



OMRRA 2019 Rules Committee #2

October 18, 2018

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

Invited to Rules Committee:

1. Patty, Julie, Hannah, Mica – regarding their Female Championship proposal.
2. Danny Houghton – regarding Sportsman DQ and trophies.
3. Chris Ancien – regarding 600 gridding with Open.

1. Rules Proposal. We would like to see section L7 & L8 amended as follows to remove the Female Championship.

(L-7) Season-end standings are used to determine outcomes of these championships:

- **Title Championship:** Formula Ultra, Open Supersport, Open Superbike. Points total is FU plus best of either Open Supersport or Open Superbike.
- **Vintage Championship:** Lightweight Vintage, Middleweight Vintage, Vintage Superbike. Points total is summation of best two classes.
- **Clubman Championship:** All classes not included in Title or Vintage Championships are used to calculate standings, Formula Female, Formula 40, Middleweight Sportsman, 600 Sportsman, Open Sportsman, NV600, NV1000, and SuperTeams excluded. Points total is summation of best three classes. Saturday and Sunday races within a single class will be tracked and totaled independently for Clubman Championship determination.
- ~~**Female Champion:** All classes in Title, Vintage and Clubman championships included. Points total is summation of best three classes. Saturday and Sunday races within a single class will be tracked and totaled independently for Female Champion determination.~~

(L-8) Season-end trophies are awarded in the Title and Clubman Championships to the top five finishers who score at least 150 points in a seven-race, or 120 points in a six-race series. Vintage Championship trophies are awarded to the top five finishers who score at least 100 points in a seven-race, or 80 points in a six-race series. ~~The Female Champion trophy is awarded to the top points earner only.~~

Our understanding is that one of the primary purposes behind the Female Championship was to celebrate female racers in order **to increase female participation in the club**. It is our opinion that the award does **not** meet this goal and will have **no** impact on increasing the number of female racers who race with OMRRA.

We would like to eliminate the award and instead offer a plan that we feel will be far more effective in the success of the primary goal. Specifically, we would like OMRRA to do the following:

- Proactively engage with non-OMRRA female attendees at the OPRT track days by offering OMRRA female mentors to those riders.
- Create a "How to Race at OMRRA Cheat-sheet" that can be handed out to female prospective racers that makes the barrier to racing easier to overcome. This cheat-sheet should also be part of the package that gets placed in all supporting shops and stores in the region.

- Create Hero Cards - 5 female racers and 5 male racers - that can be handed out and also placed in supporting shops and stores. Hero Cards are the equivalent of Baseball cards and are used extensively in the Car world for promotion.
- Make sure there are female mentors in the OMRRA Novice Program.
- We would call this the Female Mentorship Program - as a volunteer program, plaques should be given out at the banquet to both celebrate the program and incent female racer participation.

It is of note that history was made this past month with Ana Carrasco winning the World Super Sport 300 Championship. We are very aware that motorcycle racing is not a gender specific sport. Women are able to compete head to head with other competitors, and at OMRRA, they are also able to win. There is no better role model than seeing women winning overall championships over their competitors based upon skill and race-craft.

We are fortunate to have those role models, among many others, at our association.

- Mica Grohn has been the Vintage Champion multiple times in the past 5 years. She won the 2v plate for 2018.
- Hannah Johnson won the 4c plate in the Clubman Championship for 2018 as well as 2nd place in Ninja 250 class.
- MacKenzie Ancien won 2nd place in the 600 Superbike Class for 2018. 600 Superbike Classes are seen as premiere classes across the entire nation.

We think that the promotion and mentorship of these women along with others in the organization will be a more effective tool to bring more women to OMRRA.

Regards,
 Hannah Johnson #71
 Mica Grohn #1v
 Patricia Gardner #57
 Julie Razo #113

Discussed and agreed October 18, 2018

Patty and Hannah will follow up with Star, Allison, Shannon, and all other female OMRRA race license holders. They'll provide a pro statement and will explore how many OMRRA female racers will sign that.

