400 now have only one competitive class, while the dominate motorcycles in this class have demonstrated their ability to be competitive in Middleweight classes. As the class lap record dropped from a 1:19.2 in 2017 to 1:15.4 in 2018, so did class participation, going from 6.8 avg bikes in 2017 to less than 4 on average in 2018. This could also vastly improve LWSS participation numbers by giving them a second class to compete in, as that class participation dropped from 12.3 entries per round in 2017 to around two entries per round in 2018. Proposal from Jason Iverson.

Note - a quick review of actual Lightweight Supersport motorcycles (vs Ultralight bumping up) indicated that OMRRA had only one regular Ninja 400 participant in 2018, Jack Roach, and inconsistently. We, of course hope for more – perhaps MotoAmerica will help with this? Current MoA lightweight bike rules are not realistic for OMRRA to implement, since they are regularly modifying weight limits and RPM limits to equalize Ninja 400 vs KTM390 vs R3.

Not agreed October 25, 2018

2019 – from Jason Iverson

**(C-2) Lightweight Superbike:**

- Up to 350cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to ~~Open~~ 600cc single-cylinder four-stroke motorcycles.
- Up to 700cc four-stroke AIR-COOLED motorcycles.
- Grand Prix and Moto3 motorcycles and/or frames not allowed.

The committee discussed and agreed that eliminating Kramers from this class is less productive than adding Open Singles and 400 multis and aligning with WMRRRA. The previous Ultra-light bike behavior of bumping up has been addressed in other ways – those bikes now have numerous other classes in which they can race and be competitive rather than running at the back, which has been productive/beneficial to the club and is safer than having ultra-lightweight bikes on track with middleweight bikes.

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2. Clarify Middleweight Supersport rules, and keep superbike singles (Kramers, GP-framed frankenbikes) out of that race, preserving it as the “home” of the SV and Kawasaki 650. This leaves Middleweight Supersport open for supersport open singles like a KTM Duke. Without the fancy road race dedicated frame, that seems like a fair fight (one that will almost certainly be won by the SV, which is what we’re trying to preserve). In 2018 we gridded Lightweight Superbike behind Middleweight Supersport to achieve this, while leaving the door open, depending on the performance of the Kramers. With those bikes now down into the 1:15s, it seems a good idea to close that door.

OMRRA 2018

**(B-7) Middleweight Supersport:**

- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke motorcycles.
- Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke superbikes.
- Grand Prix and Moto3 motorcycles and/or frames not allowed.

Discussed and agreed October 25, 2018

### OMRRA 2019 Proposed

#### (B-7) Middleweight Supersport:

- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke motorcycles.
- Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles superbikes.
- ~~Grand Prix and Moto3 motorcycles and/or frames not allowed.~~

Reference:

#### 2018 WMRRA 650 Supersport Twins

Up to 700cc four stroke liquid cooled twins

Up to 905cc four-stroke air cooled two valve twins

### Make OMRRA-WMRRA

#### (B-7) Middleweight Supersport:

- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke motorcycles.
- Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

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3. Can we make Middleweight Superbike cc limit 748 to match 2017 WMRRA? Not 749. The 749R in race trim is known to have 120 RWHP. From Brian Osborne.

OR, tune back Middleweight Superbike rules to equalize Ducatis with true Superbike SVs (90-100HP) and align OMRRA-WMRRA in 2019. Goal is shared definition of Middleweight Superbike, run at both clubs both days. From Chris.

From Daric: I've seen "non-desmo" in rulebooks before. Is this something that would solve an issue and maintain intent? Ducati 748 in race trim is at least 110-115 HP.

A quick check of results at AHRMA events shows Barber Vintage Days racing with 748s well off the front.

An additional goal is to achieve an OMRRA-WMRRA Middleweight Superbike agreed upon race class that work at both clubs and at shared events.

