



OMRRA 2019 Rules Committee Meeting #4

October 10, 2018

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

Invited to Rules Committee:

Keith Dibrino - regarding his proposals on brakes, etc.

1. **Align brake rotor thickness regulation with AFM and MotoAmerica** which currently align, and to suggest the same to WMRRA which does not clearly state thickness. The easiest way to align is to drop the thickness from OEM specifications and then add the sentences AFM copied from MotoAmerica. From Keith.

Why personally am I suggesting it? Only to simplify front wheel choice. Currently we have 2 wheels with thicker rotors that otherwise comply, two front wheels with stock rotors only for OMRRA Supersport. The thickness does affect front brake take-up so for consistent feel from one wheel to the other, it makes a difference there and in the brake reservoir fluid level. Is there a competitive advantage? Maybe at a level much higher than OMRRA but not here. Andy made his record laps with the stock rotors and insists he can't tell the difference.

OMRRA 2018

(B-9) Brakes: Race-type brake linings may be used. Aftermarket brake rotors made of ferrous material that meet OEM specifications for diameter and thickness for that machine are permitted. Anti-lock Brake Systems (ABS) may be disabled and the ABS control unit may be removed. ABS rotor wheels and sensors may be deleted, modified or replaced. All other brake system components must remain stock except hydraulic lines (see below).

Discussed and agreed, November 1, 2018

Proposed 2019

(B-9) Brakes: Race-type brake linings may be used. Aftermarket brake rotors (**including wave rotors**) made of ferrous material that meet OEM specifications for diameter ~~and thickness for that machine~~ are permitted. **Brake rotor thickness may exceed OEM but must fit into the homologated brake caliper without modification. The number of floaters is free.** Anti-lock Brake Systems (ABS) may be disabled and the ABS control unit may be removed. ABS rotor wheels and sensors may be deleted, modified or replaced. All other brake system components must remain stock except hydraulic lines (see below).

Supporting rules from AFM, MotoAmerica, and WMRRA below.

AFM 9.1.6 Super Stock Rules

The following items may be replaced by aftermarket parts except as noted:

- r) Brake pads and brake lines. Brake discs may be replaced by aftermarket discs which comply with the following requirements:
- i) Brake discs must retain the same material as the OEM disc.
- ii) The outside and inner diameters of the brake disc must not be larger than the ones on the OEM disc.
- iii) The thickness of the brake disc may be increased but the disc must fit into the OEM brake caliper without any modification. The number of floating buttons is open.
- iv) The affixing of the carrier to the wheel must remain the same as on the OEM disc.
- v) Wave rotors are legal as long as they meet the above requirements

vi) After-market master cylinders are allowed in Open SuperStock.

MotoAmerica Stock 1000 (closest comparison to OMRRA Supersport regs.)

2.6.10.7 Brakes

- a. Brake discs may be replaced by aftermarket discs which comply with following requirements:
 - i. Only steel (max. carbon content 2.1 wt. %) is allowed for brake discs.
 - ii. The carrier must retain the same material as the homologated disc and carrier.
 - iii. The outside and inner diameters of the brake disc must not be larger than the ones on the homologated disc.
 - iv. The thickness of the brake disc may be increased but the disc must fit into the homologated brake caliper without any modification. The number of floaters is free.
 - v. The fixing of the carrier on the wheel must remain the same as on the homologated disc.
- b. The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated motorcycle.
- c. To reduce the transfer of heat to the hydraulic fluid, it is permitted to add metallic shims to the calipers between the pads and the calipers and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.
- d. The rear brake caliper bracket may be mounted fixed on the swing- arm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated motorcycle. Also see Article 2.6.10.4
- e. The front and rear master cylinder must be the originally fitted and homologated part with no modification allowed. Front and rear brake fluid reservoirs may be changed.
- f. Front and rear hydraulic brake lines may be changed.
- g. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
- h. "Quick" (or "dry-brake") connectors in the brake lines are allowed. Page 89 of 163
- i. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- j. Additional air scoops or ducts are not allowed.
- k. The anti-lock brake system (ABS) must be removed.
- l. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
 - i. Composite guards are not permitted. FIM approved guards will be permitted without regard to the material. Only composite guards need to be approved.
 - ii. The technical director has the right to refuse any guard not satisfying this safety purpose.
- m. Brake caliper bolts must be safety wired; the use of clips is permitted.

