

**2010
O.M.R.R.A.
Rules
and
Technical
Regulations**



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Road Racing Association**

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**OREGON MOTORCYCLE
ROAD RACING ASSOCIATION
RULES & TECHNICAL REGULATIONS**

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OREGON MOTORCYCLE ROAD RACING ASSOCIATION RULES & TECHNICAL REGULATIONS

These rules are applicable to all Oregon Motorcycle RoadRacing Association (OMRRA) sanctioned events.

The organizers of the events shall not have the right to waive these rules except as explicitly stated.

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INTRODUCTION

The rules and regulations included in this rulebook are effective for the 2010 racing season. All riders are expected to be familiar with the contents and should study sections relating to their particular machinery, especially if they are competing away from their "home" track.

The introduction, schedule, charter, lists of officers & board members, general raceday information, and the appendixes are kept up to date and otherwise administered by OMRRA's board of directors. Sections A through O constitute the rules and procedures the association and its members follow at race events. These are administered and updated by the rules committee with approval from the general membership. If serious safety issues arise, the Board may intervene with changes which remain in effect until the next rules committee can formally ratify them.

Race control can temporarily override any of these rules on site if and when safety issues dictate.

2010 PACIFIC NORTHWEST ROAD RACE DATES

PORTLAND INTERNATIONAL RACEWAY (PIR), OREGON:

Saturday	May 22	Racing
Sunday	May 23	Racing
Saturday	June 26	4 Hour Endurance / Racing
Sunday	June 27	Italian Day / Racing
Saturday	July 24	Racing
Sunday	July 25	Racing
Saturday	August 21	USGPRU / Racing
Sunday	August 22	Triumph Day / USGPRU / Racing
Saturday	September 25	Racing
Sunday	September 26	Racing
Saturday	October 23	Racing
Sunday	October 24	Racing

Detailed schedules of the days events will be available on the day of the event.

WASHINGTON MOTORCYCLE ROAD RACING ASSOCIATION:

PO Box 94323, Seattle, WA 98124-5623. www.wmrra.com

Pacific Raceway	April 3-4	Racing
Pacific Raceway	May 8-9	Racing
Spokane Motorsports Park	May 29-30	Racing
Pacific Raceway	June 12-13	Racing
Spokane Motorsports Park	July 17-18	Racing
Pacific Raceway	August 14-15	Racing
Pacific Raceway	September 11-12	Racing
Spokane Motorsports Park	October 2-3	Racing

WESTWOOD MOTORCYCLE RACING CLUB:

1519 Edinburgh St., New Westminster, BC V3M 2W5

www.wmrc.ca (604) 628-2453

Mission Raceway	May 1-2	Racing
Mission Raceway	May 22-23	Racing
Mission Raceway	July 1	Racing
Mission Raceway	August 14	Racing
Mission Raceway	September 25-26	Racing
Banquet	November 6	

OMRRA CHARTER

The Oregon Motorcycle Road Racing Association is a non-profit organization whose primary purpose is to organize Motorcycle Road Races at Portland International Raceway or any other venue that may become available and is feasible in the State of Oregon.

Rules will be promulgated in the interests of safety and fairness. The Association will provide classes that are generally accepted in other racing organizations and sufficiently varied such that no competitor has an unfair advantage with regard to machinery.

The Association recognizes that with the rapid evolution of contemporary technology, rules may have to be modified on a yearly basis to provide fair competition in each class.

The Association will only prosper when the interest of riders, helpers, spectators, and PIR management, on an equal basis, are taken into account. It is thus the duty of the Association to promote spectator attendance in any way possible and also to provide close racing to ensure continued and growing attendance, therefore guaranteeing the allocation of race days by PIR management for the benefit of the Association.

2010 ASSOCIATION OFFICERS AND BOARD MEMBERS

President	Jed Brintzenhoff
Vice-President	Rob Tatom
Vice-President	Brian Moe
Secretary	Amy Jermain
Treasurer	Frank Berthold
Worker Representative	Dawnette Hale
Rider Representative	Maurice Miller
Members at Large	Roy Rogers
.....	Bryan Rothenburger
.....	Steve Sutor
.....	Tom Young

**2010 NUMBER PLATE HOLDERS
(1ST-5TH OVERALL)**

Overall:

1st	Alan Schmidt
2nd	Dan Wilson
3rd	Mike Sullivan
4th	Chris Ancien
5th	Sam Verderico

2009 OMRRA CHAMPIONS

Formula Ultra	Alan Schmidt
750 Superbike	Alan Schmidt
750 Superbike Senior	Roy Rogers
600 Superbike	Oliver Jervis
600 Superbike Senior	Jay Floyd
Formula II	Andy Moore
Formula III	Devon McDonough
Middleweight S/B	Dave Salmi
450 Superbike	Dave Salmi
Lightweight S/B	Mark Leslie
Open Supersport	Mike Sullivan
750 Supersport	Alan Schmidt
750 Supersport Senior	Roy Rogers
600 Supersport	Alan Schmidt
600 Supersport Senior	Travis Ohge
450 Clubman	Brian Schilt
Open Classic Superbike	James Moody
Open Vintage	Tom Mellor
500 Vintage	Jeff Lavallee
250 Vintage	Jeff Lavallee
Open Twins Superbike	Jason Valley
Open Twins Supersport	Drat Diestler
650 GP Twins	Oliver Jervis
Middleweight Supersport	Dave Salmi
Endurance Overall	Team Civil Rock / Evol Technology
Endurance Light	Team Some Clowns Racing
Endurance Medium	Team Civil Rock / Evol Technology
Endurance Heavy	Team Black Widow Racing

GENERAL RACEDAY INFORMATION

The word “event” in this rulebook may be defined as warm-up, practice, or race.
All OMRRA Events will be run from the inside “Pro” Pits.

CLASS MIX (NOT order of events):

One heat, consisting of one twelve (12) lap main, with classes running as follows:

1. Formula Ultra
2. 750 Superbike / 750 Supersport Senior / Open Classic Superbike
3. 600 Superbike
4. 600 Supersport Senior / Open Superbike Senior / Open Twins Supersport
5. 650 GP Twins / 450 Clubman
6. 450 Superbike / Ultra Lightweight Superbike
7. Lightweight Superbike & Smallbore Classic Superbike & Open Vintage
8. 750 Supersport / 750 Superbike Senior
9. Open Supersport / Open Superbike Senior / Open Twins Superbike
10. Middleweight Superbike / Formula II / Middleweight Classic Superbike
11. 600 Supersport / 600 Superbike Senior
12. Formula Female
13. Formula III / Middleweight Supersport

Twin final heats of six laps (6) duration, with classes combined as followed:

14. 250 Vintage / 85GP
15. 500 Vintage & Electric Superbike

Note: The actual order of events for each race meeting will be determined just before race day and the class mixture described above may be changed if adverse or unusual circumstances are encountered.

Timing of events: Race day events will be run at the following times unless adverse or special circumstances are encountered:

- Gates open 7:00am
- Registration opens 7:15am
- Technical inspection opens 7:30am
- Rider’s meeting (compulsory attendance) 8:35am
- Registration closes at 8:30am
- Warm up sessions begin 9:00am

Riders names selected at random may be called during the Rider’s Meeting to ensure their presence.

The only people authorized to stop a race are the Track Marshall, Starter, Corner Captains, and the Referee. This shall be done by displaying the red flag at all turns.

The order of warm ups may be altered depending on the race schedule for that day.

If requested, there may be an escorted warmup session for riders new to Portland International Raceway, to be held at the beginning of the normal warmup or practice period.

On race day the grid will be completed at least 1/2 hour before all morning races, except the first 2 races. Your grid position is determined by:

- Positions are assigned based on season points to date. For the first race of the year, previous year overall results will be used; followed by the order in which pre-entries are received.
- Pre-Entries are defined as Entries received 5 days prior to the event.
- All Post-Entries will be assigned randomly at the back of the grid if the racer does not have any season points to date, or previous year overall results.
- No more than an absolute maximum of fifty (50) motorcycles shall be allowed to race at once. No exceptions will be made.
- Priority, if any, will be given to riders in their primary class over those who have stepped up a class.
- All racers must be able to manage their bikes alone without assistance.

PLEASE check your raceday program for information on that race event!!!

Visiting competitors to PIR should be aware of the following facts:

- PIR is just off the I-5 freeway at exit 306B, north or south bound. Please study the track map inside the back cover of this book beforehand so that when you arrive, you will be properly oriented.
- Racing fuel is generally available, but don't count on it - so bring your own.
- The nearest gas station is on the other side of the I-5 freeway.
- There are 110-volt electricity outlets along the pit wall and posts by the grass.
- The snack bar in the pits is located near the dirt bike track, and is open during the day.
- Alcoholic beverages for spectators are served in the beer garden. No outside alcohol may be brought into PIR. Any such occurrence will not be tolerated by OMRRA. Competitors shall make special note of section (K-2) in these rules.
- Registration is on the second floor, and Scoring is on the third floor of the Pro Pit Tower.
- Bike and Gear technical inspection takes place midway down the hot pit lane.
- The Riders meeting takes place midway down the hot pit lane. Registration closes 5 minutes prior to the beginning of the Riders Meeting.
- OFFICIAL Grid positions and results will be posted at the base of the Pro Pit tower. Unless Scoring is notified prior to the green flag of the race prior to yours, your grid position will not be adjusted.
- Enter the pits after a race via the pit lane just after turn nine (9). Signal your intentions.
- Due to the logistics of organizing races at PIR, recovery of disabled machines on the race track will be made during lunch or at the end of the raceday. Other search and rescue missions may be triggered by contacting Race Control on the second floor in the control tower.
- There ARE used oil barrels at PIR. You will be penalized if you improperly dispose of waste fluids at PIR. (See Section (N) Penalties.)
- OMRRA currently uses AMB electronic scoring.
- Riders under 12 years of age are limited to the 85cc or Pocketbike classes.

SECTION A: CLASSES

Throughout this publication the following abbreviations are used for our race classes:

Grand Prix:

- 8G = 85 Grand Prix
- 1G = Formula III
- 2G = Formula II

Superbike:

- 4S = 450 Superbike
- 6S = 600 Superbike
- 6T = 650 GP Twins
- 6Z = 600 Senior Superbike
- 7S = 750 Superbike
- 7Z = 750 Senior Superbike
- LS = Lightweight Superbike
- MC = Middleweight Classic Superbike
- MS = Middleweight Superbike
- OC = Open Classic Superbike
- FF = Formula Female
- FU = Formula Ultra
- OZ = Open Senior Superbike
- SC = Smallbore Classic Superbike
- TS = Open Superbike Twins
- US = Ultralightweight Superbike
- ES = Electric Superbike

Supersport:

- 4P = 450 Clubman
 - 6P = 600 Supersport
 - 6X = 600 Senior Supersport
 - 7P = 750 Supersport
 - 7X = 750 Senior Supersport
 - MP = Middleweight Supersport
 - OP = Open Supersport
 - OX = Open Senior Supersport
 - TP = Open Supersport Twins
- Vintage:
- 2V = 250 Vintage
 - 5V = 500 Vintage
 - OV = Open Vintage

It is the duty of the riders in a particular class to ensure compliance to the technical rules of that class. The primary duty of the technical inspector is to inspect machinery for safety only.

(A-1) The Supersport classes will be awarded trophies and consist of: (see Section B for further clarification)

- 450 Clubman
- 600 Supersport & Senior Supersport
- 750 Supersport & Senior Supersport
- Open Supersport & Senior Supersport
- Middleweight Supersport
- Open Supersport Twins

(A-2) The Superbike classes will be trophy or money classes and consist of: (see Section C for further clarification)

- Ultra-lightweight Superbike
- Lightweight Superbike
- 450 Superbike
- Middleweight Superbike
- 600 Superbike & 600 Senior Superbike
- 750 Superbike & 750 Senior Superbike
- Formula Ultra & Open Senior Superbike
- 650 Twins/Open Superbike Twins
- Open/Middleweight/Smallbore Classic Superbike
- 85/125/Formula II
- Formula Female

(A-3) The term OPEN in these rules means unlimited displacement. The term TWIN means two (2) cylinders. The term MULTI means more than two (2) cylinders.

(A-4) Like Bike Rule: If a motorcycle manufacturer produces a model unchanged after the cut-off year of eligibility for a race class, those years of production are still eligible. The OMRRR referee and/or Board can rule on eligibility.

(A-5) The term AIR-COOLED means that the primary heat transfer mechanism between the cylinder head & cylinder and ambient air is through fins. If another cooling medium is used exclusively or is used to supplement heat transfer, then that machine will be classed as water cooled. This means that Air & Oil-cooled machines are classified as water cooled.

(A-6) For special events, the class structure may be changed by the race organizers.

(A-7) In any competition event, there must be at least three (3) riders entered to constitute a class as recognized by these regulations. Race organizers may move riders into other classes or races for the day if needed to make a class but only with the consent of all the riders involved.

(A-8) The Board shall have the right to determine that we may have up to two weekends during the year be double points events and will be determined before the publishing of the season's schedule.

SECTION B. SUPERSPORT REGULATIONS

(B-1) Supersport motorcycles are based on D.O.T.-approved production motorcycles sold in the U.S. or Canada by manufacturers and their dealers for street use. A valid title, Statement or Origin (not bearing the notation "For Off Road Use Only" or similar such language), or DMV tag receipt may be used as proof of street-legal intent. A minimum of 200 units for 3- and 4-cylinder motorcycles, and 50 units for twins and singles must have been available through normal commercial channels through U.S. dealers. Canadian models must be identical to U.S. specifications, proof of which rests with the competitor. All Supersport motorcycles must meet the conditions listed in this section as well as those of Sections F (Machinery & Numbers), G (Noise Control) and H (Gas/Fuel)

(B-2) The following is a list of the only things that should or may be done to a Supersport machine. If it does not mention you can do it, you can not:

Batteries: Standard numerical battery designation.

Brackets: Any bracket that only holds an item that may be removed may also be removed.

Brakes: Racing-type brake linings in both disc and drum brakes may be used. All other brakesystem components must remain stock except hydraulic lines.

Brake Rotors: Aftermarket brake rotors made of ferrous material that meet OEM specifications for diameter and thickness for that machine are permitted.

Cam Idler Gear Mods: As per manufacturers service manual.

