



OMRRA 2019 Rules Committee Meeting #1

October 10, 2018

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

Purpose – as shared by Chris:

1. The Rule Book is the most important document in the club. It affects more people, more decisions than any other.
2. Substantial time and energy has been put in over the past 5 seasons in particular to make it readable, clear, precise, simpler, and a reference document for decision making.
3. As such, we should change it...with care (from Tullio, no more than 10% any one year).
4. The Rules Committee as a group is entrusted with that conversation and work.
 - a. We receive and review all rules submissions that come from membership.
 - b. If, after discussion and refinement, we agree the rule change is worth implementing, or worth a vote, we pass it through to the Board. And in the case of race class votes, to Membership.
 - c. We interact with those who've submitted the proposals and help them craft their ideas.
 - d. We present the complete document to the Board Meeting in November, with Membership voting in December, and Rules published January 1.
5. Discussions here need to be open, patient, calm and friendly.
6. They need to take the whole club into consideration – our goals, or financial status, our relationships (especially WMRRA, PIR). This is not a place to simply protect personal favorites. Wear your “enterprise helmet”, not just your race class or your bike. By example – we will, and we always do talk about our most and least popular race classes and consider whether to drop the bottom 10%.
7. Everyone here is expected to participate. And not to dominate.
8. I'll run the first meeting, and will then pass the baton (and will work with the next person...). I'll lightly follow rules of order and will try and make sure all are heard. Will also move the meeting on, but gently, as this IS a place for details. It's also a place where I'll work hard on unanimity. You can disagree, but I'll really, really try....
9. We will communicate out about Rules – at the Board Meeting, and directly to people proposing rules. We may also reach out to informed others or take the pulse of certain affected grids. THEN, we will (somehow) make proposals that make it thru our process visible before voting...
10. Big goals this year:
 - a. Align with WMRRA.
 - b. Redo our Protest policy.
 - c. Work on our Middleweight rules – specifically to encourage the increasingly popular triple-450s.
 - d. Plus other interesting issues.
 - e. And we're going to write down the process.
11. Questions.

PROCEDURAL

1. Question: Do we allow rain-bike dry-bike changes mid-race, and if so, how and where. From Tullio.

Option 1:

(L-5) To be scored, riders must finish the race on the motorcycle (engine and chassis) on which they start the race. Riders who change motorcycles mid-race will be disqualified. This includes normal race starts, and red-flag restarts.

Discussed and agreed October 10, 2018

Option 2:

(L-5) To be scored, riders must finish the race on the motorcycle (engine and chassis) on which they start the race. Riders who change motorcycles mid-race will be disqualified. This includes normal race starts, and red-flag restarts. Riders may take the sighting lap on one motorcycle, enter the hot pit, change motorcycles there, and start from the hot pit per normal OMRRA protocol for riders late to their race. Riders must comply with the 40 MPH Hot Pit speed limit, come to a complete stop at the Hot Pit exit, and may only go when signaled by OMRRA Start-Finish personnel. Riders who do not come to a complete stop at that exit will be charged with a jumped start.

Option 3:

Allow mid-race hot-pit bike changes. Risks to spectators abound...could be fun, and unexpectedly challenging...

2. M-1... Penalties for blowing the chicane? From Daric.

OMRRA 2018

(M-1) 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 hot pit, unless directed by an OMRRA Official or Corner Worker.

(O-5) The following result in loss of finishing positions in a race:

- Passing under a waving yellow flag, and not giving back the position gained at the earliest safe opportunity. 2 positions.
- Jumping the start. 5 positions.

Discussed and agreed October 10, 2018

Proposed 2019

(O-5) The following result in loss of finishing positions in a race:

- Passing under a waving yellow flag, and not giving back the position gained at the earliest safe opportunity. 2 positions.
- Jumping the start. 5 positions.
- Riders may not gain advantage by shortcutting the Chicane and must re-enter the track in a safe manner. Riders who miss the turn and enter the concrete run-off area on the inside of the Chicane must stop and wait for a "safe to proceed" signal from the corner worker. Failure to do so results in a penalty of 5 positions.