WMRRA

SECTION P - SUPERSPORT REGULATIONS. The following modifications ARE ALLOWED to supersport class machines:

m. Brakes: racing type brake linings in both disc and drum brakes may be used. Aftermarket disc brake rotors of a size and material equivalent to OEM are allowed. All other brake system components must remain stock.

2. There has been a history over the years and also recently of **class entries known to be illegal by those wanting either the track time or for some other reason they want to race a class which they are not legal for, AND they no intent of taking points or awards.** This has happened both with and without the knowledge by OMRRA officials and board members. Sometimes the desired result has been achieved (perhaps an interesting matchup, racing with a friend, or just getting some laps in), and sometimes there have been unforeseen consequences (a championship contender crashing while chasing a guy who was going to DQ himself but the field did not know that).

I offer the following as an attempt to write a rule that could make the practice easier to do, and legal.

Current Rule: none.

Discussed and not approved, November 1, 2018. Suggestion is to have OMRRA do Supersport inspections in 2019.

Proposed 2019 Rule:

(E-8) Upon written approval by an OMRRA Referee, entry into an ineligible class, either due to equipment or rider, is allowed for exhibition. By submitting the Exhibition Request Form the entrant accepts a predetermined disqualification. The referee has full authority to accept or deny the request based on the reason or extent of ineligibility. The form must be completed and submitted to Registration prior to grid posting (or close of Registration that day?). Exhibition entries will be highlighted and marked "exhibition" on grid sheets. Scoring will receive a copy of the approved request form and will disqualify the entrant in official results. Failing to submit a completed Exhibition Request Form prior to grid posting is cheating and poses a hazard to other competitors as they are not alerted of the intent to race for exhibition.

3. Rewrite OMRRA Vintage rules to make 160 Vintage a thing, aligned with WMRRA. Align with WMRRA on 250 and 500 Vintage definition. Input from Daric, Travis, Jeff Brooks, and Chris.

From Chris, proposed as an OMRRA-WMRRA shared and agreed upon one-page Vintage section.

SECTION D: VINTAGE (Showing Edits)

~~Hard and fast rules for preparing vintage racing machines are difficult to establish and enforce. Vintage racers will interpret these rules both literally and with the proper intent. That~~ The intent of OMRRA Vintage rules is to provide a format for older motorcycles of widely differing specifications to race on an equal-as-possible basis without substantially altering machine appearance. ~~The OMRRA Board will appoint a Vintage Representative knowledgeable in this section to, in conjunction with the Referee, answer questions and arbitrate protests concerning eligibility of Vintage motorcycles.~~

Though modifications are allowed, they should reflect those practiced when the motorcycle was originally manufactured. Modifications reflecting later technology (example: carbon fiber) are not the intent and are forbidden. Engine, frame, fork, shock or other changes that substantially modify the appearance of the original are not allowed (examples: replacing stock forks with upside-down forks, replacing spoked wheels with cast wheels, replacing disk brake calipers with non-stock later specification alternatives, etc.). Maximum overbore from stated class limit is 0.080" for singles, 0.060" for twins, 0.040" for triples, and 0.020" for fours. Below, "model year" refers to motorcycles with identical appearance and mechanical specifications, irrespective of date of manufacture. Motorcycle examples given below are simply that, not an exhaustive list of eligible machinery.

(O-1) Classes: ~~160 Vintage, 250 Lightweight Vintage, 500 Middleweight Vintage, 750 Vintage, Lightweight Classic Superbike and Vintage Heavyweight Classic Superbike.~~

A) 160 Vintage: Honda CB160, CL160, and CB175 motorcycles only, drum brakes, treaded tires.

- Bore size limited to 53mm, no allowance for overbore.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles.

B) ~~Vintage Lightweight~~ 250 Vintage: motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 250cc. Examples: Ducati 250, BSA 250, Aermacchi 250, Parilla 250.
- Four-stroke multis to 200cc. Examples: Honda CB/CL160 and 175 including vertical.
- Two-stroke singles to 185cc. Examples: Suzuki TS185, Yamaha CT, Kawasaki F7.
- Two-stroke multis to 125cc. Examples: Yamaha AS1.

C) ~~Vintage Middleweight~~ 500 Vintage: motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 500cc. Examples: Aermacchi 350, Ducati 350, BSA Goldstar 500.
- Four-stroke multis to 350cc. Examples: Honda CB/CL 350, CB350/4.
- Two-stroke singles to 360cc. Examples: Yamaha RT, Kawasaki Bighorn.
- Two-stroke multis to 250cc. Examples: Suzuki X6, Kawasaki S1.