### Reference OMRRA 2017

#### (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.

### Reference WMRRA Middleweight Grand Prix 2018

- Up to 400cc multi-cylinder two-stroke motorcycles
- Up to 450cc Disabled-cylinder, multi-cylinder four-stroke
- Up to 748cc four-stroke liquid-cooled twins
- Up to 800cc four stroke liquid-cooled two-valve twins
- Up to 1100cc two-valve air-cooled twins
- Up to 1250cc four-stroke two-valve pushrod twins
- 250 Grand Prix bikes up to 1997 model are allowed provided the frame is original

### 2018 OMRRA Rule

#### (C-3) Middleweight Superbike:

- Up to 400cc 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 700 twin-cylinder four-stroke motorcycles.
- Up to 1100cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

Discussed and agreed October 25, 2018

### 2019 Proposed (OMRRA-WMRRRA)

#### (C-3) Middleweight Superbike:

- Up to 125cc 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 700cc twin-cylinder four-stroke motorcycles.
- Up to 1000cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

Discussed with reference to 2017 OMRRA season races, speeds, and results. During that season, while Oliver Jarvis dominated fully on an SV superbike, the remainder of the field had numerous back-and-forth battles amongst the 4 major bike types – SV, 450, Ducati 1000, and 125 GP. Consensus was to realign to that standard. No more 250 GP bikes, and 100cc less for the Ducatis.

OR – from Brian Osborne:

### 2019 Proposed (OMRRA-WMRRRA)

- Up to 125cc 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 748cc twin-cylinder four-stroke motorcycles. **No Desmoquattro..**
- Up to 1100cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

Discussed, and consensus was that a well prepared Ducati 748 would be an over-dog in this race class at 115 HP with other benefits associated with water cooling vs air cooled.

OR – from Jason Iverson

### 2019 Proposed Middleweight Superbike:

- Up to 400cc 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 700 twin cylinder four stroke motorcycles.
- **Up to 840cc twin cylinder AIR-COOLED four stroke two valve per cylinder motorcycles.**
- **Up to 1200cc twin cylinder AIR-COOLED four stroke pushrod motorcycles.**
- Open single cylinder two or four stroke motorcycles.

Discussed, and consensus was that there are no known current race-able 1200cc pushrod motorcycles (Buell, the last race bike with this configuration was 1250 or even 1300 in race trim). 840cc twin air cooled is also not a known motorcycle, with 910 being the normal description for Ducati 900 motor. That motor and capacity is not considered competitive with 450 triples (generally considered to be 80 HP) or SV superbikes (variety of build options up to 100 HP).

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4. Reinstate 450SBK from the 2017 rule book. From several riders including Alex Taylor and David Wright.

#### Reference OMRRA 2017

#### (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.

#### Reference WMRRR Lightweight Superbike 2018

- Up to 450cc four-stroke multi-cylinder
- Up to 700cc four-stroke twin cylinder
- Up to 905cc air-cooled four-stroke twin-cylinder
- Open displacement single cylinder
- Up to 1250cc air-cooled pushrod four-stroke twin-cylinder

#### Discussed and agreed October 25, 2018

##### 450 Superbike:

- Up to 125cc two-stroke motorcycles.
- Up to 450cc multi-cylinder four-stroke motorcycles.
- Up to 600cc multi-cylinder four-stroke motorcycles up to and including 1990 models.
- Up to 689cc twin-cylinder motorcycles.
- Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder four-stroke motorcycles.

#### OR

##### 450 Superbike:

- 450cc DISABLED CYLINDER four-stroke motorcycles.

**Rationale:** With the thought of each common bike type having a class that can be won, and a bump-up class, the growing popularity of the 450 triple is underserved. The typical rider on a 450 triple is not able to be competitive in MWSBK/GP. 450SBK fills the middle-ground between breaking out of MW Sportsman and running at the front of MWSBK.

**Con:** Would likely dilute entries in MWSBK/GP (25+ all year!). The 450 triple has not yet seen its full potential at PIR. Suspect it is/will be capable of 1:13 in the hands of a front-running club racer. Top speeds are already similar to Ducati air cooled SBK and SV SBK. Fastest lap of the race in Middleweight Superbike Saturday September 2018 was on a 450, and Sunday was within 0.1 seconds.

