

OMRRA 2019 Rulebook Vote Summary

278 Ballots sent to Racers and Volunteers

134 total submitted ballots.

204 opened ballots

69 unopened ballots

126 completed ballots

8 partial ballots

Vote results

Rule proposal #1, subject: Clarify the definition of GP motorcycles and frames.

Description: This proposal was written to more clearly differentiate true GP equipment from privateer and DOT

motorcycle solutions. This definition will be placed in Section A, alongside other term definitions in OMRRA rules.

Pro: Clarifies OMRRA Rules.

Con: None.

In Favor:	72.93%	97
Opposed:	6.02%	8
No Opinion:	21.05%	28
Answered		133
Skipped		10

Rule proposal #2, subject: Update lap time limits and disqualification (DQ) process for OMRRA Sportsman classes.

Description: In seasons past, riders who hit the disqualification time in a Sportsman class were simply disqualified and deleted from results, receiving no trophy or acknowledgement of their excellent lap time progress. If this rule change is adopted, riders who hit a lap time below the DQ standard will receive their congratulations and trophy on the podium, but will not be allowed to sign up for future Sportsman races in that class (600 Sportsman riders who DQ would still be ALLOWED to sign up for Open Sportsman on their 600 until they DQ in that class).

Pro: This approach applauds success and makes it very clear that once you've hit the lap time limit you're done. Great job! Thanks for playing. In years past the DQ process felt like punishment and a letdown for running your best laps ever. WMRRA will align on these classes and on this approach to disqualification (lap times for The Ridge and Pacific).

Con: Previously, a rider who hit the DQ breakout time on one personal-best-ever lap could sign up for that Sportsman class again. Racers weren't officially out of the class until they consistently ran laps more than one second below the DQ time. They could DQ one weekend, and race the next, possibly winning on a day when track conditions were not as favorable regarding lap times.

In Favor:	72.87%	94
Opposed:	11.63%	15

No Opinion:	15.50%	20
Answered		129
Skipped		14

Rule proposal #3, subject: Allow GP-framed single-cylinder superbikes into Lightweight Superbike. **Description:** Previously, frames like those from a 125cc GP bike were not allowed in this class. This rule change would allow them.

Pro: In the 2018 season Kramer motorcycles appeared on the OMRRA scene. They fit this class and lowered the lap record by over four seconds a lap to 1:15.4. Previously GP-framed single-cylinder motorcycles were not allowed in Lightweight Superbike because they were known capable of 1:14-1:16 lap times. Several of these GP- framed motorcycles raced at WMRRRA in 2018. The goal is to invite those bikes into this class, and increase ridership at both clubs, while promoting creative “frankenbike” solutions. OMRRA has proposed WMRRRA adopt the same class description language.

Con: The absolute fastest lap on a GP framed single cylinder motorcycle at PIR is 1:13.7. Allowing that motorcycle into this class could be considered unfair, since the current absolute fastest lap by a Kramer is 1:15.4.

In Favor:	60.94%	78
Opposed:	9.38%	12
No Opinion:	29.69%	38
Answered		128
Skipped		15

Rule proposal #4, subject: Modify OMRRA Middleweight Supersport to dis-allow all superbike single cylinder motorcycles.

Description: Previously, while GP framed single cylinder motorcycles were not allowed in this class, other single cylinder superbike motorcycles were allowed. This change would push ALL single cylinder superbikes to Lightweight Superbike as their home class. Practically, this would clarify that Kramer motorcycles are NOT allowed in Middleweight Supersport. Single cylinder motorcycles in Supersport trim would continue to be allowed (example: KTM Duke), which is in the spirit of the nature of this and all other Supersport race classes.

Pro: Codifies what was already true in practice, since OMRRA wave-started Middleweight Supersport and Lightweight Superbike (where Kramers typically run) in 2018. Keeps the definition of “Supersport” clean with no Superbike exceptions and preserves Middleweight Supersport as the home class for the SV650, Kawasaki 650 and Yamaha FZ07.

Con: None.

Answer Choices	Responses	
In Favor:	74.80%	95
Opposed:	4.72%	6
No Opinion	20.47%	26
Answered		127
Skipped		16

Rule proposal #5, subject: Reinstate 450 Superbike as a race class at OMRRA

Description: During the 2017 season OMRRA embraced the 450cc disabled cylinder motorcycle (600cc one cylinder disabled), with more than 10 regularly showing up to race 450 Superbike. In 2018, that class was eliminated as part of schedule consolidation. This proposal would re-institute 450 Superbike to build on the popularity we saw in 2017, and will allow good competition among 450s, SV650, Kramer and 125GP. OMRRA has proposed that WMRRA does the same.

Pro: Provides a “home class” for the popular 450-triple, which will increase race entries and revenue. Encourages racers who wish to run both 600cc and 450cc configurations.

Con: Could reduce grid size in other Middleweight classes.

