



## **Consolidated Race Class Information 2019**

For the entire Rule Book see [www.OMRRA.com/rule-book/](http://www.OMRRA.com/rule-book/)

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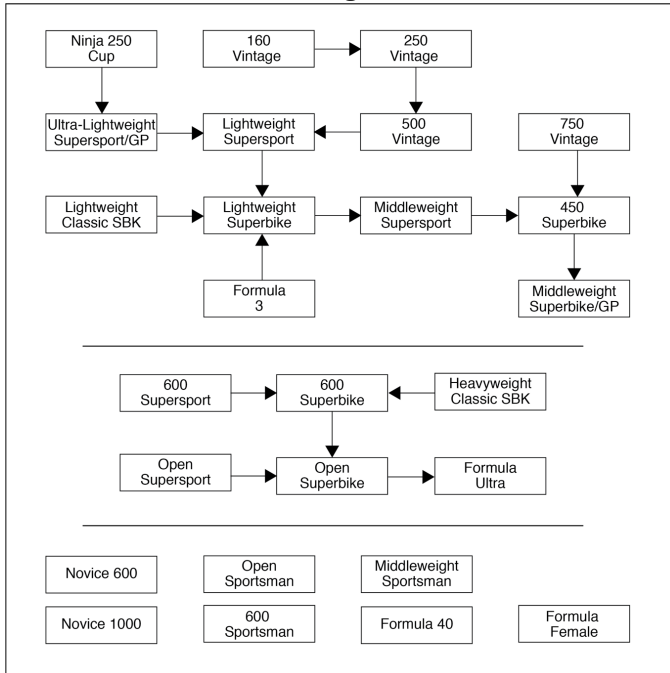
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## Common Race Bike Alignment

The rider is 100% responsible for carefully evaluating his/her motorcycle for rules compliance, including but not limited to whether it is considered Supersport or Superbike, and alignment with the specifics of classes listed below. Additional options and exceptions exist. Please consult the Migration Chart for bump up recommendations once you find the base class for your motorcycle.

- **Ultra-lightweight.** Ninja 250, Ninja 300, Yamaha R3, and KTM 390 typically align with Ultra-lightweight Supersport, Ultra-lightweight GP, Lightweight Supersport, and Lightweight Superbike. See also Ninja 250 Cup.
- **Lightweight.** Honda CB500, Kawasaki Ninja 400, single cylinder motards and single cylinder specials typically align with Lightweight Supersport, Lightweight Superbike, Formula 3, and Middleweight Supersport.
- **2-stroke and Moto 3.** Honda RS125 and Honda NSF250R typically align with Formula 3, Middleweight Superbike, and Middleweight GP.
- **Middleweight.** Suzuki SV650 and Kawasaki Ninja 650 start with Middleweight Supersport, then 450 Superbike, and Middleweight GP. 450 Triple disabled-cylinder motorcycles start with 450 Superbike, then Middleweight Superbike, and Middleweight GP. Kramer motorcycles start with Lightweight Superbike, then Middleweight Superbike and GP.
- **600.** Yamaha R6, GSXR 600, Honda CBR600, Kawasaki ZX6, Ducati 848, and Triumph 675 typically align with 600 Supersport, 600 Superbike, 600 Sportsman, Open Sportsman, Formula 40 and Formula Female.
- **Open.** Suzuki GSXR 1000, Yamaha R1, Kawasaki ZX10, Honda CBR1000, BMW S1000RR, and Ducati Panigale typically align with Open Supersport, Open Superbike, Open Sportsman, Formula 40, Formula Female, and Formula Ultra.
- **Vintage.** Case by case based on displacement.

### Race Class Migration Chart



## SECTION B: SUPERSPORT

**(B-1) Supersport classes:** 250 Ninja Cup, Ultra-Lightweight Supersport, Ultra-Lightweight GP, Lightweight Supersport, Middleweight Supersport, 600 Supersport, Open Supersport.

### SUPERSPORT CLASSES:

**(B-3) 250 Ninja Cup** consists of USA-specification Kawasaki 250R or EX250 motorcycles running under Supersport rules with the following additional restrictions and requirements:

- No engine modifications allowed. This supersedes other Supersport rules.
- Stock unmodified air box must remain installed. Snorkel may be removed.
- ECU must be stock, and may not be re-flashed or altered. No piggyback modules.
- No quick shifters.
- Street legal pump gas only (87-92 octane). Pump gas is 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.

**(B-4) Ultra-Lightweight Supersport:**

- Up to 200cc multi-cylinder four-stroke motorcycles.
- Up to 321cc twin-cylinder four-stroke motorcycles.
- Up to 400cc single-cylinder four-stroke motorcycles.
- Street legal pump gas only (87-92 octane). Pump gas is 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.

**(B-5) Ultra-Lightweight GP:**

- An extended length race that otherwise follows Ultra-Lightweight Supersport rules.

**(B-6) Lightweight Supersport:**

- Up to 350cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke AIR-COOLED motorcycles.
- Open single-cylinder four-stroke motorcycles.
- Street legal pump gas only (87-92 octane). Pump gas is 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.

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

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

**(B-8) 600 Supersport:**

- Up to 600cc multi-cylinder four-stroke motorcycles (636cc Kawasaki ZX6 allowed).
- Up to 675cc three-cylinder four-stroke motorcycles.
- Up to 850cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Machines primarily classified below 600 Supersport (A-9) not allowed.