**Pro:** Some (more) 600 riders might add a class (450SBK) if they believe they can win it. Need to consider that Clubman Championship has been won 2 of 3 years by Middleweight Superbikes, of which we arguably only have 2-4 running regularly in the club (80 HP Triples are not real Superbikes, which make 100HP). The current formula lets those Superbikes beat up on Supersport SVs for too many points.

#### Schedule options –

1. Eliminate Middleweight GP entirely and replace with 450 SBK both days.
2. Run once per weekend gridded behind Formula 40. (this puts middleweight bikes on track with 1000s, which we've said previously we won't do – but this may be OK due to low F40 participation and it's "gentleman's race" status.). From Chris.
3. Make Middleweight GP a Sunday-only class. Run 450 SBK Saturday only. OR, run it both days, once Saturday on its own, and once Sunday with F40.
4. Grid 450 SBK behind Middleweight GP.

WORK HARD to make a 1-race gap between all 600 and 450 races to enable more riders to race up to 600 and down to 450.

December 1 Rules meeting will discuss schedule options for 450 SBK – Matt to do.

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9. Bring back the 750 classes.

Kris Le

**Option 1** is bring back both 750SS and 750 SBK. Run one day each.

**Option 2** is bring back only 750 SBK, and run both days.

**Pro:** There are 2-3 OMRRA racers with 750s, and there might be more. WMRRA also has 3-4 consistent 750 racers.

**Con:** 750s have not been raced by the pros for over a decade (Haga!). By limiting race classes, we intentionally tried to focus new racers on 600s rather than 750s. This is to bolster our weak-ish 600 grid, and to encourage novices to start on 450s, then move up to 600 at the flip of a switch. Also, telling 600s to bump up to a 750 class feels unfair, with a couple 150 HP bikes beating up on a bunch of 125 HP bikes on the front straight.

**Schedule options:**

1. Grid in front of 600 Supersport. Run 750 Superbike ONLY, both days, OR run SS one day and SBK the other.
2. Eliminate one day of 600s and replace with 750s, and let the 600s bump up.

**WMRRA:** we will try and align. Current suggestion is that WMRRA eliminates 750 classes, same as OMRRA (they typically have 2-4 750s, and a couple R6 in their 750 races).

Discussed and agreed October 25, 2018

750SBK both days, gridded behind or in front of 600 SS depending on racer speeds.

**(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 Supersport (A-8) not allowed.

December 1 Rules Committee meeting need to conclude discussion about schedule options – Matt to do.

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From Chris. Each season we make a point of discussing low participation OMRRA race classes. Look for ways to alter rules to increase participation, or whether to drop these classes to focus on more popular formulas. Note – all these classes grid with others, so no schedule benefit from eliminating.

**August** round (152 racers) was highest attendance of the year.

Vintage Superbike – 1

Formula 3 – 1

Lightweight Supersport – 2

Novice 1000 – 4

Lightweight Superbike – 5

Formula Female – 5

**June** round

Vintage Superbike – 0

Formula 3 – 0

Lightweight Supersport – 2

Novice 1000 – 2

Lightweight Superbike – 3

Formula Female – 0

**April** round

Vintage Superbike – 0

Formula 3 – 2

Lightweight Supersport – 4 (only 1 bike Ninja 400, all others bump-up ULWTSS)

Novice 1000 – 3

Lightweight Superbike – 5  
Formula Female – 0

\*Electric Superbike had 0 entries all year.

Discussed and agreed 10.25.2018

Options to increase:

1. Lightweight Superbike – proposal above. This class could become 8-10 bikes.
2. Formula Female – Remain aligned with WMRRRA. No options/change proposed.
3. Novice 1000 – Remain aligned with WMRRRA. No options/change proposed.
4. Lightweight Supersport – Suggest pursuit of alignment with WMRRRA (they need a class to support this bike type).
5. Formula 3 – no new ideas. Remain aligned with WMRRRA 125GP.
6. Vintage Superbike – Numerous known motorcycles in town that fit this class and had 2 in September. Tell them to come race.... Proposal expected at Rules Committee November 1, 2018 for updated OMRRA-WMRRRA Vintage race class structure inclusive of this class.