D) 750 Vintage: motorcycles with maximum model year 1972, treaded tires.

- Four-stroke twins, triples and multis to 750cc. Examples: Norton 750 Commando, Honda CR750.
- Two-stroke multis to 500cc. Examples: Suzuki T00 Titan.

E) Lightweight Classic Superbike: motorcycles with model years 1973-1985.

- Four-stroke single-cylinder AIR-COOLED machines up to 600cc. Example Honda Ascot 500.
- Four-stroke twin-cylinder AIR COOLED machines up to 500cc. Example Honda CB450.
- Four-stroke multi-cylinder AIR COOLED machines up to 400cc. Example Honda CB400.
- Two-stroke AIR COOLED machines up to 400cc. Example Yamaha RD 350-400. GP motorcycles not allowed.

F) **Heavyweight Classic Vintage Superbike:** street-based pre-1985 four-stroke four-cylinder motorcycles, pre-1986 two-stroke motorcycles, and four-stroke twin-cylinder motorcycles with displacement restriction, but without age restriction.

- Open four-stroke twin-cylinder AIR-COOLED machines 750cc and above. No age restriction.
Examples: BMW R1200S, Harley Davidson XR1200, Triumph Thruxton 900, Ducati 1100 DS.
- Open four-stroke four-cylinder AIR-COOLED machines, maximum model year 1984.
Examples: Suzuki Katana GSX1100 and GS1000, Kawasaki GPZ1100 and Z1000, Honda CB1100R and CB900F, Yamaha FJ.
- Two-stroke AIR or WATER-COOLED machines to 750cc, maximum model year 1985.
Examples: Kawasaki H2, Suzuki RG500, Yamaha RZ350.

SECTION D: VINTAGE (Clean)

The intent of OMRRA Vintage rules is to provide a format for older motorcycles of widely differing specifications to race on an equal-as-possible basis without substantially altering machine appearance. Though modifications are allowed, they should reflect those practiced when the motorcycle was originally manufactured. Modifications reflecting later technology (example: carbon fiber) are not the intent and are forbidden. Engine, frame, fork, shock or other changes that substantially modify the appearance of the original are not allowed (examples: replacing stock forks with upside-down forks, replacing spoked wheels with cast wheels, replacing disk brake calipers with non-stock later specification alternatives, etc.). Maximum overbore from stated class limit is 0.080" for singles, 0.060" for twins, 0.040" for triples, and 0.020" for fours. Below, "model year" refers to motorcycles with identical appearance and mechanical specifications, irrespective of date of manufacture. Motorcycle examples given below are simply that, not an exhaustive list of eligible machinery.

(O-1) **Classes:** 160 Vintage, 250 Vintage, 500 Vintage, 750 Vintage, Lightweight Classic Superbike and Heavyweight Classic Superbike.

A) **160 Vintage:** Honda CB160, CL160, and CB175 motorcycles only, drum brakes, treaded tires.

- Bore size limited to 53mm, no allowance for overbore.
- Stock Honda 160 or 175 cam required.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles.

B) **250 Vintage:** motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 250cc. Examples: Ducati 250, BSA 250, Aermacchi 250, Parilla 250.
- Four-stroke multis to 200cc. Examples: Honda CB/CL160 and 175 including vertical.
- Two-stroke singles to 185cc. Examples: Suzuki TS185, Yamaha CT, Kawasaki F7.
- Two-stroke multis to 125cc. Examples: Yamaha AS1.

C) **500 Vintage:** motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 500cc. Examples: Aermacchi 350, Ducati 350, BSA Goldstar 500.
- Four-stroke multis to 350cc. Examples: Honda CB/CL 350, CB350/4.
- Two-stroke singles to 360cc. Examples: Yamaha RT, Kawasaki Bighorn.
- Two-stroke multis to 250cc. Examples: Suzuki X6, Kawasaki S1.

D) **750 Vintage:** motorcycles with maximum model year 1972, treaded tires.

- Four-stroke twins, triples and multis to 750cc. Examples: Norton 750 Commando, Honda CR750.
- Two-stroke multis to 500cc. Examples: Suzuki T500 Titan.

E) **Lightweight Classic Superbike:** motorcycles with model years 1973-1985.