Cam Chain Tensioner: Aftermarket or modified cam chain tensioners are allowed.

Camshaft Timing: Permitted, including slotting of camshaft drive.

Carburetor/Fuel Injection/Intake modifications: limited to the following:

Carburetor jets and needles may be replaced.

- Re-sizing of air metering holes involved with CV carburetor throttle slide control is permitted. Throttle slide and return spring may be replaced with aftermarket parts.
- Electronic or mechanical enriching devices must remain installed but may be deactivated.
- Fuel lines and vent lines may be replaced.
- Aftermarket fuel filters may be added.
- All components involved in fuel injection systems must remain standard except electronic control modules, which can be modified or replaced with aftermarket modules or alternate OEM available modules.
 - ◆ Modules must connect to original connectors or OEM available connection kits.
 - ◆ Installation of additional components to the fuel injections system is not permitted.
 - ◆ Aftermarket modules must be available for immediate shipment from US warehouses to any of the manufacturers US retail outlets for sale to the public. Availability must be maintained throughout the current racing season.
 - ◆ Aftermarket modules must be priced no higher than the retail price of the OEM module.
- The original equipment airbox must be utilized. A non-OEM filter may be used. The only other modification permitted is the sealing of air box drains for fluid containment.
- Electric ignition or fuel cutout shift devices are allowed, however they may not physically move any portion of the shift mechanism.

Chain size: Chain and/or sprockets may be changed, chain size may be changed. Chain guard may be removed.

Clutch: Clutch's may be replaced with non OEM drive and driven plates. Clutch springs may be changed to aftermarket parts, or added or removed. If a motorcycle comes with an adjustable OEM slipper clutch, adjustments may be made to it.

Crankcase Breathers - rerouting the crankcase breather(s) from the airbox to one or more exhaust injection (PAIR valves) is allowed provided the remainder of the emissions system remains unchanged (except exhaust components, which may be changed or removed. (Reference Sec. F-6)

Crank welding: Permitted for safety.

Engine: No material can be added or removed from the motor with the exception of gasket surfaces.

OEM gaskets are not required.

- Overboring is not allowed.
- Aftermarket non-OEM valve seats are not allowed. Multi-angle or radius valve jobs are allowed as normal maintenance as long as machining is confined to the actual valve seat insert and does not extend into the port or combustion chamber. Valve seat to port blending is not allowed.
- Cam timing may be modified.

Exhaust: Any exhaust can be used as long as it meets sound restrictions in section G.

Fairings: Any fairing readily available from a major manufacturer for the specific make, model and year of motorcycle may be used, provided it complies with the oil containment regulations (see Section F-19). If the stock fairing includes air-ducting tubes they may be removed. If they are utilized they must be stock parts. Any and all types of aftermarket windscreens are allowed as long as they are direct bolt on replacements for the OEM item. For example: clear, smoked or double bubble styles may be mounted. Motorcycles without fairing lowers are allowed to run readily available model specific aftermarket fairings.

Footrests: Rider footpegs and brackets may be changed or modified. Passenger footpegs and brackets may be removed.

Gearing: Final gearing may be changed. Belt final drives may be converted to chain and sprocket

Handlebars: Non-OEM bars are allowed. If clip-ons are OEM, triple clamp mounted bars are allowed.

Hydraulic brake and clutch lines: Any appropriate type may be used including braided lines.

Instruments: Instruments, instrument brackets, switches and associated cables may be removed and/or replaced by aftermarket parts. Original combination instrument/fairing brackets may be replaced with aftermarket parts.

Lights: Headlight and tail/brake light housings may be removed but the lighting system must remain functional.

Number Plates vs. headlight covers: Standard factory parts permitted. E.g. Suzuki GSX-R bubble with paint or contact paper provided numbers are legible.

Ram air ducts: Replacement of OEM ram air ducts with aftermarket units is permitted as long as the aftermarket units utilize the stock fitment and have the same inlet dimensions as OEM units.

Rev Limiter Mods: Permitted.

Solo seat cowlings: Any type may be used as long as it is readily available after market product that is manufacturer for the year, type, and model of the bike.

Spark plugs may be changed to aftermarket parts.

Speedometer drive may be removed and replaced with a wheel spacer.

Steering dampers may be added.

Steering Head bearing replacement: Permitted.

Subframes: Modification and use of aftermarket sub-frames: Permitted.

Suspension: Rear shocks may be changed or modified. Rear shock linkage must remain stock. Fork springs may be replaced with aftermarket springs. Oil may be changed. Stock internal parts may be modified to alter damping characteristics. Fork caps may be changed or replaced with aftermarket parts.

Tires: D.O.T. tires with an "S" or higher speed rating must be used and the original tread pattern cannot be grooved or modified. Non DOT grooved rain tires are legal.

Updating and back dating (changing specifications to a later model year): Updating is allowed provided the later parts, manufactured for the same model number, are directly interchangeable (i.e. bolt-on parts).

After market hand levers are allowed.

Non-stock crash protection (like slider pucks, frame savers) are allowed.

Removal of radiator fan is allowed.

Removal of horn is allowed.

Replacement of the gas cap with a non-OEM unit is allowed.

Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized.

Shifter return or detent springs, detent arm, and shift star may be replaced with after market components.

Aftermarket engine case covers are allowed.

(B-3) The Supersport classes will be:

- 450 Clubman
- 451 ccs to 750ccs
- up to 600ccs
- 599 ccs to OPEN

Middleweight Supersport, which consists of

- up to 425ccs multi-cylinder, two-stroke motorcycles
- up to 500ccs twin-cylinder, two-stroke motorcycles
- up to 600cc multi-cylinder four-stroke motorcycles (up to and including 1990 models) (all types of cooling and number of valves are allowed)
- up to 680ccs twin-cylinder, four-stroke motorcycles
- up to 900ccs three-cylinder, two valve, four-stroke motorcycles with only steel frames
- up to 910ccs twin-cylinder, two (2) valve four-stroke motorcycles
- Open single-cylinder, two or four-stroke motorcycles.

(B-4) The following exceptions are allowed.

- Open Single cylinder four-stroke motorcycles in Superbike trim are eligible to ride in the 450 Clubman class.
- Twin cylinder four-stroke 500ccs motorcycles in Superbike trim are eligible to ride in the 450 Clubman class.
- 747ccs to 850ccs Twin cylinder four-stroke motorcycles and Open Twin cylinder, 2 valves per cylinder, push-rod, four-stroke motorcycles are eligible to ride in the 600ccs class.
- Three cylinder four-stroke motorcycles of up to 900ccs are eligible to ride in the 750ccs class.
- 1000cc Twin cylinder four-stroke motorcycles are eligible to ride in the 750ccs class.
- Canadian Supersport (not modified) RZ-350 Yamahas only will be allowed to compete in 450 Clubman along with other currently eligible motorcycles.
- 675ccs three cylinder motorcycles are allowed in 600 Supersport.

See introduction section for other possible class eligibility.

The following is NOT allowed: 125GP Chassis such as TZ125 or RS125 in the 450 Clubman class.

(B-5) OMRRA allows modifications listed below for model year 1993 and previous only.

- Overboring to use any OEM pistons for a total of 4% or less increase in displacement.
- Use of aftermarket gaskets.
- Use of any aftermarket brake rotors.
- Upgrading of swing arm, forks and triple clamps to OEM, as long as such modifications do not require changes to the frame.
- Use of OEM wheels.
- Modifications to subframe.

(B-6) Bikes that meet the above Supersport regulations and that are 5 years old or older, qualify for Senior Supersport classes. All points, trophies or cash awards for the Senior class shall be separate from the regular class. As per standard race rules, at least 3 racers must enter to make the Senior Class be scored as such.

C. SUPERBIKE REGULATIONS

(C-1) No modifications are allowed within class capacity limits that do not conform with Sections F, G and H. All other modifications are allowed as long as the following criteria are met:

- The machine must be a two (2) wheeled motorcycle with the engine placed between the front and rear (drive) wheels.
- No superchargers or blowers are allowed.
- Seat tanks are prohibited. Gas tanks must be constructed and mounted in a safe and workmanlike manner.
- Gas tank vent lines must have a device that prevents the escape of gasoline.
- The exhaust pipe(s) and muffler(s)/expansion chambers(s) must be securely attached together and bolted to the frame.
- The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire, or point in any such way as to create dust or to interfere with the vision of another rider.
- All Superbike machines must comply with the number plate regulations outlined in Section F.
- The majority of the front wheel, with the exception of the tire, must be visible from either side.
- The front fender may be extended from the front axle, in front of the fork assembly, covering a maximum of 50 degrees of arc.
- There must be no streamlining, other than a seat or tail section to the rear of a line drawn vertical from the rear axle.
- If a streamlined seat or tail section is used, it cannot extend more than four (4) inches beyond a vertical line drawn from the rear edge of the rear tire, with the exception of an OEM fairing.
- The rear wheel, with the exception of the tire, must be clearly visible for 180 degrees of arc from the rear of such a line with the machine unladen.
- No part of the fairing may extend more than four-(4) inches forward of the vertical through the front axle, with the exception of an OEM fairing.
- It must be possible to see the rider completely, in the normal riding position, from either side and from above and the rider's outline from the rear.
- It is prohibited to use any transparent material to avoid the application of the rules above.
- All fairings must be mounted at a minimum of three mounting points and in a safe and workmanlike manner.
- Displacement limits shall be: 650cc twins are limited to 680cc; 600cc bikes are limited to 640cc; 750cc bikes are limited to 800cc.
- All turbocharged machines that are otherwise qualified to run in Superbike class events must run in the Formula Ultra class, regardless of engine displacement.
- On machines with frame to motor mismatch, engine configuration defines the eligibility for the class.

(C-2) No limits will be placed on engine, chassis, wheels, or exhaust system modifications except those listed above.

(C-3) The Superbike classes will be:

- Ultra-lightweight Superbike (Trophy class)
- Lightweight Superbike (Trophy class)
- 450 Superbike (Trophy class)
- Middleweight Superbike (Trophy class)
- 600 Superbike (Trophy class) & Senior Superbike (Trophy class)
- 750 Superbike (Trophy class) & Senior Superbike (Trophy class)
- Formula Ultra (Trophy class) & Senior Superbike (Trophy class)

650 GP Twins/Open GP Twins (Trophy classes)
Smallbore/Middleweight/Open Classic Superbike (Trophy classes)
85/125/Formula II (Trophy classes)

(C-4) The Ultra-lightweight Superbike class is a trophy class consisting of:

- up to 200ccs twin-cylinder, two-stroke motorcycles
- up to 250ccs single-cylinder, two-stroke motorcycles
- up to 250ccs multi-cylinder, four-stroke motorcycles
- up to 360ccs twin-cylinder, four-stroke motorcycles
- up to 400ccs twin-cylinder, air cooled, four-stroke motorcycles
- up to 450ccs single-cylinder, four-stroke motorcycles
- up to 500ccs single-cylinder, air cooled, two (2) valve, four-stroke motorcycles
- and open single-cylinder (Pre-unit) four-stroke motorcycle (Pre-unit meaning a motorcycle with separate engine and transmission).

The following type of motorcycle is allowed in this class provided it complies with regulations in Section O: Vintage.

- All Classic Vintage machines up to 500ccs

The following machines are NOT allowed:

- Late Grand Prix models with aluminum frames, typically racing machines available for sale such as RS125's, Aprilia 125's, and TZ125's.

(C-5) The Lightweight Superbike class is a trophy class consisting of:

- up to 250ccs twin-cylinder, two-stroke motorcycles
- up to 350ccs air cooled twin-cylinder, two-stroke motorcycles
- up to 500ccs single-cylinder, two-stroke motorcycles
- up to 350ccs multi-cylinder, four-stroke motorcycles
- up to 400ccs air cooled multi-cylinder, four-stroke motorcycles
- up to 500ccs twin-cylinder, four-stroke motorcycles
- up to 600ccs push rod twin-cylinder, four-stroke motorcycles
- Open single-cylinder, four-stroke motorcycles
- Yamaha RZ350 water cooled twin cylinder two stroke, Pre-1990 Models only.
- TZ250, RS250, TZR250, KR250, RG250, and NS250 are not allowed in this class and other modern 250cc two stroke production motorcycles, post-1990 year of manufacture, are also not allowed.

The following machines are not allowed:

- up to 125ccs late Grand Prix models with aluminum frames, typically racing machines available for sale such as RS125's, Aprilia 125's, and TZ125's.

(C-6) The 450 Superbike class is a trophy class consisting of:

- up to 400ccs multi-cylinder, two-stroke motorcycles
- up to 450ccs multi-cylinder, four-stroke motorcycles
- up to 450ccs twin-cylinder, two-stroke motorcycles
- up to 500ccs single-cylinder, two-stroke motorcycles
- up to 500ccs multi-cylinder, air cooled, four-stroke motorcycles
- up to 550ccs multi-cylinder, air cooled, four-stroke motorcycles
- up to 700ccs twin-cylinder, four-stroke motorcycles
- up to 750ccs twin-cylinder, push rod, four-stroke motorcycles
- up to 750ccs twin-cylinder, two-valve, four-stroke motorcycles
- Open single-cylinder, four-stroke motorcycles,
- TZ250 up to and including the 1989 model is allowed provided frame is original.
- 650cc 4 valve water cooled 4 stroke twins are limited to supersport engine modifications.

The following machines are not allowed:

- RS250, TZ350, and Vintage Open Superbike including 2 stroke motorcycles of up to 3 cylinders and a maximum displacement of 750ccs,
- up to 125ccs late Grand Prix models with aluminum frames, typically racing machines available for sale such as RS125's, Aprilia 125's, and TZ125's.

(C-7) The Middleweight Superbike class is a trophy class consisting of:

- up to 425ccs multi-cylinder, two-stroke motorcycles
- up to 500ccs twin-cylinder, two-stroke motorcycles
- up to 600cc multi-cylinder four-stroke motorcycles
(up to and including 1990 models)
(all types of cooling and number of valves are allowed)
- up to 680ccs twin-cylinder, four-stroke motorcycles
- up to 900ccs three-cylinder, two valve, four-stroke motorcycles with only steel frames
- up to 1100ccs twin-cylinder, two (2) valve four-stroke motorcycles
- up to 1200ccs twin-cylinder, two (2) valve motorcycles, in Supersport configuration.
- Open single-cylinder, two or four-stroke motorcycles.
- TZ-250's and RS-250's up to 1989 model year.