2. Provide 600 SS and 600 SBK their own race class (NO WAVE w/ Open Bikes or any other class)
 - Some open bikes are running 11's and 12's and get in the way of the fast 600's that are doing 9's
 - Often changes the outcome of the 600 race due to slower 1000's blocking the 600's
 - 600's pass slow 1000's in the infield then the 1000's pass them back in the front straight causing a bungy cord effect for 600 riders
 - Creates more risk for both 600 and slow 1000's riders when 600 riders make daring passes in the infield

From Chris Ancien

... Email response 10.15,2018

Regarding providing the 600 class its own race, we'll be looking for a suggestion for how to create time in the schedule for that in a way that makes the overall event safer (provided schedule for August event and OMRRA Rules 2018 language). We'd need to combine another race to give 600 their own for reasons of scheduling and track rental expense, which currently runs about \$2000/hour plus other expenses, making break even for the club about 15 bikes on track in any race (multiple classes gridded together or single class gridded alone).

I took a look at July results - chosen as representative of a "normal" OMRRA weekend.

600 Superbike, 8 riders, 1:09-1:17 lap times.

Open Superbike, 8 riders, 1:06-1:15 lap times.

600 Supersport, 13 riders, 1:10-1:18 lap times.

Open Supersport, 8 riders, 1:05-1:15 lap times.

Cheers,
Chris Page

Experienced riders (Josh, Tullio, Jason) indicate 1000 – 600 on track is possible and relatively safe. Requires rider judgement. The more dangerous passes are the lapped riders on 600s.

600s have one race of their own each day, and one with another race class (1000cc). Middleweight has the same. Ultra-lightweight the same. Racers who feel being on track with other classes have the choice to sit out, and just focus on the races where they're alone on track with 100% like bikes.

Rules Committee will gently reject this proposal (750 conversation TBD and may influence 600 grid conversaton further). Chris Page will reach out to Chris Ancien.

3. Change all championships to the same, simpler formula, best 2. From Matt and Keith.

Discussed and agreed October 18, 2018

(L-7) Season-end standings are used to determine outcomes of ~~these~~ the following championships. In all cases the season-end championship points total is the summation of the best two classes in that Championship.

- **Title Championship:** Formula Ultra, Open Supersport, Open Superbike. Points total is FU plus best of either Open Supersport or Open Superbike.
- **Vintage Championship:** Lightweight Vintage, Middleweight Vintage, Vintage Superbike. ~~Points total is summation of best two classes.~~
- **Clubman Championship:** All classes not included in the Title or Vintage Championships are used to calculate standings, Formula Female, Formula 40, Middleweight Sportsman, 600 Sportsman, Open Sportsman, NV600, NV1000, and SuperTeams excluded. ~~Points total is summation of best three classes. Saturday and Sunday races within a single class will be tracked and totaled independently for Clubman Championship determination.~~

(L-7) Season-end standings are used to determine outcomes of the following championships. In all cases the season-end championship points total is the summation of the best two classes in that Championship.

- **Title Championship:** Formula Ultra, Open Supersport, Open Superbike. Points total is FU plus best of either Open Supersport or Open Superbike.
- **Vintage Championship:** Lightweight Vintage, Middleweight Vintage, Vintage Superbike.
- **Clubman Championship:** All classes not included in the Title or Vintage Championships are used to calculate standings, Formula Female, Formula 40, Middleweight Sportsman, 600 Sportsman, Open Sportsman, NV600, NV1000, and SuperTeams excluded.

4. Follow-up to committee meeting #1 regarding updating the Protest Section.

Discussed and agreed October 25, 2018

Proposed 2019 SECTION N: PROTESTS showing edits

(N-1) The Referee ~~may shall~~ disqualify riders or machines obviously in noncompliance with this Rule Book. Decisions on protests reside first with the Referee, then with the OMRRA Board of Directors ~~if appealed~~ (see O-1, O-2).

(N-2) 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 submitted to the Referee. The Referee will not consider the protest until all fees are paid. 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~~ protesters may be 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.~~

(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 Officials ~~Organizers~~ to the Referee (see O-1, O-2).

(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 one hour of results posting for 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 crew member is required to~~ must bring the machine under protest ~~immediately~~ to an impound area at a time and location designated by the Referee. Failure to ~~bring the machine to the impound area do so~~ will automatically uphold the protest. ~~and results in loss of prizes, money and points for the rider under protest.~~
- Upon arrival in impound The Referee ~~shall~~ will, with full discretion regarding when and where, 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 in good faith to find a mutually agreeable time and place to perform a tear-down or other inspections. Evidence of tampering will result in the protest being upheld.