- Four-stroke single-cylinder AIR-COOLED machines up to 600cc. Example Honda Ascot 500.
- Four-stroke twin-cylinder AIR COOLED machines up to 500cc. Example Honda CB450.
- Four-stroke multi-cylinder AIR COOLED machines up to 400cc. Example Honda CB400.
- Two-stroke AIR COOLED machines up to 400cc. Example Yamaha RD 350-400. GP motorcycles not allowed.

F) **Heavyweight Classic Superbike:** street-based pre-1985 four-stroke four-cylinder, pre-1986 two-stroke, and four-stroke twin-cylinder motorcycles with displacement restriction, but without age restriction.

- Open four-stroke twin-cylinder AIR-COOLED machines 750cc and above. No age restriction.
Examples: BMW R1200S, Harley Davidson XR1200, Triumph Thruxton 900, Ducati 1100 DS.
- Open four-stroke four-cylinder AIR-COOLED machines, maximum model year 1984.
Examples: Suzuki Katana GSX1100 and GS1000, Kawasaki GPZ1100 and Z1000, Honda CB1100R and CB900F, Yamaha FJ.
- Two-stroke AIR or WATER-COOLED machines to 750cc, maximum model year 1985.
Examples: Kawasaki H2, Suzuki RG500, Yamaha RZ350.

Need to look carefully at schedule, no wave.

From Travis:

A) **160 Vintage:** Honda CB160 and CB175 motorcycles only. Drum brakes, treaded tires.

- Bore size limited to 53mm, no allowance for overbore.
- Significant suspension modifications and those using modern technology are forbidden. (Examples: lengthening swing arm, replacing fork internals or adding valve emulators, rear shocks with external adjustment reservoirs.)
- 87-92 Octane pump gas with no additives.

From Chris:

A) **160 Vintage:** Honda CB160 and CB175 motorcycles only, drum brakes, treaded tires.

- Bore size limited to 53mm (184cc).
- Otherwise, no material may be added to or removed from motor internals with the exception of gasket surfaces. Replacement of stock items with modern aftermarket equivalents of similar material and shape to increase durability such as valve springs, guides, and seats, allowed.
- Street legal pump gas only (87-92 octane). Pump gas is defined as gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

10. From Jeff Brooks - The intent of this rule proposal is to align lightweight air-cooled singles, twins and multi cylinder bikes from the mid 1970s & 80s to OMRRA's Vintage classes. The proposal adds bikes of similar lap times to an existing race grid, as opposed to adding an additional race. The proposal leaves existing OMRRA & WMRRRA Vintage classes in place. The proposal also removes significantly slower bikes from OMRRA's modern bike race grids. Lastly, the proposal allows a similar mix of bikes to run together at OMRRA and WMRRRA events which may attract additional bikes to the respective races. For reference a Honda FT500 Ascot or Yamaha SR500 typically post lap times in the 1:30-1:35 range at PIR (non-chicane). At other race organization events the FT500 and SR500s run at a similar pace to Honda CB500 & 550s (4 cylinders). The rule proposal borrows wording from WMRRRA's 2018 rulebook's Vintage Regulations / Lightweight Classic Superbike class pg 53-54. As with WMRRRA, the intent is to align the Lightweight Classic Superbike class with OMRRA's Vintage regulations and thus add bikes to the vintage class.

Lightweight Classic Superbike

The intent of this class is to replicate the lightweight classes from mid-1970s through mid-1980s (specifically after the vintage model year of 1972). Participants are encouraged to build machines that look similar to the bikes purchased and raced during those years. Tubular handlebars only, unless the machine came with clip-ons stock. No aftermarket fairings; only bikes that came with fairings stock should have a fairing. Machines should retain the stock seat bases, headlight shells and fenders as required in the race series of the 1970s-1980s. Additional regulations:

- a) Includes model years 1973 through 1985.
- b) The class consists of single, twin and multi cylinder race bikes up to 550cc
- c) Engines must be air cooled
- d) Rear Suspension must be twin shock
- e) The spirit of the general vintage regulations applies to the Lightweight Classic Superbike class
- f) A specific bike may be added to the grid if approved by OMRRA's Referee and Vintage Representative. For example, pushrod BMW 650s and two valve Yamaha SR500s up to 590cc are permitted to race with bikes in this class at other race organizations.