The following machines are NOT allowed:

- No Vintage motorcycles are allowed except a 750cc multi-cylinder two-stroke.

(C-8) The 600 Superbike class is a money or trophy class consisting of:

- up to 500ccs multi-cylinder, two-stroke motorcycles
- up to 600ccs multi-cylinder, air cooled two-stroke motorcycles
- up to 600ccs twin-cylinder, two-stroke motorcycles
- Open single-cylinder, two-stroke motorcycles
- up to 640ccs multi-cylinder, four-stroke motorcycles
- up to 675ccs three cylinder, four-stroke motorcycles
- up to 850ccs twin-cylinder, four-stroke motorcycles
- up to 750ccs air cooled multi-cylinder, four-stroke motorcycles
- up to Open twin-cylinder, two (2) valve four-stroke motorcycles
- and Open single-cylinder, four-stroke motorcycles,
- TZ250 and RS250 are allowed.

The following machines are NOT allowed:

- 500ccs multi-cylinder, two-stroke GP models are not allowed
- Any machine rated as Lightweight Superbike, Open Vintage (except 750ccs multi-cylinder two-strokes), or Smallbore Classic Superbike.

(C-9) The 750 Superbike class is a money or trophy class consisting of:

- up to 600ccs multi-cylinder, two-stroke motorcycles
- up to 750ccs multi-cylinder, air cooled two-stroke motorcycles
- Open twin-cylinder, two-stroke motorcycles
- up to 800ccs multi-cylinder, four-stroke motorcycles
- up to 900ccs three-cylinder, four-stroke motorcycles
- Open air cooled multi-cylinder, four-stroke motorcycles
- Open twin-cylinder, four-stroke motorcycles
- Open twin-cylinder, push rod four-stroke motorcycles
- 500ccs multi-cylinder, two-stroke GP motorcycles up to 1984 models

The following machines are NOT allowed:

- Open single-cylinder, two and four stroke motorcycles
- Any machine rated as 450 Superbike, 450 Clubman, 650 GP Twins, or Open Classic Superbike.

(C-10) The Formula Ultra class is a money or trophy class consisting of any motorcycle up to unlimited displacement.

-Any machine rated as below 600 Supersport is not allowed

-The Points schedule will be as follows regardless of the number of starters:

1 st	75
2 nd	60
3 rd	48
4 th	39
5 th	33
6 th	30
7 th	27
8 th	24
9 th	21
10 th	18
11 th	15
12 th	12
13 th	9
14 th	6
15 th	3
16 th	2
17 th	1

(C-11) The 650 GP Twins class is a trophy classes consisting of:

- 1) Twin cylinder, four-stroke motorcycles of 680cc displacement (650 GP Twins.);
- 2) Twin cylinder, two (2) valve four-stroke motorcycles of 750ccs displacement.

(C-12) The Open Twins Superbike class is a trophy class consisting of Twin cylinder, four stroke motorcycles of unlimited displacement.

(C-13) The Smallbore Classic Superbike class is a trophy class consisting of:

- Any production based motorcycle displacing 600ccs or less manufactured through 1990, however FZR400's are specifically allowed.
- May have Mono-shock rear suspension.
- The Yamaha RZ 500 and the Suzuki RG 500 are not allowed in Smallbore Classic Superbike.
- Any production based twin cylinder motorcycle, up to 750ccs manufactured up to 1990.

(C-14) The Middleweight Classic Superbike class is a trophy class consisting of:

Motorcycles with an engine manufacture date of 1994 or earlier (later model engines that remain unchanged are allowed per rule A-4) in the following categories:

- 425cc Multi cylinder 2 stroke
- 500cc 2 cylinder 2 stroke
- Open single 2 stroke
- 500cc multi cylinder 4 stroke
- 600cc multi cylinder air cooled four stroke
- 750cc twin cylinder 4 stroke
- 1000 cc twin cylinder 2 valve 4 stroke
- Open air-cooled push-rod twins.
- Open single 4 stroke
- TZ250 up to 1989 (parallel twin) only

- Honda RS250 up to 1989 only
- Open vintage superbike.
- Ducati 900SS or 750SS

Ducati 748 or 749 are specifically not allowed

Triumph Thruxton (or Bonneville) is specifically allowed regardless of age.

Maximum overbore of 4% for the Thruxton or Bonneville.

Aprilia RS250 “Cup” model bike is specifically allowed with a maximum 4% overbore.

Regardless of machine or age, fuel injection is not allowed.

(C-15)The Open Classic Superbike class is a trophy class consisting of:

- Four (4) or more cylinder four-stroke motorcycles of 600cc or higher displacement. Eligible bikes are 10 years or older, beginning with base model year of 1992.
 - Twin cylinder four stroke motorcycles of 850cc or higher displacement. Eligible bikes are 10 years or older, beginning with base model year of 1992.
 - RG500 Gamma and RZ500 two stroke motorcycles are allowed.

(C-16) The 85 Grand Prix class is a Trophy Class (See Appendix F for class details and specific rules).

(C-17) The Formula III class is a Trophy class consisting of:

- up to 125ccs late Grand Prix models with aluminum frames, typically racing machines available for sale such as RS125’s, Aprilia 125’s, and TZ125’s.
- up to 250ccs single four-stroke motorcycles.

(C-18) The Formula II class is a Trophy class consisting of:

- up to 250ccs late Grand Prix models with aluminum frames, typically racing machines available for sale such as RS250’s, Aprilia 250’s, and TZ250’s.
- up to 500ccs single four-stroke motorcycles.

(C-19) Senior Superbike: 600, 750 and Open Motorcycles that meet the above Superbike regulations and that are 5 years old or older also qualify for Senior Superbike classes. All points, trophies or cash awards for the Senior class shall be separate from the regular class. As per standard race rules, at least 3 racers must enter to make the Senior Class be scored as such.

(C-20) A displacement of 4% above that required by the class definition is allowed in 450 Superbike, Lightweight Superbike, UltraLightweight Superbike, and Smallbore Classic Superbike.

(C-21) Class consisting of independently electric only powered motorcycles. Power cannot be generated on the chassis – ie, no hybrids allowed.

Must conform to section F with the following exceptions: Clutch, clutch lever and gearbox requirements listed in F-1.

Motorcycles may be asked to demonstrate competitive capability to OMRRA raceday officials prior to race.

Energy recovery braking devices may only store energy into primary energy storage mechanism. Secondary storage mechanisms are not allowed.

Race length may shorter than standard heat lengths specified in the General Raceday Information section of this rulebook. Race length will be determined by the time grid sheets are posted.

Electric Superbikes are not eligible to run in Endurance races.

Novices may not participate in the Electric Superbike class.

No part of the chassis may be used as motive power supply or return current path.

All power terminals and uninsulated conductors must sufficiently protected to avoid accidental touch while the motorcycle is in race configuration.

All motorcycles must have a lighted visual indicator showing when the throttle circuit is energized.

(C-22) The Formula Female is a trophy class consisting of:

- Bikes that are legal for Formula Female include: MP, MS, 6T, 6P/S, FII (2G), 7P/S, OP, FU, TP/S
- Bikes that are eligible in the following classes as their primary class are specifically excluded from participating in Formula Female: 2V, 5V, OV, US, LS, SC, MC, 4P, 4S, 8G, and FIII (1G).
- All other regulations under Section B and C rules shall apply to this class.
- Must be female to compete in this class.
- Class points awarded. Points do not count towards the overall championship.

SECTION D: LICENSES, ENTRIES & RACING NUMBER ALLOCATION

(D-1) All competitors must have their **OWN PERSONAL MEDICAL** coverage. The only exception to this rule are current AMA professional riders who may not be able to obtain coverage.

(D-2) All entrants in OMRRA events must hold a current competition license from a recognized motorcycle road-racing body. An OMRRA competition license may be obtained in advance, or when entering an event, by application for membership through officials in charge, who shall issue an official receipt and remit fees to the OMRRA treasurer. Riders under 12 years of age are limited to the 85cc or pocketbike classes.

(D-3) Competition Licenses will be for one (1) year (expiring March 31st) and will carry with it a competition number to be used for the entire year, and competition card with that name and number on it.

(D-4) Oregon residents (and Clark County, WA) must have an OMRRA membership in addition to a competition license. Washington residents (except Clark County, WA) must have a WMRRRA membership in addition to a competition license.

(D-5) For a rider to retain his or her previous year's competition number, the rider's application must be received by OMRRA no later than February 15th. Application will be date stamped on the day they are received. This date stamp will govern the application in relation to the deadline.

- The first five (5) OMRRA overall season points may use the numbers 1 through 5, and their regular numbers will be reserved for one (1) year.
- The number 6-599 are "regular" numbers to be used by all riders.
- The numbers 600 through 699 are reserved for "Team machines." These numbers are intended for teams expecting to have multiple riders riding in several classes on one (1) machine. Team entries must use a UNIQUE number in the 600 series on each particular machine.
- The numbers 700 through 799 are reserved for Oregon and Clark County Washington novice riders.
- The numbers 800 through 899 are reserved for this season's graduated Novices riding in regular expert classes.
- The numbers 900 through 999 are reserved for all non-Oregon/Clark County Washington novice riders as well as novices who have graduated, have not ridden in a regular race and choose to still ride in the novice race.
- Pocketbike numbers will be designated on printed material with the lower case letter "P", and on their vehicle with an "X".
- Only in extreme circumstances will a visiting racer be allowed to use an "x" to differentiate their number from another current racer who owns that number.
- Any non-retired racing number where the racer has not competed in any OMRRA event for 3 years, will be given away in the same manner as other unrenewed numbers.
- Racing numbers may NOT be given, under any circumstances, from one racer to another. OMRRA retains "ownership" of these numbers.

(D-6) Any competitor who has lost his or her current license card can obtain a duplicate from OMRRA at a cost of \$5.00.

(D-7) Any competitor under the age of eighteen (18) must have his or her competition license application signed by his or her parent or guardian, and properly notarized.

(D-8) There shall be an official entry form to be used in all competition events. There shall also be an OMRRA medical form that must be on file before a rider is allowed to ride in practice or race. This form must be updated every year. Every participant (riders and workers) must have a copy of the medical form on his or her person while on the track. Entry forms, medical forms and results shall be filed by OMRRA for two (2) years.

(D-9) No rider's entry will be accepted after the close of registration, except in extreme circumstances.

(D-10) By entering an event, it shall be deemed that the entrant had read these rules and agrees to be bound thereby.

(D-11) A person who pays fees with NSF (Not Sufficient Funds) checks to OMRRA will not be allowed to participate in OMRRA events until all NSF checks are covered by cash, money order, VISA or MasterCard only. At the discretion of the OMRRA treasurer, all further checks may be refused.

(D-12) Other racing organizations whose racing licenses will be recognized by OMRRA include the following. Others may be accepted at the discretion of the OMRRA Board of Directors or President.

AFM, AMA, AHRMA, CCS, CMRA, CRA, MRA, PC-MoM, SMRI, USGPRU, WERA, WMRRA, WSMC

New applicants must provide proof of current racing experience, or a certificate indicating completion of an approved Riders School or Licensing Clinic within the previous 12-month period.

Expert riders who show a significant lapse in participation (over 3 years without a competition license) will be required to re-qualify for Expert status by normal licensing procedures.

Exceptions may be made at the discretion of the OMRRA Board of Directors or President

(D-13) Entry fees refund policy.

- Riders should notify registration before a race or practice in order to obtain a refund. All refund requests must be made on the official Refund Request Form. Nonappearance of pre-entered riders will result in an automatic credit to their account.

All Pre and Post Entries:

- If a rider does not ride on the track for any reason: Full refund of rider insurance fee.
- If a machine is not ridden on the track for any reason: Full refund of each class entry fee.
- If a machine is ridden on the track in the morning warm-up session but not in any race: Full refund of class entry fees only. Insurance fee is not refundable.

Note: Ridden in a race includes the race "sighting" lap in any heat.

- If a machine is entered in more than one (1) class and is ridden in a race: Full refund of class entry fee for each class not ridden.
- There is no refund of each class post-entry fee.
- Except for nonappearance, a refund request form must be properly submitted to the organizers. The form may be obtained from the second floor of the control tower.

Requests for a refund must be submitted prior to the earlier of: (1) The 30th day after the race for which the refund is requested; or (2) the next race event. In the absence of exceptional circumstances, untimely requests will be denied.

(D-14) A Pre-Entry is defined as being received by the Association five (5) calendar days prior to the first day of a race event. Payment may be made by cash, check, money order, Visa or MasterCard. No post dated checks will be accepted. (Credit card pre-entries may be faxed to the OMRRA office).

(D-15) Post entries are defined as any entries received less than five (5) days before the race weekend (including race day). All post entries will incur an extra race fee per class entered. There will be no refund of the post entry fees. No post entry fees will be charged for practice.

SECTION E: GENERAL INSPECTION

(E-1) The technical gear inspector must inspect racing apparel for the conformance to safety regulations before the rider is allowed on the course for practice or racing. Racing apparel found to be in unsatisfactory condition will be rejected by the technical gear inspector.

The following items will be inspected at gear technical inspection:

- Leather gloves
- Leather jacket (OMRRA standard medical form must be in the leathers).
- Leather pants (all suits must be one piece garments for racing. Separate jackets and pants are acceptable only if they zip together to make one piece of clothing.)
- Leather boots of a minimum height of 8 inches from the top of the sole, and overlapping the pants.
- Bare skin or undergarments must not show.
- Helmet, full face style. Must be approved by: DOT, BSI Blue Label, Snell 90 or later, ECE, and approved by the tech inspector. Old tech stickers must be removed from the helmet.

Prohibited items checked for at gear tech:

- Knee puck or slider devices intended to make sparks (i.e. sliders with metal bits or similar bits are prohibited).
- Boots may not use any slider/protective device using metal/steel/titanium or a similar material that creates sparks (mounting screws for plastic/Teflon sliders excepted).
- Electronic communication devices between crew and racers are not allowed.

ALL RIDERS ARE REQUIRED TO WEAR SPINE PROTECTORS

(E-2) The technical inspector must inspect equipment and machines for conformance to safety regulations before the rider is allowed on the course for practice or racing. Equipment found to be in unsatisfactory condition will be rejected by the technical inspector.