In Favor:	78.74%	100
Opposed:	4.72%	6
No Opinion:	16.54%	21
	Answered	127
	Skipped	16

Rule proposal #6, subject: Modify Middleweight Superbike rules to dis-allow 250 GP bikes and 1100cc Ducatis, replacing them with 125cc GP bikes and 1000cc Ducatis.

Description: In 2018 OMRRA Middleweight Superbike was dominated by two motorcycles which displayed advantage over their competitors. Reflecting on 2017, a more fair and equitable race amongst very different motorcycle types was seen then in Formula 4. This change reflects a step back for 2-stroke GP and Ducati motorcycles at OMRRA to be more properly aligned with the true potential of Superbike SV and Superbike Kawasaki 650s, and within reach of disabled-cylinder 600s that now populate our Middleweight grids (note: 450 Superbike rules proposal #6 previous page, as the home class of disabled cylinder bikes at OMRRA. Middleweight Superbike is a bump-up class for 450cc-triple motorcycles.). OMRRA has proposed WMRRA does the same.

Pro: Creates a more fair and equitable race amongst the most popular machines raced at OMRRA and WMRRA. This is a “home class” for Superbike SV’s, Superbike Kawasaki 650s, and Ducati air-cooled 1000’s. Further aligns class rules between OMRRA and WMRRA.

Con: 250 GP bikes and 1100cc Ducatis must race in other classes against faster machines.

Answer Choices	Responses	
In Favor	67.97%	87
Opposed	9.38%	12
No Opinion	22.66%	29
	Answered	128
	Skipped	15

Rule proposal #7, subject: Align OMRRA Supersport brake thickness rule with that of AFM and MotoAmerica.

Description: Many aftermarket brake rotors do not comply with current OMRRA Supersport rules regarding brake rotor thickness. Allow thicker rotors that fit into OEM calipers.

Pro: OMRRA has not enforced the rotor thickness rule, nor is it seen as a substantial advantage to use slightly thicker rotors that fit into OEM calipers, but are beyond OEM thickness tolerances. Updating this rule will bring OMRRA into alignment with other race organizations, will simplify wheel set-ups for those who have been carefully following OMRRA rules but own other wheel sets, and acknowledges current practices by racers and OMRRA officials.

Con: Allows riders to use thicker rotors, which are more durable, tend to warp less easily, and manage heat better than OEM. The spirit of Supersport is to deal with the advantages and disadvantages that come on motorcycles from the showroom.

In Favor	75.00%	96
Opposed	8.59%	11
No Opinion	16.41%	21
Answered		128
Skipped		15

Rule proposal #8, subject: Add three Vintage race classes, and create full OMRRA-WMRRA alignment for Vintage race class descriptions and names.

Description: For years OMRRA and WMRRA Vintage race class descriptions have drifted apart. Differences between the clubs have made it challenging for racers to understand those rules and compete away from their home club. And OMRRA-WMRRA shared events have consequently either excluded racers or required the clubs to fit additional classes into their shared-event schedules. This approach aligns the clubs and adds classes that fit known race-prepped motorcycles in the Pacific Northwest.

Pro: In addition to the above, aligned race classes allow the possibility of Pacific Northwest Vintage Championship, more closely align with key race classes at AHRMA (national vintage race association), and create a better opportunity for OMRRA racers on more Supersport-oriented CB160 and CB175 motorcycles to compete for wins.

Con: Adds race classes for racers who have not yet shown willingness to travel from one club to another.

In Favor	55.56%	70
Opposed	11.11%	14
No Opinion	33.33%	42
Answered		126
Skipped		17

Rule proposal #9, subject: As proposed collectively by several OMRRA female racers, eliminate the OMRRA Female Championship.

Description: Delete the Female Championship, which was instituted for the 2018 race season. The result will be a return to the previous OMRRA approach to season-end championships, with three gender-less options based on race class and bike type groupings.

Pro: There is no better recognition of women in our sport than seeing them on the podium entirely as a result of their performance. The Female Championship award, while well-meaning, is an unnecessary recognition of OMRRA female racers, who have consistently been able to win and place in normal OMRRA race classes and championships. It is of note that history was made this past season with Ana Carrasco winning individual races and the season championship in World Super Sport 300. The Female Championship also duplicates the purpose of the

Formula Female race class, and diminishes its meaning. Moreover, the points methodology for the Female Championship is weighted against the Vintage Championship, which is of note as Mica Grohn #1V was OMRRR Vintage Champion 2014, 2015, and 2017. We suggest eliminating the Female Championship. Submitted by Patty Gardner #57, Julie Razo #113, Hannah Johnson #71, Beth Kornegay #101, Mica Grohn #1V.

Con: Without the Female Championship, there will be no guarantee that OMRRR celebrates a female racer with an award each season because the Female Championship celebrates a female racer no matter the points outcome for individual race classes and or championships.

In Favor	70.63%	89
Opposed	3.97%	5
No Opinion	25.40%	32
Answered		126
Skipped		17