Alternated Proposed 2019

(O-5) The following result in loss of finishing positions in a race:

- Passing under a waving yellow flag, and not giving back the position gained at the earliest safe opportunity. 2 positions.
- Jumping the start. 5 positions.
- Cutting the course and thereby gaining advantage. 2 positions up to disqualification depending on the severity of the infraction.
- Riders who miss the turn and enter the concrete run-off area on the inside of the Chicane must stop and wait for a "safe to proceed" signal from the corner worker. Failure to do so results in a penalty of 5 positions.

3. Update the Protest section of the rule book. Contributions from Daric, Chris, Alex, Hannah, Keith.

Discussed and sent back for further revision October 10, 2018

2018 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 OMRRA Board of Directors (see O-1, O-2).

(N-2) Any competitor may enter a protest against another competitor in an 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 protested race. 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.OMRRA.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 OMRRA 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 OMRRA Board will follow the same procedure as an individual (see N-8).

(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 rider 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.

From Keith

WMRRA 2018 prices on protest teardowns. This seems an opportunity to align.

\$0 visual protest

\$50 minor disassembly including seat, bodywork, gas tank, for visual inspection.

\$150 removal of valve cover

\$500 removal of cylinder head

\$1000 disassembly of bottom end

I just remembered for what it's worth, and sorry I didn't mention it earlier. MotoAmerica allows engines that are to be torn down for inspection to be sealed and raced for up to two additional race weekends at the racer's discretion. Not 100% sure on protests but I think that applies too. Only risk is to the racer

who if found illegal would be DQ'd for those races. Upside is someone who knows they are legal could get at least a few race weekends from their engine. In Hannah's case, she could have finished out the OMRRA season and still collected the protest fee. Only downside I can think of is no one really knows where the points stand until the protest is settled. Personally, I like the postponement option if the components can be adequately marked/sealed.

From Alex

Protests 2019 A

(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 **\$500.00** for engines in frame, and **\$2000.00** out of frame must accompany protests involving engine teardown or disassembly. **The protester is liable for any additional labor and part costs for reassembly of the engine and bike if the protest is not upheld.**
- **The protester must specify which items are to be inspected during teardown, up to and including:** 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. **The machine under protest may be raced for the remainder of the race event, pitted in the designated area.**
- 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 rider under protest as well as forfeiture of the above in any other events entered by the rider or owner that day.

From Chris and Daric

Proposed 2019 SECTION N: PROTESTS showing edits

(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, **signed by all protesting parties, and shall be submitted to the Referee. The Referee will not consider the protest until all fees are paid to the OMRRA Treasurer or Office representative.** Protest filers ~~must be prepared to~~ will 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~~ **protestors may be assessed a fine or penalty at the discretion of the Referee. In the event that this rule, which states the overall purpose and principles of this rulebook, is somehow interpreted to conflict with another rule or statement of policy, this rule shall prevail in its literal sense.** Decisions on protests reside first with the Referee, then with the OMRRA Board of Directors **upon appeal** (see O-1, O-2).

(N-2) The Referee shall disqualify riders or machines obviously in noncompliance with this Rule Book.

(N-3) Any competitor ~~or group of competitors may enter a protest against~~ **protest** another competitor ~~who participated in the same race, in an event in which both are entered,~~ or ~~against~~ **may appeal** a decision made by the Race Organizers to the Referee.

(N-4) The OMRRA 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 OMRRA Board will follow the same procedure as an individual (see N-8).

(N-5) ~~Timing: Protests against another competitor must be submitted in writing, with appropriate fees, to the Referee within 30 minutes of results posting for the protested race. The protesting competitor must identify the pit location of the protested party to the Referee.~~

- To be considered, protests must be submitted within 30 minutes of results posting for last race of the day, the same day as the race in question (exception, database errors).
- Protests specifically against points or database errors must be received **in writing** within five days of “unofficial points” posting on www.OMRRA.com.
- ~~Protests against finishing position must be submitted within more than 30 minutes of following results posting for the last race of the day are not accepted.~~
- Race results with no unresolved protests 30 minutes after 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.
- Following submission of a written protest and **protest** fees the Referee will notify the rider and/or owner of the machine in question. The rider, owner, or crewmember ~~is required to~~ **must** bring the machine under protest immediately to an 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 rider under protest as well as forfeiture of the above in any other events entered by the rider ~~or owner~~ that day.
- Upon arrival in impound the Referee will mark and sticker the motorcycle in question to prevent tampering.
- The protested party may then retrieve the motorcycle and continue to race that motorcycle for up to two full additional OMRRA race weekends while working to find a mutually agreeable time and place at which to perform the tear-down.