(E-3) The following items will be checked at technical inspection: On all machines, enough body work must be removed prior to tech inspection so the Inspector can see them, or at the discretion of the Tech Inspector. If they incorporate the oil catch-pan (See Section (F-19)) they must accompany the machine to inspection.

- Front wheel/rounded metal valve cap/rim/tire/tread. Spokes/bearings.
- Tape wheel weights
- Front axle/cotter pin.
- Front brakes/hoses/linkage/pad wear.
- Front forks/caps/seals/action.
- Front fork drains taped.
- Handlebar/tank/fairing clearance. Ball-end levers.
- Throttle action/return. Cable routing lock-to-lock. Ignition kill switch.
- Number plate mounts/numbers.
- Lamps/instrument glass taped.
- Brake light & horn disconnected.
- Fuel tank/mounts/caps. Fuel lines.
- Coolant hoses/tank/clips wired. Water and approved NON-GLYCOL based additives only. (See Section (E-5) for approved coolants).
- Engine Mounts. Exhaust system/mounts/baffles.
- Oil drain/filler plugs wired. Breather hoses/catch tanks.
- Oil lines. Oil filters.
- Swing arm. Rear wheel bearings. Chain adjusters/axle/cotter pin.

- Rear wheel/rounded metal valve cap/rim/tire/tread.
- Chain master link, if present, secured by RTV.
- Tape rear wheel weights.
- Rear shock action/mounts. Rear brakes/hoses/linkage/pad wear.
- Foot pegs/levers no sharp edges. Seat/mounts. Stands removed.
- Helmet/shield. Leathers. Boots. Gloves. Spine Protector.
- Signed Medical form.
- Plastic container for removing oil from the premises.
- **Novice riders:** Distinctive t-shirt worn over leathers; t-shirt to be provided by OMRRA.

It is the duty of the entrant to check these items before a machine is presented for technical inspection.

(E-4) All competitors and volunteers are required to have on their person, while on the race track, a signed copy of their officially recorded OMRRA medical form to supply information to the turn workers or ambulance crew(s) in case of an accident.

SECTION F: MACHINERY AND NUMBERS

(F-1) All machines must be fitted with properly working clutch, gear box, and integral ball-ended brake and clutch levers. Minimum size of the ball-end shall be 1/2 inch diameter, if OEM (original equipment manufacturer), otherwise 5/8 inch diameter.

(F-2) The rear wheel must have an efficient cover extending to at least a vertical line drawn through the rear axle.

(F-3) All machines must be fitted with a guard completely enclosing the primary drive.

(F-4) Oil fixtures, including but not limited to: drain, filter, filter plate bolts, caps and plugs must be safety wired with 0.032 inch minimum diameter STAINLESS STEEL WIRE. This includes gear oil plugs in shaft-drive motorcycles and plugs for enclosed chains. Spin-on oil filters must be secured by a hose clamp and the hose clamp must be safety wired to prevent rotation, unless an adequate wire attachment point has been provided by the manufacturer, in which case said point may be used instead of a hose clamp.

(F-5) All water-cooled motorcycles must use water ONLY and safety-wire all drain plugs, radiator caps, and petcocks. Antifreeze may NOT be used in the cooling system. Use of the Red Line Brand "Water Wetter™" or similar coolant additive is allowed.

(F-6) All four-stroke engines must have the oil breather line returning to the oil tank or an alternative heat resistant catch tank of at least eight (8) fluid ounce capacity (no glass) with the inlet line securely fastened and adequately vented to avoid pressurization. Alternatively, motorcycles may vent the oil breather(s) to an unmodified air-box with plugged drains or directly into exhaust injectors (PAIR valves).

(F-7) Automatic chain oilers must be inoperative.

(F-8) Wheel rims smaller than sixteen (16) inches (front) and fifteen (15) inches (rear) in diameter shall not be used. Spokes must be tight and wheels must be reasonably true. Brakes must be manufactured and installed in a safe and workmanlike manner. Front and rear brakes must operate effectively.

(F-9) Tires must be in good condition and be either DOT approved with a minimum of 1/16 inch tread or suitable road racing tires depending on the class entered. Valve stem caps must be metal and rounded style.

(F-10) Oil, coolant, and fuel lines must be safety wired or mechanically clamped to their fittings. Leaking gas tanks or fittings are prohibited.

(F-11) All oil lines including oil-cooler lines, not OEM, must be braided stainless steel. All hose connections must be approved by the technical inspector. Hose clamps are not allowed. The only exception to this rule will be machines that are equipped with an oil-cooler stock from the factory. When OEM equipment is used, no modifications to the oil-cooler or hoses are allowed. It is strongly recommended that banjo bolts on all oil lines be safety wired.

(F-12) All machines must be reasonably clean and free from leaks.

(F-13) All footrests, gearshift, and brake pedals shall have NO sharp edges protruding. All sharp edges must be covered with at least 1/8 inch of rubber or plastic.

(F-14) All nuts and bolts shall be securely fastened.

(F-15) Damaged or repaired handlebars are prohibited. The handlebar must be capable of supporting the weight of the motorcycle. Handlebars must have plugged or covered ends. Handlebar grips and control levers must remain at least one (1) inch from the fuel tank and must not touch the fairing throughout the steering arc.

(F-16) All machines shall be equipped with a self-closing twist grip type throttle, which will be checked at the extremes of lock.

(F-17) All machines shall be equipped with an effective kill switch placed on the handlebar within easy reach of the rider's hand in the normal riding position and marked or colored red.

(F-18) All stands, turn signals, mirrors, or other accessories deemed dangerous by the technical inspector must be removed.

(F-19) All motorcycles must have an enclosed belly pan. The fairing bottom section must be constructed in such a fashion as to form a fluid catch pan of sufficient size to contain at least 125% of the motorcycle's oil capacity. For example, if the motorcycle holds 4 quarts of oil, the catch pan must be capable of holding 5 quarts of fluid.

- All fluid catch pans must be securely mounted with a minimum of three mounting points.
(Zip ties and duct tape do not qualify as secure mounting.)
- Fluid catch pans should cover the entire bottom of the engine and transmission and must have a dam at the rear of the catch pan. Pans that only cover the bottom of the oil pan are not sufficient. The intent is in the event of a major engine/case failure, less fluid will reach the racing surface and the competitor's tire.
- Motorcycles without a lower fairing must also be equipped with a fluid catch pan.
- Disposable foil cooking pans and the like are not acceptable
- Final approval of the catch pan systems rests with the Chief Technical Inspector or Referee.

(F-20) All chain-driven machines with clip style masterlinks must secure the masterlink clip with a gas and oil resistant high-temp silicone or other similar adhesive.

(F-21) All machines must meet their respective class specifications.

(F-22) All previous technical inspection stickers must be removed prior to presenting the machine for technical inspection.

(F-23) Number plates and/or numbers must be affixed according to the machine's class specifications.

(F-24) In all racing events, competitor's motorcycles shall be fitted with three (3) number plates, each securely fastened to the machine in at least two (2) places using at least 1/4 inch (6mm) bolts and washers with a minimum of three (3) inches between bolt centers (cable ties or elastic cords are not allowed).

- Each number plate shall be at least ten (10) inches high by twelve (12) inches wide with eight (8) inch high, one (1) inch thick numbers leaving a one (1) inch border.
- White plates with black numbers are required. Any exception shall be approved and noted by the Head Technical Inspector. All number plates must be visible from the front and each side of the motorcycle while the rider is in a normal seating position (see section F-28).

(F-25) Machines using fairing and tail pieces must have at least seven (7) inch high, one (1) inch thick black numbers on a ten (10) inch high by twelve (12) inch wide white background. Number surface must be primarily flat and must not curve under the bottom. At least three

number surfaces must be used with one visible from the front and one from each side. Numbers on bodywork or fairing lowers are acceptable provided they are visible while the rider is in the riding position. If the front of the fairing has an air inlet or similar obstruction, then the entire number may be placed to one side of the center line. If the tail section doesn't permit two sets of numbers, a single set of conforming numbers may be used. These shall be oriented across the tail section when viewed from rear of bike (Opposite front numbers).

(F-26) For special events, such as endurance races, the organizers shall assign numbers for each pre-entry and shall provide a program listing these numbers and the rider's names.

(F-27) If the numbers are not legible (at the discretion of the head scorer), riders may not be scored. Also, Tech Inspectors have the authority to disallow/disqualify bikes with unreadable numbers.

(F-28) Motorcycles without number plates will not be allowed on the race track during a race unless given special approval by the head scorer or referee.

(F-29) Electronic Scoring is the primary system for OMRRA. A riders paperwork must match their machine number and electronic ID. The transmitter must be mounted on the left fork tube between triple clamps. If this is not possible on your machine, you must get location approval from chief of tech. It is the responsibility of the rider to ensure its operation.

(F-30) All headlights and taillights must be taped or removed. All instruments and gauges must be removed or taped except in the areas required for necessary monitoring. Taillights must be inoperable.

(F-31) Rotary engine displacement will be calculated as: $1.7 \times \text{Compression volume} \times \text{number of rotors}$. (Eligible for Superbike classes only)

(F-32) A "Twingle's" total capacity will be rated as a single cylinder. A Twingle is defined as a twin cylinder engine, two-stroke or four-stroke, with a common combustion chamber.

(F-33) Supercharged engines are prohibited at OMRRA events.

(F-34) Turbocharged engines are allowed at OMRRA events (see individual class regulations regarding turbochargers).

SECTION G. NOISE CONTROL

(G-1) All machines must have an approved muffler and be within the maximum OMRRA allowable sound limits of 103 dBA.

AT PORTLAND INTERNATIONAL RACEWAY, STARTING ENGINES BEFORE THE CLOSE OF THE RIDERS MEETING IS PROHIBITED!

(G-2) If OMRRA is fined by the City of Portland or DEQ for a noise violation (\$250 per offense), the rider(s) committing that violation will become liable for the fine levied against OMRRA.

(G-3) Noise emissions will be monitored by the OMRRA organizers. Any machine in violation will be black-flagged in practice or in a race. The violator must be able to demonstrate to the technical inspector that the noise problem has been rectified before the violating machine will be allowed back on the race track.

- DEQ Noise Control Rules for Closed Course Motorcycle Racing:
- DEQ has approved noise control rules that will apply to most forms of motor racing. These rules are effective January 1, 1982. All motorcycles operating in closed course racing events, including motocross, flat track dirt, hill climb, and road course, must install an approved muffler system. In addition, the system must reduce noise emissions such that the motorcycle does not exceed 105 dBA (decibels, audible rating) when measured fifty (50) feet from the motorcycle while racing or 115 dBA at twenty (20) inches from the exhaust outlet using the AMA stationary test procedure.

The following mufflers have been approved as complying with this rule: Note that each exhaust outlet must contain a muffler.

- Reverse gas flow device incorporating a multitube and baffle design. This describes the type of muffler design that is used on some street motorcycles.
- Perforated straight core device, fully surrounded from the beginning to end with a sound absorbing medium, not installed on a rotary engine. This muffler is constructed with an inner tube or core pipe that has been perforated with holes or louvers, which allow the sound waves to be absorbed into a thin layer of fiberglass insulation that surrounds the inner core. One disadvantage of this design is the oftentimes-short lifetime. If the exhaust temperatures are high and the engine is operated frequently, this muffler may deteriorate within a racing season. Note that this type of muffler is not approved for use on a rotary engine, due to its poor muffling ability for this engine design.
- Annular swirl flow (auger type) device. This defines a muffler that is constructed with an inner core that has an auger shape. This muffler must have at least ten (10) inches of auger length for motorcycle engines.
- Stacked 360-degree diffuser disc device. This describes a muffling device that is attached to the end of the exhaust pipe and uses a series of diffuser discs and an end cap. One brand of this device is known as "SuperTrapp."
- Turbochargers, meaning exhaust-driven superchargers, are considered an adequate muffler under this rule.
- Any muffler that is installed on a particular motorcycle by the manufacturer is considered an approved muffler.
- Other muffler systems may be approved by the DEQ as they are identified and it is determined that they provide sufficient muffling.

SECTION H: GAS/FUEL

(H-1) All fuel used at OMRRA events must be gasoline based. Gasohol, octane boosters, and additives are allowed, but are not to exceed the manufacturer's recommended ratio, as long as the fuel remains gasoline based. Oxidizing fuels such as Nitro-methane, Nitrous oxide, etc. are prohibited.

(H-2) Except under the referee's advisement, fuel testing will be limited to specific gravity, to fall within a range deemed normal for gasoline and any additives which are legal by these rules.

(H-3) Any competitor found using fuel other than that specified above shall be subject to suspension.

(H-4) Electric motorcycles powered by independent batteries or other means are allowed in specified classes.

SECTION I: RACE ORGANIZATION

(I-1) Adequate mobile fire fighting equipment shall be available at all events.

(I-2) At all events, the starting and finishing line will be clearly defined.

(I-3) The pit area must be adjacent to the starting line and must be kept clear to permit riders to pull in.

(I-4) At all events, there must be a qualified first aid attendant with equipment and transportation. The race director shall not allow practicing or racing to begin until the attendant and transportation are at the course. The attendant and/or driver will be made aware of on-track procedures as outlined in Sections J-1 & J-8. The fee for any trips to the nearest hospital shall be the responsibility of the injured party, not the organizers.

(I-5) A rider must complete a heat using the same machine (defined as the same chassis) on which he starts that particular heat. A rider must use the same machine in both heats in races that are money classes or where manufacturer's contingency money is offered.

(I-6) If a rider changes motorcycles for a later heat of a trophy race, see (C-3), he must notify pre-grid and scoring personnel before that heat and the motorcycle must bear his or her own number. If two (2) riders share one (1) machine, it must bear the rider's correct numbers OR a team machine entry number (in the 600 series, see (B-4)) and scoring and the registrar must be so informed by the close of registration. The machine must bear the number of the novice or new rider (i.e., in the 700, 800, or 900 series, as applicable) if it is shared.

(I-7) A race shall be considered begun when the starting signal is given, except in the case of a false start. It shall be considered a false start when one or more competitors leave the starting line before the starting signal is given.