Proposed OMRRA grid:

- 1) Saturday: 250 Ninja Cup + Vintage Middleweight + Lightweight Classic Superbike
- 2) Sunday: 250 Ninja Cup + Vintage Lightweight+ Lightweight Classic Superbike
- 3) OMRRA's schedule has two 6 lap races each day

Existing WMRRRA grid:

- 1) 250 + 500 + 750 Vintage + LW Classic SBK + 160 Vintage
- 2) WMRRRA's schedule has two 5 lap races on Sunday

Pros:

- Participation in OMRRA's vintage classes increases
- The increased variety of bikes on the Ninja 250 / Vintage grid has racer and spectator value
- Allows similar bikes to race together at OMRRA & WMRRRA events which is not the case today. Currently post vintage (1972+) air-cooled 500cc singles grid with:

- WMRRA: Vintage classes which has Lightweight Classic Superbike
- OMRRA: Middleweight Supersport, Lightweight Superbike & Formula 3
- Removes significantly slower bikes from modern race bike grids
- Shorter lap races (6 @OMRRA, 5 @WMRRA) puts less stress on older air-cooled engines which in turn increases bike & rider safety
- May attract additional post vintage air-cooled race bikes to OMRRA events.

Proposed 2019 (Jeff)

E) **Lightweight Classic Superbike:** motorcycles with model years 1973-1985.

- Single, twin and multi-cylinder four-stroke single-cylinder AIR-COOLED twin shock machines up to 550cc.

Proposed 2019 (Chris)

E) **Lightweight Classic Superbike:** motorcycles with model years 1973-1985.

- Four-stroke single-cylinder AIR-COOLED machines up to 550cc.
- Four-stroke twin-cylinder AIR COOLED machines up to 450cc.
- Four-stroke multi-cylinder AIR COOLED machines up to 350cc.
- Two-stroke AIR COOLED machines up to 250cc.

Alternate proposal 2019 – replace OMRRA Vintage Middleweight with...

B) **Lightweight Classic Superbike:** motorcycles with model years up to 1985.

- Four-stroke single-cylinder AIR-COOLED machines up to 600cc. Example Honda Ascot 500.
- Four-stroke twin-cylinder AIR COOLED machines up to 500cc. Example Honda CB350-450.
- Four-stroke multi-cylinder AIR COOLED machines up to 400cc. Example Honda CB400.
- Two-stroke AIR COOLED machines up to 400cc. Example Yamaha RD 350-400. GP motorcycles not allowed.

And rename OMRRA Vintage Superbike as **Heavyweight Classic Superbike**.

2018 Reference

B) **Vintage Middleweight:** motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 500cc. Examples: Aermacchi 350, Ducati 350, BSA Goldstar 500.
- Four-stroke multis to 350cc. Examples: Honda CB/CL 350, CB350/4.
- Two-stroke singles to 360cc. Examples: Yamaha RT, Kawasaki Bighorn.
- Two-stroke multis to 250cc. Examples: Suzuki X6, Kawasaki S1.

Follow up from Jeff Brooks when asked to provide supporting information about the number of Lightweight Classic Superbike, for which there were no 2018 results reported – “I do not have any WMRRA class size information or contacts there. I last raced at The Ridge in 2017 in the LWC SBK class and had a great time. The bikes I am aware of that qualify for LWC SBK either raced AHRMA or sat out this year. Several are heading to Barber next week for their grand finale.

Regarding the suggested wording below I believe that would over complicate the class. Or said a different way I don't believe there are enough air-cooled bikes 1973-1985 to warrant such delineation. I would rather leave the class wording open and welcome all air-cooled bikes up to 550cc through model year 1985. With exceptions also welcomed if approved by the Referee & Vintage Rep. Basically if someone has an air-cooled bike from the 1980s that is running PIR times in the 1:30s bring it.

When I first saw a variation of this class run at Miller / Utah Motorsports Campus in 2014 the variety of bikes on the grid was most appealing. It would be good to attract such a grid to OMRRA & WMRRA, and give west coast vintage and post vintage racers an alternative to the AHRMA schedule.”

Follow-up from previous rules meetings:

1. **Schedule options for 750 Superbike.** Not discussed, no sample schedules provided.
2. **Schedule options for 450 Superbike.** Not discussed. no sample schedules provided.
3. **Schedule options showing how 450 SBK and 600 classes can/can't be separated by at least one race.** Not discussed. no sample schedules provided.

4. Possible tune-up of Code of Conduct to make it more specific and judgeable by the Referee. Deferred to 2020.
5. Further discussion about aligning with WMRA on race classes and club processes. Chris will compile and send.