(N-6) Fees:

- There is no fee for protests involving race finishing positions, jumped starts, 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 \$100 for protests against decisions made by Race Officials.
- There is a fee of \$200 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, and fuel delivery system.
- There is a fee of \$2000 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~~ ONLY illegal modifications *directly related* to the protest fee level above ~~discovered during teardown~~ count toward upholding the protest. Example: a \$2000 engine tear down protest will not be upheld for illegal bodywork or brakes.
- The protested party will arrange a tear-down in a location deemed acceptable by the OMRRA Referee. That tear-down 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 by the Referee and shared with both parties and the OMRRA Board of Directors within one week of the tear-down. The report will be included in the meeting minutes of the next OMRRA Board Meeting.
- The Referee and 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.

~~(N-8) If, after inspection, the protest is upheld, the protest fee will be returned to the protesting party and the rider will be subject to penalties listed in Section O for the class(es) in which the motorcycle bike was in violation and, at the discretion of the Referee, may forfeit ALL season points earned by on the machine in those class(es) protested. The protested rider is responsible for all costs associated with tear-down, inspection, and rebuilding the motorcycle. The protested rider or owner must prove to the satisfaction of the Referee that the machine meets OMRRA the rules of those classes before it can be re-entered in those classes.~~

~~(N-9) If the protest is upheld, the protest fee will be returned to the protesting party (unless specified as non-refundable).~~

(N-9) If the protest is **not upheld**, the protest fee will be given to the protested rider/owner. Additionally, in the case of engine tear-down the protesting party must reimburse the protested rider for market-rate costs beyond those covered by the protest fee for professional inspection and reassembly of the motorcycle to raceable condition. The protested rider must submit documentation of costs directly related to the tear-down to the Referee, who will evaluate the bill, and if appropriate, inform the protesting party of the additional charge. Payment shall be made to the OMRRA Treasurer, who will issue payment to the protested party. Once the bill is served by the Referee to the protesting party none of that party will be eligible to participate in an OMRRA event until payment is received.

- ~~• 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: (clean)

(N-1) The Referee may disqualify riders or machines obviously in non-compliance with this Rule Book. Decisions on protests reside first with the Referee, then with the OMRRA Board of Directors if appealed (see O-1, O-2).

(N-2) 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 to defeat another with the rulebook rather than on the racetrack or harass in anonymity. Protests must be in writing, signed by all protesting parties, and submitted to the Referee. The Referee will not consider the protest until all fees are paid. Protest filers will be identified to the protested person. Protests deemed frivolous or found to involve something not reasonably expected to affect race outcome or cause safety problems will be denied and protestors may be assessed a fine or penalty.

(N-3) Any competitor or group of competitors may protest another competitor who participated in the same race, or may appeal a decision made by Race Officials to the Referee (see O-1, O-2).

(N-4) Timing:

- To be considered, protests must be submitted within one hour of results posting for the race in question (exception, database errors).
- Protests specifically against points or database errors must be received within five days of 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 Referee 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 of the machine in question. The rider must bring the machine under protest to an impound area at a time and location designated by the Referee. Failure to do so upholds the protest.
- The Referee will, with full discretion regarding when and where, 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 in good faith to find a mutually agreeable time and place to perform a tear-down or other inspections. Evidence of tampering will result in the protest being upheld.

(N-5) Fees:

- There is no fee for protests involving race finishing positions, jumped starts, 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 \$100 for protests against decisions made by Race Officials.
- There is a fee of \$200 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, and fuel delivery system.
- There is a fee of \$2000 for protests involving out-of-frame full engine teardown including pistons and cylinders, crank and transmission.

(N-6) 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.
- ONLY illegal modifications *directly related* to the protest fee level above count toward upholding the protest. Example: a \$2000 engine tear-down protest will not be upheld for illegal bodywork or brakes.
- The protested party will arrange a tear-down in a location deemed acceptable by the OMRRA Referee. That tear-down 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 by the Referee and shared with both parties and the OMRRA Board of Directors within one week of the tear-down. The report will be included in the meeting minutes of the next OMRRA Board Meeting.
- The Referee and 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.

(N-7) If the protest is **upheld**, the protest fee will be returned to the protesting party and the rider will be subject to penalties listed in Section O for class(es) in which the motorcycle was in violation and, at the discretion of the Referee, may forfeit ALL season points earned on the machine in those class(es). The protested rider is responsible for all costs associated with tear-down, inspection, and rebuilding the motorcycle. The protested rider must prove to the satisfaction of the Referee that the machine meets OMRRA rules before it can be re-entered in those classes.