- Leaving the starting line is defined as allowing the center of the front wheel to be forward of the rider's front grid line or behind the rider's rear grid line. The grid lines are two parallel lines spaced two (2) feet apart that the front wheel must occupy during the period between the start being imminent (the "G" board going sideways) and the start of the race.
- At the discretion of the referee, if a race is allowed to start when one or more riders make false starts, that/those riders(s) will be penalized 5 finishing positions.

(I-8) When a race is stopped after half the distance (50%), the positions of the riders at the last complete lap over the finishing line prior to the stop signal shall be considered the finishing positions. The race is considered 50% complete when the leader has completed at least 50% of the race distance in whole laps. 50% of a race distance that is an odd number of laps is the number of laps plus one and then divided by two. A lap is considered complete when the lead racer from the first starting wave crosses the start/finish line. At the referee's discretion, this rule may be applied if the race has not reached the halfway point. If a rider(s) falls, he, she, or they, shall be scored a DNF, or in the case of a restart, be placed on the back of the grid. If a red flagged race is restarted, grid positions will be the same as the original start, except, a racer who crashes in the original race and manages to retech bike and gear, must grid in the back for the restart. Laps completed prior to the red flag will not count toward finishing position.

(I-9) The executive board shall have the authority to decide which classes, if any, shall run for money instead of trophies. They shall also determine the percentage of payoff and must notify the riders, in advance via a special mailing, as to the classes included, entry fee, and payoff schedules.

(I-10) In all classes that have been declared to be money classes, all riders will compete for the money awarded in that class. There is no option to race for trophies only, and there is no option to enter at a reduced entry fee.

(I-11) All races are normally started with engines running, i.e. Clutch starts.

(I-12) The Board will make a decision at the start of the year and make changes as needed to the starting grid configuration depending upon track and racing conditions.

(I-13) Due to unforeseen circumstances the starter shall have the authority to add a fifth grid position to a row.

(I-14) The Starter will open the track for one (1) lap prior to a heat. This is to give Riders time to complete one (1) lap in order to warm-up their tires.

- After the last call, the air horn will be sounded and, after thirty (30) seconds has elapsed, track will be opened for another thirty (30) seconds after which the grid will be closed and Riders will not be permitted to proceed further. Any Rider that misses the open track window will begin their race from the pit lane when directed by the Starter or the starter's assistant.
- The race starting sequence is as follows: The grid board will be raised, then turned sideways. The green flag will then be dropped at the starter's discretion. If a rider arrives at the starting grid when the grid board is raised, that rider will start at the back row of his or her class grid or the back of the last wave in the case of wave starts.

(I-15) If a racer fails to arrive for the warm-up lap, that racer will be held at Track Entrance until that racer's class is started. The racer will then be allowed to enter the race after the racer's class has passed the track entrance, as directed by Starter or Starter Assistant.

(I-16) When a heat race involves more than one (1) wave, all waves following the initial wave must maintain their clutch hand in the air or on their helmet until the preceding wave has received the green flag.

SECTION J: FLAGS AND SIGNALS

(J-1) Each Turn Captain shall have one (1) or two (2) assistants as deemed necessary by the safety director. All Turn Captains and their assistants shall be briefed by the safety director and his or her delegate(s) before the first practice begins. The safety director will also brief the ambulance crew(s) as regards procedure. In addition to the flagmen, there shall be at least one person in communication with the tower at all times at each corner station.

(J-2) All Corner Stations must have a yellow, a yellow/red striped, a white with red cross, and a red flag.

(J-3) The following flag or light signals shall be used at all OMRRA competition events:

GREEN	Start/course is clear
CROSSED FLAGS (furled green & white)	Half way
WHITE	One lap to go
CHECKERED	End of race
RED	Race stopped, <u>slowly</u> return to grid
BLACK - POINTING	Report to pre-grid at the end of this lap
WHITE/RED CROSS	Ambulance on course
YELLOW/RED STRIPES	Oil, water, or debris on the track
YELLOW/RED STRIPES IN TRIANGLE	Hazardous condition, get off race line, stop at next turn station
YELLOW (stationary)	Caution/danger ahead
YELLOW (waving)	Immediate danger ahead
BLUE	Prepare to be overtaken, hold your line, make no drastic moves

(J-4) In the cases where the black flag is displayed, a rider must report to pre-grid. Failure to do so will mean disqualification from the event and the possibility of suspension. The rider may be allowed to re-enter the race at the discretion of the referee or chief starter. For example: If the black flag is displayed for a mechanical infraction or malfunction, then the rider may repair the machine and re-enter the race. When the black flag involves dangerous riding, the rider may not be allowed to re-enter.

(J-5) When the stationary yellow flag is displayed, it is a warning signal only. Riders must proceed with caution.

(J-6) When the yellow flag is waving, it is a warning that immediate danger lies ahead. A waving yellow flag zone begins 100 feet prior to the waving yellow flag and ends immediately past the incident. Riders should proceed with caution and no passing (for position or not) is allowed within this zone. (A waving yellow flag is defined as waving or away from the turn worker's body. A stationary yellow flag is held against the turn worker's body.) Any rider who violates the above shall be disqualified at the discretion of the referee.

(J-7) When the yellow/red striped flag is pointed in a triangle fashion at a rider, that is a signal that he/she has a hazardous condition. The rider will then immediately get off the race line and stop at the next available turn station.

(J-8) The white/red cross signal is used only in a main (final) event and will be displayed in the event that an ambulance or service vehicle is on the race track.

- If an ambulance is required during a practice session or novice and grid qualifying heats, the race will be red flagged.
- The white/red cross signal will be displayed at the start/finish line. As the ambulance passes from one corner station to the next, the flag will be displayed at each station that the ambulance has passed.

- These procedures will permit riders to know the position of the ambulance on the track at all times. Riders, corner workers, and ambulance personnel will follow the procedure outlined in Section (J-9).

(J-9) In the event an ambulance is called onto the racetrack, the procedure is as follows:

- The ambulance will travel in the direction of the racecourse only.
- The white/red cross signal will be displayed at the start/finish line. As the ambulance passes from one corner station to the next, the flag will be displayed at each station that the ambulance had passed to alert riders that the ambulance is on the track.
- The ambulance will keep to the inside of the track at all times until it arrives at the scene of the accident. When the ambulance arrives at the scene of the accident, the driver will clearly signal his or her intentions.
- Riders may pass the ambulance on the outside of the track and only one (1) abreast at a VERY reduced speed.
- Corner workers will be instructed to report to the control tower the number(s) of the motorcycle or motorcycles that pass inside the ambulance, at racing speeds or more than one abreast.
- At the discretion of the referee, riders who do not observe this rule will be disqualified from the day's racing activities. Ambulance personnel will be advised of this procedure prior to each day's event. Competitors will be advised of this procedure at every rider's meeting prior to each day's event.
- A practice session or a grid qualifying heat will be red flagged before an ambulance is brought onto the track.

(J-10) All Turn Captains and their assistant(s) shall be in their positions on the track before the first practice session begins.

(J-11) If the safety director determines that there are not enough people available to man flag and corner positions, thereby causing a dangerous condition for the competitors, he or she can halt all race activities until enough people are made available to man the race track in a safe manner.

(J-12) It is the duty of all flagmen to warn other competitors by means of the yellow flag before their assistants proceed to the aid of a rider who has fallen or stopped in any way causing a danger to other competitors. The act of an official in assisting to remove a stopped machine shall not be considered "assistance to restart" as covered in Section K-5.

(J-13) When the red flag is displayed rider will signal slow-down and proceed cautiously and at a very reduced speed back to grid and wait for instruction from officials. Officials may display a flag saying "G" or "P" (to indicate Grid or Pits). When an official displays this flag the rider may proceed slowly and cautiously back to the area displayed.

The penalty for not abiding by the red flag rule is disqualification and the loss of all awards, points, and prize money earned that race day. If the violation is repeated, the rider shall not be eligible for competition at future OMRRA events.

(J-14) It is the duty of the turn worker to direct the rider toward the safe racing line.

(J-15) The Blue Flag is informational only, and does not absolve passing riders of the responsibility to pass safely.

SECTION K: CONDUCT

(K-1) A rider will not be allowed to practice prior to the signing of entry, liability release, and medical forms and without the permission of the referee. The penalty shall be disqualification from the day's event(s).

(K-2) No rider, pit crewmember, volunteer or official may partake or be under the influence of alcohol or drugs before or during any OMRRA track or competition event in which he or she will participate. (See N-12).

(K-3) Unsportsmanlike conduct by any competitor, official, pit crewmember, or spectator is absolutely prohibited. The penalty for unsportsmanlike conduct by any of the above will result in disqualification, forfeiture of any awards or prizes, suspension, or ejection from the premises at the discretion of the referee or OMRRA official. Appeals of decisions regarding unsportsmanlike conduct must follow the procedure outlined in Sections N-1 and N-2.

(K-4) Competitors must proceed in the direction of the racecourse ONLY, unless as directed otherwise by track personnel. No competitor may gain an unfair advantage by leaving the track and re-entering at a point further around the course.

(K-5) During a race, no assistance can be given to a rider to restart, other than at his or her pit or at the starting grid area by his or her mechanic(s). (Except as stated in Section J-12).

(K-6) Any competitor who intends to pull off the course must signal his/her intentions by first raising his/her arm in the air or stretching out a leg and must never cut across the track in front of other competitors.

(K-7) Since a rider who is about to be passed (during practice or a race) can neither see or hear another rider approaching from the rear, the responsibility for safe passing lies with the passing rider. It is also the duty of all riders not to make wild and erratic changes in direction in such a way as to endanger passing riders who may be committed to a fast line and have less room to maneuver.

(K-8) "Weaving" is prohibited and is cause for a black flag. Weaving is defined as the practice of moving a bike from side to side to break a trailing rider's slipstream. The act of weaving will be determined on a case by case basis by track personnel witnessing such actions.

(K-9) Riders may not make unauthorized use of the track before, during, or after an event.

(K-10) Mini or non-competition motorcycles may be ridden for transportation only in the paddock area. The motorcycle must have the rider's competition number on the front. It is the responsibility of competitors to control their crews, their families, and pets in the pit area. Any bikes operated in a reckless manner will be impounded for the remainder of the day.

(K-11) During an event, no persons, except competitors, track officials, corner crews, and ambulance crews are allowed on the track itself.

(K-12) In all racing events, the rider is responsible for the actions of his/her entire pit crew.

(K-13) The speed limit on the race track premises (except the track itself or pit test area) is 15 m.p.h.. Riders or crewmembers speeding through the pit area constitute a serious safety hazard and shall be dealt with at the discretion of the referee (see Section K-10).

- Race organizers MAY decide to establish a cordoned-off hard acceleration test area on a per race basis. If such a test area is established on a given race day, hard acceleration will be confined to the test area only. Competition licensed riders and racing machines entered in the day's competition will be the only ones to be allowed in the test area. Riders testing their machines must wear their competition leathers, gloves, boots, spine protectors, and helmets while riding in the test area.

(K-14) Any bike that comes to a stop in a non-upright position is considered crashed and may not re-enter the race.

(K-15) Crashes will be monitored, and a record kept. Riders deemed to be regularly unsafe may have their licenses revoked. Further, riders entering or continuing on the race track with an unsafe bike (e.g. leaking oil, etc.) may have their license revoked, and in addition, may lose all season points.

(K-16) A fire extinguisher in working condition is required at each 10x20, at a minimum, paddock/pit space. The minimum rating acceptable is 10lbs ABC (or two 5 lb. capacities). Reference Section N-5 for penalties.

(K-17) No fuel containers may be disposed of or left at Portland International Raceway. Each pit area must be policed for debris (example: tires) before leaving for the day. Reference Section N Penalties.

(K-18) It is expressly prohibited to ride or push a motorcycle counter-course either on the track or pit road, unless directed to do so by an official or corner marshal. Reference Section N-5 penalties.

(K-19) Intentional or sustained burnouts are prohibited. Riders who engage in such activity may be fined and will be held liable for any damages incurred. Reference Section N-5 penalties.

SECTION L: PROTESTS

(L-1) Any competitor may enter a protest against another entered competitor in the event in which both are entered, or against a decision made by the race organizers, to the referee:

Important: The purpose of these rules is to run an orderly, competitive, and fair season, emphasizing safety of all involved. These rules are not intended to allow one (1) competitor or team to defeat another with the rulebook rather than on the racetrack or harass another in anonymity. All protests must be in writing and all protest filers must be prepared to be identified to the protested person or team. Protests deemed to be frivolous or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied, or assessed a fine or penalty. In the event that this rule, which states the overall purpose and principles of this rulebook, somehow is interpreted to conflict with another rule or statement of policy, this rule shall prevail in its literal sense. The final decision on all protests lies with the OMRRA executive board (see N-1).

(L-2) All protests must be submitted in writing with the appropriate fee to the referee within thirty (30) minutes following the posting of the results of the last heat of the day of the class protested. The protesting competitor shall be the primary party responsible for identifying the pit location of the protested party to the referee.

- All protests of race results must be submitted within 30 minutes following the posting of the results of the last heat of the day.
- Any additional protest against finishing position or points must be submitted in writing and received or postmarked within 7 days after the event.
- Any protest of results after the 30 minute deadline at the end of the race day will not affect any trophies or moneys already awarded.

(L-3) The OMRRA executive board may register a protest against a rider(s) or machine(s), without filing the normal fees, if the majority of the executive board present at the race track approves the protest. If the protest is not upheld, the OMRRA board will follow the same procedure as an individual as specified in Section (L-6) below. Machines that are obviously in noncompliance with these rules shall be disqualified by the referee.

(L-4) A non-refundable protest fee of \$10.00 (except a “visual” protest, see (L-7)) must accompany all protests involving the frame, wheels, brakes, tires, forks, bars, race conduct, etc., or race organization or decision.

- A protest fee of \$25.00 for two-stroke and four-stroke engines will be assessed if the protest is regarding displacement only and can be measured by introducing oil into the cylinder with the motor remaining in the frame. \$250.00 for four-stroke engines in frame, and \$350.00 for four-stroke engines out of frame must accompany all 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 other illegal modifications to any portion of the motorcycle discovered during teardown will count toward upholding the protest.
- Following the submission of a written protest and the proper protest fee, the referee will notify the rider and/or the owner of the machine in question. The rider, owner, or pit crew member is then 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 the loss of rewards, prizes, and points for the machine under protest as well as forfeiture of the above in any other events entered by the rider or owner that day.