(N-6) Fees:

- There is no fee for protests involving race finishing positions, other points related database issues, or for protests involving Sportsman class eligibility.
- There is no fee for protests involving visual inspections related to obvious violations of class eligibility rules. These inspections must be possible with bodywork in place.

- There is a fee of \$250 for protests requiring bodywork and/or peripheral component removal including tank, seat, and other non-motor components which can be accomplished within a short period of time and do not typically require professional mechanical skills. Example: airbox inspection.
- There is a fee of \$500 for protests involving in-frame engine teardown, typically limited to head, cams, and fuel delivery system.
- There is a fee of \$1000 for protests involving out-of-frame full engine teardown including pistons and cylinders, crank and transmission.

(N-7) In the case of in-frame or out-of-frame engine teardown:

- ~~The following items, where applicable, will be inspected during an engine teardown: bore and stroke, compression ratio, camshafts, valve size, porting, carburetors, and ignition.~~
- ~~Protesting parties must supply control parts and/or factory specifications for comparative measurement purposes.~~
- Any and all ~~other~~ illegal modifications discovered during teardown count toward upholding the protest.
- ~~The protested party will arrange a teardown in a location deemed acceptable by the OMRRA Referee and will be performed entirely under the supervision of the OMRRA Referee or a qualified delegate assigned by the Referee.~~
- ~~A report including measurements and photographs will be written and shared with both parties as well as the OMRRA Board of Directors. The report will be included in the meeting minutes of the next OMRRA Board Meeting.~~
- ~~At least one representative of the protesting and protested parties must be present for the tear-down. If the protesting party cannot supply a representative at a reasonable time the protest will be denied. If the protested party cannot supply a representative at a reasonable time the protest will be upheld. See N-7.~~

(N-8) 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-9) 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.~~

Proposed 2019 SECTION N: PROTESTS (clean)

(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, signed by all protesting parties, and shall be submitted to the Referee. The Referee will not consider the protest until all fees are paid to the OMRRA Treasurer or Office representative. Protest filers will 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 protestors may be assessed a fine or penalty at the discretion of the Referee. Decisions on protests reside first with the Referee, then with the OMRRA Board of Directors upon appeal (see O-1, O-2).

(N-2) The Referee shall disqualify riders or machines obviously in noncompliance with this Rule Book.

(N-3) Any competitor or group of competitors may protest another competitor who participated in the same race, and may appeal a decision made by the Race Organizers to the Referee.

(N-4) The OMRRA 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 OMRRA Board will follow the same procedure as an individual (see N-8).

(N-5) Timing: To be considered, protests must be submitted within 30 minutes of results posting for last race of the day, the same day as the race in question (exception, database errors).

- Protests specifically against points or database errors must be received within five days of “unofficial points” posting on www.OMRRA.com.
- Race results with no unresolved protests 30 minutes after results posting for the last race of the day become Official Results.
- 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.
- Following submission of a written protest and fees the Referee will notify the rider and/or owner of the machine in question. The rider, owner, or crewmember must bring the machine under protest immediately to an 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 rider under protest as well as forfeiture of the above in any other events entered by the rider that day.
- Upon arrival in impound the Referee will mark and sticker the motorcycle in question to prevent tampering.
- The protested party may then retrieve the motorcycle and continue to race that motorcycle for up to two full additional OMRRA race weekends while working to find a mutually agreeable time and place at which to perform the tear-down.

(N-6) Fees:

- There is no fee for protests involving race finishing positions, other points related database issues, or for protests involving Sportsman class eligibility.
- There is no fee for protests involving visual inspections related to obvious violations of class eligibility rules. These inspections must be

possible with bodywork in place.

- There is a fee of \$250 for protests requiring bodywork and/or peripheral component removal including tank, seat, and other non-motor components which can be accomplished within a short period of time and do not typically require professional mechanical skills. Example: airbox inspection.
- There is a fee of \$500 for protests involving in-frame engine teardown, typically limited to head, cams, and fuel delivery system.
- There is a fee of \$1000 for protests involving out-of-frame full engine teardown including pistons and cylinders, crank and transmission.