(N-8) If the protest is **not upheld**, the protest fee will be given to the protested rider. Additionally, in the case of engine tear-down the protesting party must reimburse the protested rider for market-rate costs beyond those covered by the protest fee for professional inspection and reassembly of the motorcycle to raceable condition. The protested rider must submit documentation of costs directly related to the tear-down to the Referee, who will evaluate the bill, and if appropriate, inform the protesting party of the additional charge. Payment shall be made to the OMRRA Treasurer, who will issue payment to the protested party. Once the bill is served by the Referee to the protesting party none of that party will be eligible to participate in an OMRRA event until payment is received.

Reference - 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.

RACE CLASSES - Sportsman

2018 rule states:

"(C-11) Middleweight Sportsman is a trophy class consisting of 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 Membership Representative determines competitor class eligibility. Wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protest instructions against ineligible competitors. Middleweight Sportsman is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards. Season class points accrue for gridding purposes only."

The above rule allows a racer to do a break out time, be disqualified for that race and come back next round and do it again.

I propose that if a racer does a break out time (1:18:999 or better) in the Middleweight Sportsman race, they be allowed to collect their trophy and contingency for that race and then be banned from sportsman, with or without chicane, from that time forward. There can be an exception if the banned racer does not do the break out time again for at least 20 races in any middleweight class. Another exception can be if the racer has not done a break out time at another track such as The Ridge. They should be allowed to compete in Sportsman at the other track until they break out at that track.

The wording may need a bit of cleaning up but I think I'm getting the point across.

Thank you for your consideration. Danny #86

ALSO RECEIVED REGARDING SPORTSMAN...

Chicane breakout times for Sportsman. From Tullio Celano.

One thing that may be worth pursuing this rules season, is to establish chicane breakout and permanent eligibility times for MW Sportsman. I believe we have enough history now, which includes the same riders going in different classes to track where the ability level threshold falls. Doing so would avoid the two gaps in enforcement that occur in MW Sportsman during Chicane rounds. If asked for my opinion, I would recommend that breakout time for MW Sportsman Chicane be set at 1:27.0, with eligibility limit set at 1:25.999. This is based on comparing several riders who perform right around 1:19.0 on Non-Chicane. Lap time history from Hannah Johnson, Jon Campbell, Nathan Aldrich, and Danny Houghton provide the basis for this.

Discussed and agreed October 18, 2018

Proposed 2019 (showing edits)

(C-11) Middleweight Sportsman is a trophy class consisting of motorcycles that meet OMRRA Middleweight Superbike regulations. Class Competitors who record a fastest lap under ~~1:19.000~~ 1:18.000 (PIR no chicane) or under 1:26.000 (chicane) will be awarded their finishing position in that race, then disqualified from future participation in the class. ~~Competitors who ride below their customary pace to meet class limits will be disqualified or and excluded from future entry at the discretion of the Referee or OMRRA Board.~~ Competitors who have with consistent lap history in the past two years of 1:17.999 (no chicane) or 1:25.999 (chicane) or better at PIR on class legal machinery are ineligible. In instances where lap history was achieved on dissimilar equipment or when the rider has no OMRRA history the Referee Membership Representative determines competitor class eligibility. Wet ~~and chicane~~ race eligibility is based on dry ~~non-chicane race~~ lap time history. See section N-4 for protest instructions against ineligible competitors. Middleweight Sportsman is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible. ~~Season class Points accrue for gridding purposes only.~~

(C-12) 600 Sportsman is a trophy class consisting of motorcycles that meet OMRRA 600 Superbike regulations. Class competitors who record a fastest lap under ~~1:14.000~~ 1:13.000 (PIR no chicane) will be awarded their finishing position in that race, then disqualified from future participation in the class. ~~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 with lap history within the past two years of 1:12.999 or better at PIR on class legal machinery are ineligible. In instances where lap history was achieved on dissimilar equipment or when the rider has no OMRRA history the Membership Representative determines competitor class eligibility. Wet ~~and chicane~~ race eligibility is based on dry non-chicane race

lap time history. ~~See section N-4 for protest instructions against ineligible competitors.~~ 600 Sportsman is an exhibition event for daily awards ~~only~~ and does not accrue Championship points or receive season-end awards. Novices eligible.