(L-5) If, after inspection, the protest is upheld, the rider will be subject to penalties listed in Section “N” 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.

(L-6) 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, then OMRRA will reimburse the protested rider for the difference in cost up to \$500, upon presentation of documented costs. (i.e. receipts, competitive quotes, etc.)
- OMRRA’s liability shall only extend to oil, oil seals, and gaskets. Piston rings, bearings, cost of honing cylinders are specifically not covered.

(L-7) The organizers or any competitor may enter a “visual” protest against another competitor in the class in which both are entered for obvious violations of class eligibility rules. In this case there is no protest fee.

As a mathematical formula:

- 1st Place Points = number of entries (maximum 30) +3
 - 2nd Place Points = number of entries (maximum 30)
 - 3-30th Place Points = number of entries (max 30) - finish position + 1
 - all others Points = One (1) point
- One additional point (Pole Point) will be awarded to the racer who finishes highest in the heat race.

(M-2) To determine the overall positions for each day’s events when two (2), final heats are run, each heat is scored according to the Olympic system where the winner receives one (1) point, second place receives two (2) points, third place receives three (3) points and so on, on an ascending scale so that the last place receives the same number of points as machines that finish the event. Any rider that does not receive the checkered flag (DNF) will receive the same number of points as last place plus three (3) points. Any rider that does not start a particular heat (DNS) will receive the same number of points as the last place plus six (6) points.

- All protests of race results must be submitted in writing within 30 minutes following the posting of the results of the last heat of the day.
- Any additional protests against finishing position or points must be submitted in writing and received or postmarked within 7 days after the event.
- Any protest of results after the 30 minute deadline at the end of the race day will forfeit any trophies or monies awarded.

(M-3) When more than one (1) final heat is run on one day, all Olympic points earned in heats will be added together to decide the overall positions for the day’s events. Ties will be decided by the finishing order in the last event or heat. This rule does not apply if the first heat is run for grid position only.

(M-4) Points will not be awarded for motorcycles not displaying number plates in compliance with Section F except at the discretion of the chief scorer.

(M-5) A rider may not enter in two different classes that are run simultaneously in the same heat and thus try to earn points in each class for the same ride.

(M-6) Trophies are awarded for first through third places. Trophies are not awarded in money classes. Trophies must be claimed within 3 days of race date by contacting the OMRRA office.

(M-7) Season-end trophies will be awarded, according to the schedule below, depending on the average number of starters in that class. Trophies will be awarded to the top five (5) overall season point finishers. In the event of a tie, the tie will be broken by examining the tied competitors’ finishing positions in each race. The highest finishing position will break the tie. If there is still a tie, it will be broken by examining the next best finish, etc., until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. The Executive board shall also decide which three (3) riders, who are graduates of the last Novice School in previous year and through the current year are deserving of the new riders award.

Starters:	3-7	8	11	12-18	19-30	30+
1st place	1	1	1	1	1	1
2nd	2	2	2	2	2	2
3rd	3	3	3	3	3	3
4th	4	4	4	4	4	4
5th	5	5	5	5	5	5
6th	6	6	6	6	6	6
7th	7	7	7	7	7	7

(M-8) Overall Championship season points will be awarded on the basis of not more than any two (2) classes a rider chooses to enter. If more than two classes are entered the two with the highest total points will be used to calculate overall season points. Races ran and scored with Olympic scoring will not count towards Overall Season Championship points. Points will be awarded according to the following schedule:

Starters:	3-7	8 -13	14-19	20+
1st place	10	15	20	25
2nd	5	10	15	20
3rd	2	7	11	16
4th	1	5	8	13
5th .....	.....	3	6	11
6th .....	.....	2	5	10
7th .....	.....	1	4	9
8th .....	.....	.....	3	8
9th .....	.....	.....	2	7
10th .....	.....	.....	1	6
11th .....	.....	.....	.....	5
12th .....	.....	.....	.....	4
13th .....	.....	.....	.....	3
14th .....	.....	.....	.....	2
15th .....	.....	.....	.....	1

(M-9) Trophies, prizes, monies, etc., will only be awarded to riders who have received the checkered flag in at least one (1) final heat.

(M-10) “Did-not-start” (DNS) is defined as a rider who did not start a race after the green flag has fallen. “Did-not-finish” (DNF) is defined as a rider who has started a race but did not receive the checkered flag.

(M-11) During grid qualifiers scoring will guarantee the accuracy of only the top 8 riders. (The first two grid rows) The remainder of the qualifier heat results will be approximate.

(M-12) All race meetings run shall be used to establish season end points. The Board may designate races that are in addition to the regular sprint schedule, to be named “Exhibition Races” which score class championship points but not overall season points. Example: Saturday Vintage Day races.

(M-13) The Board shall have the right to determine that we may have up to two weekends during the year be double points events and will be determined before the publishing of the season’s schedule.

(M-14) OMRRA will provide class champions with stickers identifying them as class champions for display during the following season only.

SECTION N. PENALTIES

(N-1) The authority of the referee and/or alternate in the interpretation of these rules in all matters of safety shall be absolute, and in the absence of the referee and/or the alternate, the OMRRA president will appoint a temporary referee for that event. A rider may appeal the referee/co-referee's decision to the OMRRA executive board. All appeals must be in writing and received or date stamped within seventy two (72) hours after the official decision of the referee. The decision of the OMRRA executive board is final.

(N-2) When a hearing is held by the executive board with regard to infractions of OMRRA rules and a rider is suspended, the suspension can be for either:

- The next event, or
- The next specified number of events, or
- The rest of the year, or
- For all time.

A rider may appeal this decision to the new executive board at the first scheduled executive board meeting of the next calendar year. This appeal must be in writing and contain a full report of the incident.

Listed below are the minimum penalties for the listed infractions, subject to the discretion of the referee. In the event of the imposition of a penalty for one or more of these violations, riders must follow the appeals procedure outlined in Sections (N-1) and (N-2).

(N-3) The following violation may result in eviction from the Association and potential civil penalties:

- Conduct in public in such a manner as to cast a poor public image on the Association, e.g. riding in a reckless manner on public streets with racing number plates displayed.
- Improper disposal of hazardous materials at PIR.

(N-4) The following violations may result in disqualification, forfeiture of any awards and prizes, suspension, or ejection from the race track premises:

- Harassment of competitors, whether they be in the same class or not.
- Interfering with the race officials in the performance of their duties.
- Disposing of hazardous materials (See Section (C-8)) at PIR.

(N-5) The following violations may result in the loss of riding privileges for the rest of the day, loss of all awards, points and prize money earned that race day:

- Not stopping when a red flag is displayed (J-12).
- Ignoring an ambulance flag.
- Ignoring the black flag by the rider(s) to whom the flag is displayed.
- Ignoring the Debris Flag by the rider(s) indicated by the Debris Flag (flag displayed and pointed at rider).

(N-6) The following violations may result in the loss of all awards, points and prize money earned in that class that race day:

- Passing under a waving yellow flag (J-6).
- Class machinery infractions.
- Failure to bring a machine, under protest, to the impound area.

(N-7) The following violation may result in the loss of all riding privileges for the next heat in the class in which the violation took place. In the case of the violation occurring in the last heat of the day for that competitor, the penalty will be applied to the rider's next race day:

- Flagrant noncompliance with safety regulations, machinery or otherwise.

(N-8) The following violation may result in the loss of riding privileges for that day:

- Non-attendance at the riders' meeting.

(N-9) The following violation may result in a fine up to \$300 at the discretion of an OMRRA Official, and forfeiture of riding privileges until paid:

- At the discretion of an OMRRA official, a rider may be disqualified pending the payment of the fine if adjudged to have intentionally allowed oil onto the track, or disobeyed a track officials guidance that results in oiling the track, including, but not limited to, ignoring a "hazard flag". Note that violations under section (N-3), (N-4), and (N-5) may also apply.

(N-10) The following violation may result in the loss of riding privileges for two (2) race events:

- Riders who enter the novice race, practice, or warm-up session using a 700 or 900 series number who are ineligible because of prior experience. (See Appendix A). This applies to novices who have graduated at PIR or any other track.

(N-11) Any rider whose machine oils the track due to a failed side case cover may be subjected to a fine of \$275.

(N-12) Any infraction of K-2 (Alcohol or drug use) will result in immediate loss of race privileges, without refund for the weekend in the case of racer or pit crew members, or immediate suspension of duties and privileges in the case of volunteers or officers. The Board may impose alternate penalties as it deems fit.

(N-13) If a rider is found to be on the track without a Tech Inspection sticker or wearing inappropriate gear, they will be assessed a \$100 fine, payable before they are allowed to enter that track again.

(N-14) Rule violations involving cams/porting \$250 fine and 1 race ban, and loss of all awards, points, and prize money earned in that class that race day.

(N-15) Rule violations involving displacement \$500 fine and 2 race ban, and loss of all awards, points, and price money earned in that class that day.

(N-16) Rule violations involving any illegal engine modifications as determined by the referee, \$150 fine, 50 season points deduction, 75 class point deduction, and loss of all awards, points, and price money earned in that class that day.

SECTION O - VINTAGE

Hard and fast rules for the preparation of machines for vintage racing are difficult to lay down and enforce. It is hoped that club members and all others involved in the preparation of machines for racing will interpret the rules in the proper spirit and intent. The intent is to provide a format in which older motorcycles of widely differing specifications can be raced on an equal as possible basis without altering the original machine's appearance. Though modifications are allowed they should reflect those practiced and the materials commonly used during the time the eligible motorcycle was originally raced. Modifications reflecting later technology and materials are not the intent, and are expressly forbidden.

(1) General descriptions:

The Vintage classes are trophy classes consisting of:

- A) Vintage: thoroughbred racing or street motorcycles, two-stroke or fourstroke, having a maximum model year of 1967.
- B) Open Vintage: thoroughbred Grand Prix motorcycles, Open two-stroke or fourstroke, having a maximum model year of 1972.

(2) Definitions and classes.

In the following definitions, "model year" shall refer to motorcycles with identical appearance and mechanical specifications, irrespective of date of manufacture. Thus, one may use parts from, or race a motorcycle of later model year than specified if, and only if, doing so does not alter the appearance of the machine from that of the motorcycle prescribed by the model year limit. ADDITIONALLY, no mechanical or other performance advantage may be gained by this substitution of a later model year motorcycle or part. Specific references are made to this limitation under Vintage sections O-3 (B1.g & B1.j), (C2 & C9).

B) Vintage

Thoroughbred racing or street motorcycles having a maximum model year of 1967, two-stroke or four-stroke, with the following exceptions which have a maximum model year of 1972 unless an earlier limit is specified:

- Aermacchi
- Benelli (except fours and sixes)
- BMW Rennsport, R50, R60, R69 (No /5 or later series)
- BSA singles and twins to 750ccs (all years)
- Bultaco singles
- Ducati singles (all years)
- Greeves Silverstone
- Harley-Davidson CR, ER, and KR
- Honda CR twins to 500ccs, Honda CB, CL, SL to 450ccs.
- Kawasaki A1R, A7R
- Montesa singles
- Ossa singles
- Rickman road racing chassis powered by: H-D CR or ER, G50 or 7R Royal Enfield
- Seeley G50 or 7R
- Triumph singles and twins to 750ccs
- Velocette
- Yamaha TD-1A, B and C (no updating beyond TD1C specification)

Vintage classes will be classes according to the following capacities:

- 250 up to 250ccs
- 500 up to 500ccs

C) Open Vintage

Thoroughbred Grand Prix motorcycles 240ccs to Open, two-stroke or four-stroke, having a maximum model year of 1972 including the following machines:

- _ Dunstall Norton
- _ Harley-Davidson XR750
- _ Honda CR350 & CR750
- _ Kawasaki H1R & H2R
- _ Rickman road racing chassis powered by Triumph 750, Honda 750
- _ Suzuki TR250, TR500, & TR750
- _ Seeley Suzuki 500, Norton 750
- _ Yamaha TD2, TD2B, TR2, TR2B, TD3, & TR3 (air-cooled only).

Other road racing motorcycles of historic interest will be eligible provided their performance and appearance meets the standards of GP racing machines for that era. Examples include exworks Triumph and BSA racers, Ducati 750SS, Laverda SFC, and Norton 750PR, etc.

(3) Specifications

B) Vintage

1) Any machine originally and specifically manufactured for road racing or a machine subsequently modified and prepared purely for road racing. All modifications are allowed provided they conform to the regulations and vintage intent, and are consistent with safety.

- a) Engine modifications must not substantially alter the external appearance of the engine.
- b) Clutches: May have any internal modification.
- c) Gearboxes: May have any internal modification consistent with the period, i.e. components must have been available during the period.
- d) Carburetors: Must be consistent with the period.
- e) Frames: Must be consistent with the period. Swingarms may be strengthened by one or both of the following methods only:
 - _ the addition of gussets
 - _ the addition of other material directly to the swingarm so as to not increase its overall height or profile beyond 1/2" greater than the original stock swingarm.
 - _ No "superstructures" may be added as part of any strengthening.

The swingarm can be 1 x 2 rectangular steel tubing.

- f) Suspension: Remote or external reservoir shocks and/or forks are not permitted.
- g) Major engine updating to non-period specification is not permitted.
- h) Ignition systems are without restriction
- i) Forks must be of a type used within the period.
- j) Tanks, seats, and fairings shall be of a style or pattern in use during the period.

2) Drum brakes ONLY are allowed on any machine.

3) All classes may substitute modern treaded racing tires with rims to suit. Maximum wheel rim width is WM5 (2.75-3.00), minimum rim diameter is 18 inches, except where originally-fitted with smaller diameter wheels.

4) Cylinder(s) overbore limit is 0.060 inches.

5) The Classic Vintage classes will have:

- _ NO disk brakes
- _ NO cast wheels
- _ NO slick tires or modified racing slicks

C) Open Vintage

1) Any machine originally and specifically manufactured for racing or a machine subsequently modified for racing. All modifications are permitted providing they conform to the regulations and vintage intent and are consistent with safety.

2) Major engine updating to non-period specifications in not permitted.

3) Frame must be of round tubular construction and of a style, material, and type in use in the period. The swingarm can be 1 X 2 rectangular steel tubing. Single shock will only be allowed when manufactured that way by the original manufacturer. It may be modified or braced. Superstructures for strengthening are allowed and these may be of box section materials.