(N-7) In the case of in-frame or out-of-frame engine teardown:

- Protesting parties must supply control parts and/or factory specifications for comparative measurement purposes.
- Any and all illegal modifications discovered during teardown count toward upholding the protest.
- The protested party will arrange a teardown in a location deemed acceptable by the OMRRA Referee and will be performed entirely under the supervision of the OMRRA Referee or a qualified delegate assigned by the Referee.
- A report including measurements and photographs will be written and shared with both parties as well as the OMRRA Board of Directors. The report will be included in the meeting minutes of the next OMRRA Board Meeting.
- At least one representative of the protesting and protested parties must be present for the tear-down. If the protesting party cannot supply a representative at a reasonable time the protest will be denied. If the protested party cannot supply a representative at a reasonable time the protest will be upheld. See N-7.

(N-8) 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-9) 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.

From Alex in response/addition to Chris/Daric Proposed 2019 SECTION N: PROTESTS showing edits

~~(N-5) Timing: Protests against another competitor must be submitted in writing, with appropriate fees, to the Referee within 30 minutes of results posting for the protested race. The protesting competitor must identify the pit location of the protested party to the Referee.~~

- ~~To be considered, protests must be submitted within 30 minutes of results posting for last race of the day, the same day as the race in question (exception, database errors).~~
- Protests specifically against points or database errors must be received ~~in writing~~ within five days of “unofficial points” posting on www.OMRRA.com.
- ~~Protests against finishing position must be submitted within more than 30 minutes of following results posting for the last race of the day are not accepted.~~
- Race results with no unresolved protests 30 minutes after 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.
- Following submission of a written protest and ~~protest~~ fees the Referee will notify the rider and/or owner of the machine in question. ~~If the protest requires removal of components from the motorcycle, the referee will determine whether the inspection can be completed immediately, or later within the day during which the protest is submitted.~~
 - The following parties must be present during any visual inspection or removal of parts for inspection: Referee or appointed representative, at least one member of the protesting party, and the protested rider or an appointed representative. Parties must be available during the day in which the protest is submitted to complete the inspection. Parties may submit a written statement to the Referee if they decide not to be present, but in doing so waive any right to appeal. *Appeal doesn’t seem like the right terminology – the Referee’s ruling is final, anyway...*
 - The protested rider, or appointed representative, must bring the protested motorcycle immediately to an impound area designated by the Referee. At the discretion of the Referee, the protested motorcycle may be left in its pit location.
 - If the inspection can be done immediately, the referee will make a determination and allow the motorcycle to return to its pit location only after the protester(s) and protested rider are informed of the determination.
 - If the inspection cannot be done immediately (example: due to schedule constraints), the Referee shall mark the motorcycle in question with tamper-evident paint/stickers/wire or other means. The protested motorcycle may compete for the remainder of the day, but the Referee must be present for ANY service to the motorcycle.
 - If inspection of components requires extensive time to complete, such as engine disassembly, the protested motorcycle may be allowed to compete for two full additional OMRRA race weekends. The Referee, protestor(s), and protested rider *We should discuss the number 2. All season?* The referee must be present for ANY service to the motorcycle while under protest. If tamper-evident devices are found to be damaged, the protest is immediately upheld. *There are some logistical challenges here.*
- Failure to immediately bring the machine to the impound area will automatically uphold the protest and the rider will be subject to the penalties listed in Section O. ~~result in, at minimum, loss of prizes, money and points for the rider under protest~~ The rider shall not lose points or prizes for races in which the motorcycle was legal. ~~as well as forfeiture of the above in any other events entered by the rider or owner that day.~~ *Rationale: an illegal bike in one class does not make it illegal for others. If someone ran a superbike in a supersport class and was protested, their SB results should be valid, because they were protested for the SS race.*
- ~~Upon arrival in impound the Referee shall mark and sticker the motorcycle in question to prevent tampering.~~
- ~~The protested party may then retrieve the motorcycle and continue to race that motorcycle for up to two full additional OMRRA race weekends while working to find a mutually agreeable time and place at which to perform the tear-down.~~

(N-6) Fees:

- There is no fee for protests involving race finishing positions, points related database issues, or for protests involving Sportsman class eligibility.
- There is no fee for protests involving visual inspections related to obvious violations of class eligibility rules. These inspections must be possible with bodywork in place.
- There is a \$20 fee for protests involving race conduct or a race organization decision.
- There is a fee of ~~\$250~~ \$200 (*ATMs give 20s*) for protests requiring bodywork and/or peripheral component removal including tank, seat, and other non-motor components which can be accomplished within a short period of time and do not typically require professional mechanical skills. Example: airbox inspection.
- There is a fee of \$1000 for protests involving in-frame engine teardown, typically limited to head, cams, pistons, and fuel delivery system.
- There is a fee of \$2000 for protests involving out-of-frame full engine teardown including cylinders, crank and transmission.