(C-13) Open Sportsman is a trophy class consisting of motorcycles that meet OMRRA 600-~~750~~ or Open Superbike regulations. Class competitors who record a fastest lap under ~~1:12.000~~ 1:11.000 (PIR no chicane) will be ~~awarded their finishing position in that race, then disqualified from future participation in the class. 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~~ with lap history within the past two years of 1:10.999 or better at PIR on class legal machinery are ineligible. In instances where lap history was achieved on dissimilar equipment ~~or when the rider has no OMRRA history~~ the Membership Representative determines ~~competitor class~~ eligibility. Wet ~~and chicane~~ race eligibility is based on dry non-chicane race lap time history. ~~See section N-4 for protest instructions against ineligible competitors.~~ Open Sportsman is an exhibition event for daily awards ~~only~~ and does not accrue Championship points or receive season-end awards. Novices eligible.

Proposed 2019 (clean)

(C-11) Middleweight Sportsman is a trophy class consisting of motorcycles that meet OMRRA Middleweight Superbike regulations. Class Competitors who record a fastest lap under 1:18.000 (PIR no chicane) or under 1:26.000 (chicane) will be awarded their finishing position in that race, then disqualified from future participation in the class. Competitors with consistent lap history in the past two years of 1:17.999 (no chicane) or 1:25.999 (chicane) or better at PIR on class legal machinery are ineligible. In instances where lap history was achieved on dissimilar equipment or when the rider has no OMRRA history the Membership Representative determines eligibility. Wet race eligibility is based on dry lap time history. Middleweight Sportsman is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible.

(C-12) 600 Sportsman is a trophy class consisting of motorcycles that meet OMRRA 600 Superbike regulations. Class competitors who record a fastest lap under 1:13.000 (PIR no chicane) will be awarded their finishing position in that race, then disqualified from future participation in the class. Competitors with lap history within the past two years of 1:12.999 or better at PIR on class legal machinery are ineligible. In instances where lap history was achieved on dissimilar equipment or when the rider has no OMRRA history the Membership Representative determines eligibility. Wet race eligibility is based on dry non-chicane race lap time history. 600 Sportsman is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible.

(C-13) Open Sportsman is a trophy class consisting of motorcycles that meet OMRRA 600or Open Superbike regulations. Class competitors who record a fastest lap under 1:11.000 (PIR no chicane) will be awarded their finishing position in that race, then disqualified from future participation in the class. Competitors with lap history within the past two years of 1:10.999 or better at PIR on class legal machinery are ineligible. In instances where lap history was achieved on dissimilar equipment or when the rider has no OMRRA history the Membership Representative determines eligibility. Wet race eligibility is based on dry non-chicane race lap time history. Open Sportsman is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible.

2018 OMRRA SPORTSMAN RULES

(C-11) Middleweight Sportsman is a trophy class consisting of 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 Membership Representative determines competitor class eligibility. Wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protest instructions against ineligible competitors. Middleweight Sportsman is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards. Season class points accrue for gridding purposes only.

(C-12) 600 Sportsman is a trophy class consisting of motorcycles that meet OMRRA 600 Superbike regulations. Class competitors who record a fastest lap under 1:14.000 (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 1:12.999 or better at PIR are ineligible. In instances where lap history was achieved on dissimilar equipment the Membership Representative determines competitor class eligibility. Wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protest instructions against ineligible competitors. 600 Sportsman is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards. Novices eligible.

(C-13) Open Sportsman is a trophy class consisting of motorcycles that meet OMRRA 600, 750 or Open Superbike regulations. Class competitors who record a fastest lap under 1:12.000 (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 1:10.999 or better at PIR are ineligible. In instances where lap history was achieved on dissimilar equipment the Membership Representative determines competitor class eligibility. Wet and chicane race eligibility is based on dry non-chicane race lap time history. See section N-4 for protest instructions against ineligible competitors. Open Sportsman is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards. Novices eligible.

Discussed and agreed October 18, 2018

Rules Committee dates:

1. Meetings Thursdays through 11/8/18. Five meetings total. Four if we can manage it.
2. Proposals published to the club and Board in total by 11/15.

3. Ballot developed including pro-con statements by 11/31.
4. Board meeting for approval of all sections 12/6.
5. Voting period 12/10-12/21.