4) Forks must be of a type and model used within the period.

5) Rear suspension units shall not have remote or external reservoirs.

6) Wheels must be of wire spoke construction with a minimum diameter of eighteen (18) inches and a maximum front rim width of WM4, maximum rear rim width of WM6.

7) Brakes must be of a make and type manufactured in the period. Disc brakes are permitted.

8) Tires must be treaded. No slick tires or modified racing slicks are allowed.

9) Tanks, seats, and fairings shall be of a racing style or pattern in use during the period.

10) Engines, castings, and other external parts must be of the same appearance as the items used during the period.

11) Carburetors are without size restrictions but must be of a type and model in use during the period.

12) Ignition systems are without restriction.

13) Gearboxes, transmissions, and final drive shall be of type and model used in the period and must retain the original external appearance. Belt drives, if used, must be totally concealed from view.

Rule referee: The OMRRA Board will appoint a Rule Referee knowledgeable in this section to arbitrate protests concerning eligibility of motorcycles specific to these classes.

APPENDIX A - NOVICE

This appendix will be administered and/or changed by OMRRA's Board with input from the Race School volunteers.

A Novice Rider is defined as anyone that does not carry a competition license from a recognized motorcycle road racing body, has not graduated from OMRRA's Novice Race program, or as described below.

New OMRRA Novices must graduate from an OMRRA approved New Race School and attend OMRRA NLP (Novice Licensing Program) Orientation, pass the written test and pass the OMRRA on-track check ride.

Achieve a graduating time in four (4) events. Two (2) of which may be a rain race, whereupon the graduating time is not considered.

Race a minimum of six (6) events.

A DNF due to a crash shall render the loss of all acquired graduating marks to that point and is subject to review by OMRRA officials.

The prescribed time (as defined by the Executive Board) shall be a derivative of targeted class.

CLASS NV 4/5

4 laps.....	5:26
5 laps.....	6:45
6 laps	8:04
7 laps	9:23
8 laps	10:42
9 laps	12:01
10 laps	13:20
11 laps	14:39
12 laps	15:58

Eight (8) hours of Volunteer Time to assist OMRRA (not necessarily on a race or practice day) is mandatory before achieving Graduated Novice or Expert status.

A Novice has an opportunity to petition out, if applicable. Petitions must be presented to the Board for review. Volunteer hours must be completed. Novice must have two OMRRA or NRS instructors to vouch for them. Lap times from previous races must be printed from AMB and presented to the Board.

Novices will be limited to competing in a maximum of two races per race weekend. NV123 have the opportunity to race more events, but only 2 events will apply towards graduation requirements.

All Novices are required to finish the Novice requirements using a bike that coincides with the group that the student begins the program with. (i.e.- begin as a NV5, finish as an NV5). If the student wishes to move into a different category, using a different bike, then this can be petitioned with the Head Novice Instructor and all previous graduation marks will be eliminated and the student must attain new passing marks with the new equipment. All volunteer hours accrued will continue forward.

In the instance that a Novice doesn't meet or complete their requirements during the season in which they started, volunteer and completed events will carry over from the previous season only. These novices will, however be required to meet the new Novice

guidelines relevant to the current rulebook.

Novices need to complete full events, even if those events are shortened due to red flags, or other safety issues. Variations of race day structure may preclude a Novice race of its full distance. Under this circumstance the new distance will be deemed a complete event.

Oregon residents (and Clark County, WA) must have an OMRRA membership in addition to a competition license. Washington residents (except Clark County, WA) must have a WMRRRA membership in addition to a competition license.

Every novice will be assigned a mentor expert rider at the beginning of their novice program.

NV4/NV5 timed event will be conducted under the following guidelines:

1. Two events of expert class duration each will be conducted over the course of each race weekend.
2. Novice riders will compete against each other AND the clock in each event.
3. These will be considered races. Trophies/medals, for the top 3 positions, will be awarded for each grid (NV4 and NV5). Novice Class points will be accumulated over the year and year end trophies will be awarded.
4. The riders will be arranged into 2 groups: NV5 will consist of 750 Supersport, 750 Superbike, Open Supersport, Formula Ultra , Open Twins Superbike, Open Twins Supersport, and NV4 will consist of 600 Supersport and 600 Superbike.
5. The races will run simultaneously as a waved start with NV5 first and NV4 second.
6. The event will be timed from the green flag (start to the finish.) Wave time will be subtracted from class times where appropriate. Graduation times for NV4/5 riders will be accumulated in the NV4/5 events only.
7. Riders will be given a graduating mark for each event in which they achieve a finishing time based upon the class of machine they rode. (See Sections B & C for definitions).
8. If the Head Novice Instructor declares that the Novice Race was run under rain conditions, then that race will be called a rain race and all Novice Racers which finish the race without crashing will be given a graduating mark. Only two (2) rain race graduating mark will be allowed per Novice.
9. Observations by track workers or other race officials concerning rider competence may prohibit graduation.
10. Novice 4/5 riders may choose to ride all year in the NV4/5 grid and not move into the expert grids after achieving graduating times. However, they will be subject to all the rules of the NV4/5 Appendix A.
11. If a rider has achieved graduated novice/expert status, then they MUST move to the expert grids for the following race year.
12. The race event will be gridded as follows:
 - NV 5 will be gridded first. It will consist of Open Supersport, 750 Supersport, Formula Ultra, 750 Superbike, and Open Twins Superbike and Supersport.
 - NV4 will be gridded second and will be a wave start. It will consist of: 600 Supersport and 600 Superbike.

There will be an empty row between the two grids.

NV1/2/3 races will be conducted under these guidelines:

Those competitors racing machines that fit into the 450 Superbike, 450 Clubman, Middleweight Superbike, Middleweight Supersport, Middleweight Classic Superbike, Smallbore Classic Superbike, 650 GP Twins, Open Classic Superbike, Formula III, Formula II, Ultra-lightweight Superbike, 250, 500, and Open Vintage specifications will be gridded with their respective classes during the “Expert” events.

1. NV1/2/3 will practice with their respective experts practice and within the given practice lap time recommendation.
2. NV1/2/3 will participate and race in their machines primary class and their first bump up class only. (Recommended)

- See Sections B and C for motorcycle descriptions and class breakdowns.
- See Section E for rider requirements.
- See Section F for motorcycle set up requirements.

NOVICE PRACTICE REQUIREMENT:

A novice rider MUST participate in at least one of the supervised practice sessions in order to compete in the day’s events. If he/she is unable to make one of the warm up sessions, the rider’s entry fee will be refunded and they will not be allowed on the race track.

NOVICE MARKING GEAR EQUIPMENT FOR NOVICES

Yellow number plates with black numerals will be required. For size and location please refer to Section F-25 in the rulebook. A large yellow “X” (measuring at least 7 inches by 7 inches) must be placed on the back of each novice helmet and also under the tail section where a taillight would normally be mounted. These “X’s” will be kept in place until the novice meets the requirements for graduation. Upon graduation, the “X’s” may be removed and the new 800 number affixed, however the yellow number plate backgrounds must remain. The yellow plates shall be removed once the graduated novice has obtained their expert number the following year.

NOVICE RACING NUMBERS:

A novice rider must use a number in the 700 (or 900, see F-4) series. All NV4 and NV5 novice riders must enter the novice class ONLY until they graduate. Under exceptional circumstances, the executive board may also waive the graduation criteria to allow a novice rider to graduate and enter a regular event. After graduation, a rider may elect to ride in the novice class ONLY (using a 900 series number).

NOVICE SCORING AND GRID INFORMATION

Overall and/or Class points can be scored by any Novice. NV4/5 does not score Overall Championship points, only Class points. Trophies and contingency may be collected if available in those classes.

Novice 1/2/3 riders on their respective expert grids will count towards total number of bikes on the grid for scoring purposes. They may collect expert trophies and/or contingency.

For NV1/2/3 riders whose bikes are eligible for multiple classes, the Head novice instructor must approve any step up racing that exceeds one arrow in the migration chart over your smallest eligible class. These additional classes may not count as completed events accumulated for Novice graduation.

APPENDIX B - ENDURANCE

- A. The Endurance Race shall be a trophy race. Trophies will be awarded to the top three teams in three classes According to the number of laps completed.

The three classes will be Heavy, Medium, and Lightweight

- Heavy is defined as Formula Ultra, Open Supersport, 750 Superbike, 750 Supersport, Open Twins Superbike and Open Twins Supersport.
- Medium is defined as 600 Superbike, 600 Supersport and Formula II
- Lightweight is defined as Middleweight Superbike, 650 GP Twins, Middleweight Supersport, 450 Superbike, 450 Clubman

All cc's listed are intended displacement and follow per regular OMRRA classes

1. Machines falling in the following classes are not allowed: 250 Vintage, 500 Vintage, Open Vintage, Ultralightweight Superbike, and Lightweight Superbike.
2. Teams must consist of a minimum of 2 riders
3. First 20 minutes and last 20 minutes must be an expert license holder. Novice riders having completed one race and the OMRRA race school, may ride during remainder of race but must wear an OMRRA issued shirt (See Novice Appendix.)
4. Novice license riders must not exceed 40 minutes per turn on bike with minimum 20 minute rest before remounting.
5. Each team must provide 2 volunteers for the scoring pool. Team numbers will be drawn from a container such as a hat. No volunteer shall score officially for their own team. They may score their own team for validation purposes. Novices racing in Saturday's Novice race but not in the Endurance Race should make themselves available for scoring duties or corner work as needed.
6. Riders must dismount during refueling.
7. Fire extinguisher must be a 10-pound Class B, and be approved for petroleum fires and be manned during refueling.
8. Refueling and repairs may occur in the hot pits during red flag.
9. Red flag shall be used only in event of extreme safety issue so ambulance and crash recovery vehicles may be on track during competition. Such vehicles shall have the right of way and will be noted by waving yellow flags by the preceding flag station and as indicated at the racers meeting.
10. Riders may return to pit or grid under red flag, based on direction from turn workers via "P" and "G" flags.
11. Crashed machines may proceed to pits only, and then only after pre-tech from nearest corner captain. Machines must then be re tech inspected by an OMRRA tech inspector.

-Those riders participating on more than 1 team must pay a separate entry fee for each team/bike they ride on.

Endurance Series

1. An endurance team consists of: a) Team Captain, b) Team Riders c) Team Crew i.e. mechanics. Endurance Teams must complete a all necessary paperwork and turn it into OMRRA. OMRRA reserves the right to allow or disallow the Team to compete in the Series.
 - a. All teams must have a team name on the entry form.
 - b. The team captain is responsible for all of his teams riders and pit crew. (This includes bike tech, med forms, gear tech, passing and turning in.)
2. A Team Captain must be named.
3. Endurance racebike technical and safety requirements are the same as those for

sprint machines. Since more track time is involved, compliance to these regulations is critical.

4. Number plates must conform to requirements in Section F of the OMRRA Rulebook.
5. All entered racebikes must be on the pre-grid 10 minutes prior to the start of the race
6. All endurance race protests or complaints regarding hourly or overall scoring must be made to race officials in writing and accompanied by a \$10.00 deposit within 30 minutes of posting of that hour's results, and a hour's results may not be protested after that 30 minute period. If a team wants to see another team's score sheets this will be considered a protest and must be accompanied by the \$10.00 deposit. Protests of scoring can only be made by the team captain or scorer. In the event the protest or complaint is upheld or held valid, the deposit will be returned. If the protest or complaint is rejected or deemed capricious, the deposit will be forfeited to OMRRA. No anonymous protests or complaints will be accepted, and the identity of the protesting or complaining person or team must be revealed upon request to any individual or Team affected by the protest or complaint
7. Grid positions will be determined by order of entry.
8. Crashed machines must undergo technical inspection prior to continuing in the event. If a Team does not bring a crashed machine to the Technical Inspector before continuing in the race, the Team will lose all laps subsequent to the crash until the machine is re-inspected and may be fined and/or disqualified from that event entirely, at the sole discretion of the OMRRA Officials. A crash truck will retrieve disabled equipment in order of occurrence or in order of necessity as determined by race control. Riders are not allowed to push their machines on or alongside the racetrack, except at the instruction of a cornerworker. Nor are they allowed to accept outside assistance from their crew members or spectators.
 - a. Re-tech will be in one place and all team captains will be informed where that will be.
 - b. A team that needs to have its bike re-teched can either bring the bike to the tech station or have a tech person come to their pit when it is ready to re-enter the race.
9. Pit lane (hot pit) is restricted to Teams actually involved in making a pit stop or signaling a rider on the track, or to photographers and journalists approved by OMRRA. Pit stops may involve a maximum of seven (7) people (for example, five (5) crew members and two riders). In the event an independent tire company representative is inspecting tire wear on a machine during a pit stop, but is not otherwise involved in the pit stop, that independent tire company representative will not be counted against a Team's maximum of seven (7) people. Signals to riders may be given by only one crew member at a time unless the Race Director decides that having more than one person running a pit signal board is not a hazard and is not creating any problems. Teams violating provisions of this rule will be subject to a warning and a fine of not less than \$10.00, and not to exceed \$100.00 per extra person involved in the pit stop, at the sole discretion of the Chief Technical Inspector or Chief Pit Marshal
10. All crew members over the wall must wear closed toe shoes, long trousers and a shirt (no tank tops or cropped shirts allowed). This includes the person(s) signaling the riders
11. No support vehicles will be allowed in the hot pit area. This includes trailers.
12. Right of way during pit stops is to the rider entering the pits from the track. A racer leaving the pits must yield to racers on the track.