**(B-8) Open Supersport:**

- Motorcycles with unlimited displacement.
- Machines primarily classified below 600 Supersport (A-9) not allowed.

## SECTION C: SUPERBIKE

**(C-1) Superbike classes:** Lightweight Superbike, Middleweight Superbike, Middleweight GP, 450 Superbike, 600 Superbike, Open Superbike, Formula 3, Formula 40, Formula Female, Formula Ultra, Middleweight Sportsman, 600 Sportsman, Open Sportsman, Electric Superbike.

### SUPERBIKE CLASSES:

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

- Up to 400cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to 700cc twin-cylinder four-stroke AIR-COOLED motorcycles.
- Open single-cylinder four-stroke motorcycles.

#### **(C-3) 450 Superbike:**

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

#### **(C-4) Middleweight Superbike:**

- Up to 125cc two-stroke motorcycles.
- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 600cc multi-cylinder four-stroke motorcycles up to and including 1990 models.
- Up to 700 twin-cylinder four-stroke motorcycles.
- Up to 1000cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.

#### **(C-5) Middleweight GP:**

- An extended length race that otherwise follows Middleweight Superbike rules.

#### **(C-6) 600 Superbike:**

- Up to 500cc multi-cylinder two-stroke motorcycles.
- Up to 640cc multi-cylinder four-stroke motorcycles.
- Up to 715cc three-cylinder four-stroke motorcycles.
- Up to 899cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Machines primarily classified below 600 Supersport (A-9) not allowed.

#### **(C-8) Open Superbike:**

- Motorcycles with unlimited displacement.
- Machines primarily classified below 600 Supersport (A-9) not allowed.

#### **(C-9) Formula 3:**

- Up to 125cc single-cylinder two-stroke Grand Prix motorcycles.
- Up to 525cc single-cylinder four-stroke motorcycles.

#### **(C-10) Formula 40:**

- Unlimited displacement motorcycles with primary classification 600 Supersport and above (A-9).
- Racers must be 40 years of age or older by mid-season (June 30) to compete in this class.
- Class points are awarded, but points do not count toward the Title, Clubman or Vintage Championship.

**(C-11) Formula Female:**

- Unlimited displacement motorcycles with primary classification 600 Supersport and above (A-9).
- Racers must be female to compete in this class.
- Class points are awarded, but points do not count toward the Title, Clubman or Vintage Championship.
- Novices eligible, but Formula Female races do not count toward graduation.

**(C-12) Formula Ultra:**

- Unlimited displacement motorcycles with primary classification 600 Supersport and above (A-9).
- Competitors may not register for FU and Sportsman race classes the same event weekend.

**(C-13) 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-14) 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-15) Open Sportsman** is a trophy class consisting of motorcycles that meet OMRRA 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.

**(C-16) Electric Superbike** consists of electric-only powered motorcycles:

- Power cannot be generated on the chassis – no hybrids.
- Motorcycles may be asked to demonstrate competitive capability to OMRRA officials prior to race.
- Energy recovery braking devices may only store energy in the primary energy storage mechanism.
- Race length may be shorter than standard heat lengths specified in the General Race Day section of this rulebook. Race length will be determined before grid sheets are posted.
- No part of the chassis may be used as motive power supply or current return path.
- All power terminals and un-insulated conductors must be sufficiently protected to avoid accidental contact while the motorcycle is in race configuration.
- All motorcycles must have a lighted visual indicator showing when the throttle circuit is energized.

## SECTION D: VINTAGE

The intent of OMRA 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 CB/CL160 and 175 motorcycles only, drum brakes, treaded tires.
- Bore size limited to 53mm, no allowance for overbore.
  - Stock Honda 160 or 175 camshaft required. No modification of camshaft lobes.
- 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 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 Superbike:** street-based pre-1985 four-stroke four-cylinder, pre-1986 two-stroke, and four-stroke twin-cylinder motorcycles with displacement restriction 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.

## APPENDIX A: NOVICE

A Novice Racer is a racer who does not carry a current Expert Competition License from a recognized motorcycle road racing organization, has successfully completed a recognized New Racer School (OMRRA, WMRRA, AFM, etc.), but has not graduated from OMRRA's Novice Racer Program.

CATEGORIZATIONS (bikes with the following as their primary class):

**Novice 600:** 600 Supersport, 600 Superbike.

**Novice 1000:** Open Supersport, Open Superbike

**Novice Clubman:** All other race classes.

CATEGORIZATIONS (bikes with the following as their primary class):

**Novice 600:** 600 Supersport, 600 Superbike.

**Novice 1000:** Open Supersport, Open Superbike

**Novice Clubman:** All other race classes.

EVENT GUIDELINES Novice 600 and Novice 1000:

1. NV600 and NV1000 riders are usually provided dedicated practice sessions each race weekend. Once they reach Novice Graduation cut-off times in their races, Novices may participate in normal practice sessions within lap time guidelines.
2. Two NV600 and NV1000 races are conducted each race weekend.
3. NV600 and NV1000 riders may ONLY enter their respective Novice class races, 600 Sportsman, and Open Sportsman (exception: SuperTeams, which does not count toward graduation).
4. NV600 and NV1000 Class Points accumulate throughout the season. Daily and year-end trophies are awarded, and contingency may be collected.
5. NV600 and NV1000 do not score Title or Clubman Championship points.
6. Upon graduation NV600 and NV1000 racers move to Expert grids and may no longer ride in Novice-only races.