(N-7) In the case of in-frame or out-of-frame engine teardown:

- The following items, where applicable, will be inspected ~~during an engine teardown~~: bore and stroke, compression ratio, camshafts, valve size, porting, ~~carburetors~~ fuel delivery systems, and ignition.
- **Protesting parties must supply control parts and/or factory specifications for comparative measurement and evaluation purposes.**
- Any and all ~~other~~ illegal modifications, related to the written submitted protest, discovered during teardown count toward upholding the protest. *Hmm...If an illegal wheel is found during an "illegal engine" protest, and the engine is legal, I don't think that protest should be upheld.*
- The protested party shall designate who will perform the disassembly of the motorcycle. If a business is chosen, the disassembly shall occur on the premises of that business. If the work will be performed by the protested rider or appointed representative, the Referee shall designate a neutral location for disassembly to occur. The Referee or appointed representative must be present for ALL disassembly of the motorcycle and components.
- At least one representative of the protesting and protested parties must be present for the entire duration of the tear-down. If the protesting party cannot supply a representative at a reasonable time the protest will be denied. If the protested party cannot supply a representative at a reasonable time the protest will be upheld. See N-8 and N-9.
- The Referee is responsible for photographing the disassembly process, recording measurements, and preparing a written report. The Referee shall make a determination and create a written report within one week of the completion of disassembly. The report shall be supplied to the protesting party, the protested party, and the OMRRA Board of Directors. The report shall be included in the meeting minutes of the next regularly scheduled Board meeting.
- ~~The protested party or crew will perform their own teardown in a location identified by the OMRRA Referee under the supervision of the OMRRA Referee or by a qualified delegate identified by the Referee. Measurements will be documented, photographs will be taken.~~
- ~~A report will be written and shared with both parties as well as the OMRRA Board of Directors. The report will be included in the meeting minutes of the next OMRRA Board Meeting.~~

(N-8) 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-9) 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 the protest is not upheld, the protesting party must reimburse the protested rider up to \$1000, in addition to the protest fee, if the cost of reassembly of the motorcycle to race condition exceeds the protest fee. In this case, the protested rider must submit documentation to the Referee, who will inform the protesting party of the charge. The payment from the protesting party shall be made to the OMRRA Treasurer, who will issue a payment to the protested party.
- No members of the protesting party will be eligible to compete at an OMRRA event until the additional payment is completed.
- ~~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.~~

Discussed and agreed October 10, 2018

4. From Colin Uhrick and Chris. OMRRA should adopt the "meatball flag" to indicate to riders that they have a mechanical issue and that they should leave the track at the next safe opportunity. (The meatball flag has a black field with a large orange circle in the center).

The current OMRRA procedure to inform a rider that there is a mechanical issue is to use the debris flag (the yellow and red striped flag), folded in a triangle and pointed at the offending rider. (OMRRA Rule K-7). The debris flag is used to signal three different types of conditions: either debris on the track surface, an immediate mechanical issue, or rain. The meaning is dependent on how the flag is held and it is

oriented. This requires that riders see the flag and are able to discern which of the three ways it is being used at a glance. In practice, this appears confusing or unclear for some riders.

Recent examples include this past Sunday (9/23/18), when bike 41R made more than a complete circuit of the track while apparently not seeing the folded and pointed debris flag that was displayed to him in each corner while trailing an ever-growing plume of smoke from his exhaust. It was only when another rider gestured to him did he finally acknowledge the flag and exit the track. Last year, bike 221 made a whole circuit of the track smoking and eventually oiling about 40% of the circuit before she crashed in Turn 3. She apparently also did not comprehend that the flag was being displayed for her in all corners.

Currently, the meatball flag is used, in some form or another by many motorcycle race organizations. MotoGP uses the meatball flag to signal an immediate mechanical issue that requires the rider to exit the track at the first safe instance. MotoAmerica (Rule 1.16.2(e)) and WERA also use the meatball flag in the same manner. AFM uses the meatball flag to signal a mechanical issue, and, when paired with their oil flag, to exit the track as soon as possible. CCS uses the meatball flag in the same manner as OMRRA uses the black flag, and the black flag to signal an immediate mechanical issue.

I propose that OMRRA adopt the usage of the meatball flag (or some other flag that is ONLY used to signal an immediate mechanical problem) for the 2019 season and beyond. Use of a dedicated flag would provide clarity to the rider, improve rider safety, minimize downtime for track cleanup, and align OMRRA's flag system with that of other organizations.

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

GREEN	Start/course clear
CROSSED FLAGS (furled green & white)	Halfway
BLACK (pointing)	Report to pre-grid at the end of this lap
BLACK WITH ORANGE CIRCLE (pointing)	Exit the track immediately
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 (waving)	Finish

(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 is the source of the debris and is a hazard. 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 a **black flag with an orange "meatball" circle** is displayed in a square fashion, then pointed directly at the rider, the rider's motorcycle is a substantial urgent hazard. Examples: on fire, leaking oil. The rider must immediately raise his left hand, get safely off track as quickly as possible, and stop at the nearest Turn Station.

MOTORCYCLES AND TECH

1. Change number plates to front and sides, not front and tail section. From Chris and numerous corner workers.

2018

(G-26) 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 OMRRA minimums for height, width, position, and quantity.

Discussed and agreed October 10, 2018

2019 Proposed

(G-26) Motorcycles shall be fitted with at least three white number plates with black numbers.

- 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~~ One number plate must be located on the front of the motorcycle, and the remaining two clearly visible from the sides 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 OMRRA minimums for height, width, position, and quantity.

2019 Proposed (clean)

(G-26) Motorcycles shall be fitted with at least three white number plates with black numbers.

- Numbers must be at least six inches high, one inch thick, and clearly readable.
- One number plate must be located on the front of the motorcycle, and the remaining two clearly visible from the sides 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.
- 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 OMRRA minimums for height, width, position, and quantity.

2. Section F, page 22, bike tech inspection list has mention, in bold, of brake lever guard. I cannot find it mentioned, however, in Section G: machinery and numbers. Since it will be required for 2019, I'm sure it would have been cleaned up, but thought I'd start stacking that folder for you. From Daric.

Discussed and agreed October 10, 2018

Proposed 2019

(G-6) A structurally sound brake lever guard must be securely installed in a manner that shields the brake lever from coming into contact with another rider or motorcycle.

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 and painted
- 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 (~~advised 2018, required 2019~~).

(G-5) Rear sprocket shall be shielded by a "shark fin" foot-deflector device if one is commercially available for your motorcycle. (~~advised 2018, required 2019~~).

3. From Daric: "Grand Prix and Moto 3 motorcycles and frames" is pretty clear to me but seems to be a grey area for some. Can we add a definition, or what some may consider a clearer one somewhere without causing trouble? If not, I'm fine explaining it all year...

Chris:

My own interpretation of the Grand Prix and Moto 3 frames is simple and literal: If the frame was raced in GP, then it's a GP frame. GP is the world road racing motorcycle championship. Formerly 125, 250, 500cc. Now Moto3, Moto2, MotoGP.

An RS125 and TZ250 were both raced in GP world championships. So was the Honda NSF250R. These bikes were built by Honda, Suzuki, Kawasaki, etc. for road race competition only. Those are GP frames. Recent examples by Suter, Kalex, etc. in Moto2 are GP frames. Everything else was/is either developed for street bikes, or by relative amateurs, and not raced at GP.

Discussed and agreed October 10, 2018

2019 Proposed:

(A-8) The terms GP MOTORCYCLE and GP FRAME refer to motorcycles and components build for road-race-only purposes, typically by major motorcycle manufacturers, with ACTUAL history of being raced at world championship level, formerly 125, 250 and 500 GP, now Moto3, Moto2 and MotoGP. Examples include Honda RS125 and Suzuki TZ250 motorcycles, and Moto2 frames by the likes of Kalex and Suter.