13. No machines may reenter the course once the checkered flag has been displayed
14. Each team must identify their pit area with their competition number to allow officials to quickly locate them. Numbers should be affixed to the "cold pit" side, but both sides is preferable.
15. Each team must have at least one 10-pound conventional fire extinguisher in their pit at all times. They must be fully charged. Any team found without an operational fire extinguisher will be fined no less than \$200. Anyone sharing a fire extinguisher with another team must notify race officials before the start of the race to keep from being fined. If your fire extinguisher gets used during a race contact a race official for help in obtaining temporary replacement.
16. All fuel must be stored behind pit wall, or in a designated fuel containment area, except during the refueling stop itself.
 - a. Engines must be off during refueling
 - b. Rider must be off machine during refueling
 - c. All refueling cans must be hand-held. Towers and pressurized refueling rigs are not allowed
 - d. Exchanging machine gas tanks is not allowed as a refueling method
 - e. Fire extinguisher must be manned and aimed at the bike with the pin pulled during refueling
 - f. Each pit is required to have a container of absorbent material and a broom to handle any fuel or oil spills.
17. No smoking, campfires or gas-type lanterns or stoves will be allowed in the pits.
18. Only routine service and minor crash damage repair will be allowed on the hot pit road. Major rebuilding or repair must be done behind pit wall in the cold pits. A Team must notify race officials when moving their racebike behind the pit wall.
19. A Team may change engines, wheels, tires or other components after the official endurance clock begins counting race time. A team may only change one frame during a race. If a team chooses to enter a second frame they then totally forfeit anything earned with their first frame. All previous hourly results will be stricken from the computer and cannot be retrieved. This holds true even if the first frames results would have been better than what the team accumulated on the second frame. A team MUST notify OMRRA scoring personnel before entering the track on a new machine failure to do so will result in a loss of laps and/or fines and/or disqualification.
20. A racebike must be able to pass technical inspection at any time during the race. Failure to pass technical inspection may result in lost laps, fines and/or disqualification from that event. Noise requirements must be conformed to at all times. Machines not meeting those requirements will be pulled off the track at any time during a race or practice session.
21. All welding must be done in a designated fire safe area.
22. Pit Marshals will be on duty to enforce rules. Endurance pit stop rules are enforceable by Pit Marshals and violations must be observed by Pit Marshals; pit stop violations cannot be protested by riders or teams.
23. A properly registered Team with a machine that has passed technical inspection may enter a race at any point after the start, with laps counted from point of entry.
24. Each Team must provide scoring personnel:
 - a. Laps missed by a scorer's error are not recoverable unless verified by a OMRRA Scoring Official. Final decision on all scoring errors lies with the OMRRA Scoring Staff at the event. If a decision cannot be made by the OMRRA Scoring Staff, the

- decision shall be made at the sole discretion of the OMRRA Board of Directors after a review of the data.
- b. No pit to scoring communications are allowed in the scoring area. Violations of this rule may result in disqualification from the event in progress or loss of points for the event.
 - c. Score sheets MUST not be removed from the scoring area.
 - d. Altered or fraudulent score sheets may result in disqualification from the event in progress, and at the discretion of the OMRRA President result in fines of no less than \$500.00
 - e. OMRRA personnel will spot check the scoring of teams. Any deviations as determined by OMRRA Officials will result in penalties against the Team.
 - f. OMRRA will assign a line on the track to be used as the scoring line by all scorers for the event.
25. All Team members, riders, scorers, crew members, guests, visitors, relatives, etc... are the responsibility of the Team Captain and punitive actions warranted by their behavior may be directed toward the Team as well as the individual in question.
 26. When a Red Flag is thrown during an endurance race:
 - a. When the red flag falls anywhere on the track, all scoring will cease. Any laps recorded after the red flag time will be disallowed. Only those laps completed will count towards a team's total.
 - b. The clock will not be stopped, but will run continuously until the endurance time has been reached and each machine has received a checkered flag or the race has been declared complete by the Race Director.
 - c. The grid for all restarts will be based on the original starting grid as posted. The first lap to be scored shall be the first to be completed after the restart, any laps recorded during the red flag period shall not be counted as a scored lap. If a red flag situation is encountered towards the end of the race, the race will only be restarted if control gives a "clear track"; with 20 minutes or more remaining on the event clock. First, second and third call will be given and the five minute starting procedure will commence.
 - d. All machines that were running on the track at the time of the red flag must take the restart. You do not have to take the warm up lap. You do not have to take your grid spot (you can start from the back of the field). If you do not take the start you will be penalized one lap.
 27. A Team's last counted lap will be the last lap the Team is able to complete during the time frame of the endurance event. (i.e. last possible time to record in a 4-hour would be 3:59:59). When the checkered flag is displayed at start-finish the event is complete and no times are to be recorded.
 28. The purpose of these rules is to run an orderly, competitive and fair Endurance Race emphasizing safety of all involved. The rules are not intended to allow one racer or Team to defeat another with the Rulebook rather than on the race track. The rules are not intended to allow one racer or Team to harass another in anonymity. All protests must be in writing and all protest filers must be prepared to be identified to the protested person or Team. Protests deemed capricious or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied, or assessed with a fine, rather than a penalty. In the event this rule, which states the overall purpose and principles of the OMRRA Endurance/Fundurance Race, somehow is interpreted to conflict with another rule or statement of policy, this rule shall prevail in its literal sense. The final decision on all protests lies with the OMRRA Board of Directors.
 29. OMRRA reserves the right to impound any machine after a serious crash.

SUPERTEAMS REGULATIONS

1. Superteams races are one-hour endurance races which may consist of one or two riders per team. Races will be governed by Appendix B except as follows.
2. SuperTeams classes will follow the class structure of Appendix B (Endurance Race Regulations).
3. A rider can be on two teams in the same race. Endurance teams may also enter as a SuperTeam. Only one rider change is allowed.
4. If refueling is necessary, it must be conducted per Appendix B (Endurance Rules).
5. Competition numbers:
 - a. Each team will be assigned by the registrar, to be used for the entire season. Teams running both events simultaneously will be assigned one number.
 - b. Team must run same number for entire season to qualify for season points.
6. In the event of a crash, the team may reenter the race. Rules for returning to the race will be conducted per Appendix A (Endurance Rules).
7. Season points will be awarded for the team name. The riders and/or motorcycle can change from event to event. Only one team can be fielded per event per team name, with one or two people declared as riders for the team.
8. Grid placement will be based on time of entry rather than current standings to allow teams participating in either event or both events no unfair advantage over another competitor.

We would like to make it possible for a team who is entering the Endurance Race to co-enter the SuperTeams event. I think if we gave a 20% or so discount on the second entry, it may generate extra revenue.

The SuperTeam race will be checker flagged at the one-hour point. Endurance teams and those teams who have co-entered both classes will continue racing. Teams that are pulling off the track will need to keep a faster than cool down pace or remove themselves from the race line while they exit the track.

Open Practice. In order to add revenue to the club, we also propose an Open Practice period to begin at the 1:15 mark and end at the 3:30 mark. That is 2:15 of open practice which can be offered by omrra to those that want to participate. Depending on Grid size or Practice participants, I would suggest that one group wear an "X" on their helmet to identify racers and practicers.

All current rules of Appendix B would apply. However I would like to remove the 20min Novice rule and allow Novices to field a team or participate in the SuperTeam event if they have actually completed say 2 novice races. Novices would have to wear their vests/ shirts.

Yes, there will be a lot of stuff going on, however, I believe that the riders, corner workers, and omrra staff are professional enough and experienced enough to sort it all out.

APPENDIX C - POCKETBIKES

OMRRA Pocketbike Rules

(1) Definitions:

A) OMRRA: Oregon Motorcycle Road Racing Association

B) Event: A competitive activity for pocketbikes

C) Race Official: The person or persons who oversee the event. The Race Official may at their discretion, may modify the situation to promote fair and honest competition. The Race Official's words are final.

D) Rider / Racer: Any person who has signed the required entry forms and competes in an event.

E) Pocketbike (a.k.a. Minimoto): A miniature motorcycle with a rigid frame powered by a gasoline two or four-stroke engine. Engine configuration is to be a single cylinder with a pull starter and auto winding cord. The transmission is to be via a dry centrifugal clutch and a single gear.

F) cc: Cubic centimeters of engine displacement (i.e. Minimoto standard of 39.6cc's).

G) Hp: Horsepower of the engine (measured at the rear wheel).

H) Manufacturer: The original equipment manufacture for the machines and not the distributor for the machines or constructor of a "one off".

I) Minimoto shoes: Shoes that are specifically designed for minimoto racing that cover the top of the ankles and consisting of plastic ankle protection and plastic toe sliders.

J) Minimoto suit: Suits that are specifically designed for minimoto racing that are one piece "Cordura" and leather construction with armor in the shoulders, elbows, and knees.

K) Single stage carburetor: The standard carburetor is 14/14 SHA Dell'orto (may be another brand, but must be original equipment from the manufacture).

L) Stock: Original equipment and design as supplied from the manufacture.

(2) Rider Eligibility:

A) Riders must be at least 5 years old. All entrants in OMRRA events must hold a current competition license from a recognized motorcycle or pocketbike road racing body. An OMRRA pocketbike only license may be obtained in advance or when entering an event, by application for membership through officials in charge, who shall issue an official receipt and remit fees to the OMRRA treasurer.

- ■ Riders must have a current big bike competition license and/or a pocketbike only competition license.
- ■ Oregon residents (and Clark County, WA) must have an OMRRA membership card in addition to a competition license.

B) First time novice pocketbike racers will need to attend a novice pocketbike class and take a written test. The new rider will be issued a “novice” pocketbike only license and may compete in only the Junior or Senior Novice class. During the novice period, while practicing or competing on the track, the rider will be observed by race officials for safe control and operation of his/her pocketbike. If a race official deems a novice rider to be unsafe to themselves or other riders, the official can black flag that rider and suspend them from competing in the remainder of the day’s events. To graduate from a novice class and obtain an “expert” pocketbike only license, novice riders will have to complete 4 successful races, with at least one race event being held at the McMinnville course, and be able to run an average lap time within 110% of the average lap time in the regular class that they will graduate into, and have the lead pocketbike novice instructor or race director’s approval and then presented with a certificate of completion. Under exceptional circumstances, the executive board may also wave the graduation criteria to allow a novice rider to graduate and enter a regular event. .

C) Riders must have personal medical insurance coverage before being permitted to compete in an event. All riders must carry, in the left inside pocket of their racing suit, a completed copy of the OMRRA medical form. No rider under the age of 18 may compete without the written consent of a parent or guardian.

D) No rider may practice or compete without properly registering and attending a riders meeting. The riders meetings will be held in the morning and one after lunch if required. The individual rider who plans to compete must complete and sign all the necessary forms required by OMRRA.

E) Prior to the commencement of entering onto the track, all riders in an OMRRA event must attend the MANDATORY riders meeting. All Junior and one or two randomly selected senior registered riders names may be called out at the beginning of the meeting. If those riders are not present, they will not be allowed to race that day. Practice days may have 2 riders meetings.

F) Radio communications either one way or two way with the rider and crewmembers are prohibited.

- G)** All riders must have a competition number assigned to them by OMRRA.
- Senior pocketbike numbers will start at 1P and end at 999P. Numbers 1P to 5P are reserved for last years top five (5) overall finisher to use for the current year if they choose. Their regular number will be reserved for one (1) year.
 - Junior pocketbike numbers will start at 1J and end at 999J. Numbers 1J to 5J are reserved for last years top five (5) overall finisher to use for the current year if they choose. Their regular number will be reserved for one (1) year.
 - The “P or J” in the number is for registration use only and is not to be used on the machine or on the helmet. (Refer to E3 and 4D for number use and placement)

(3) Rider Gear:

A) All riders must have appropriate safety equipment that has passed tech inspection and received an inspection sticker.

B) Spine protectors are required for all Senior racers ages 13 and up.

C) Motocross chest protectors (front and back paneled) are required for all Junior racers ages 5-12, unless well fitting Race Suit includes manufacturer installed “hard purpose built” (CE-style) protection front and back.

D) All Expert riders must wear OMRA approved race apparel, consisting of helmet, leather palm gloves, leather/Cordura jacket, and leather/Cordura pants, leather boots that cover the ankle and overlap the pants.

- ■ All suits must be one-piece garments for racing. Separate jackets and pants are acceptable only if they zip together to make one piece of clothing.
- ■ Boots with metal toe sliders are not allowed.
- ■ Bare skin or undergarments must not show.
- ■ All helmets must be FULL FACE style, DOT (Department of Transportation) BSI Blue Label or SNELL 95 or later approved, and also approved by the technical inspector.
- ■ Novice riders, and both Junior and Senior, running a Cag in a Novice class may wear heavy denim jeans in good condition with no holes or rips, a heavy jacket in good condition with no holes or rips, plastic elbow and knee pads, and high top shoes that cover the ankles, Motocross gloves with leather palms or Motocross pants, motocross jerseys. A DOT Full-face Helmet or DOT and SNELL 95 or Later approved Motocross Full-face Helmet with Goggles.
- ■ Minimoto shoes and suits are allowed in all pocketbike classes.

E) Racing numbers must be a minimum height of 4 inches and clearly displayed on both sides of the rider's helmet. The numbers must be of contrasting colors to the helmet. Helmet numbers and the front number plate on the machine will be used for the official scoring of events. (Refer to 4-D for machine numbers)

F) Gear Tech has the right to mark on helmets all previous scratches and/or chips to keep track of additional damage.

(4) General Machine Classification:

A) Only "Mini" or "Midi" moto race machines that conform to general pocketbike standards are allowed. Capacity limit is 40cc for all classes except for 50cc in the Senior GP Open and Senior Open Cag classes.

B) All pocketbikes must be safety teched prior to practice or racing. Pocketbikes must have a tech sticker placed on the front fairing.

C) All machines may have either a full or semi (half) fairing fitted.

D) A front number plate is required on all machines. The front number plate must have a white background with black numbers. Front numbers must be at least 3.5" tall. Side number plates are optional, but if used must match the front number. Side numbers (preferably black or white) must be of contrasting colors to the background. (Refer to 3-E for official number scoring)

E) All frames, wheels, and swing arms must be free of cracks and kinks. All welds must be sound.

F) Only pavement or road racing tires may be used. Excessively worn or unsafe tires are not allowed.

G) Pocketbikes must have functional front and rear brakes.

H) All pocketbikes must be equipped with a functional engine kill switch on the handlebars clearly marked in red and accessible without removing hand from the handlebars.

I) All liquid cooled engines must use a non-lubricating coolant (water wetter or like products).

J) All machines must have exhaust baffles fitted and working. Pocketbikes must conform to the maximum noise level that OMRRA has established of 103 dBA.

K) Race spark plugs and the use of different thickness base gaskets to set the squish are allowed in all classes. Ignition & timing may not be altered except in the Senior GP Open class.

L) All pocketbikes must be fitted with production components. This is defined as components available for purchase by the general public.

M) The use of single sided swing arms, suspension of any kind, and other like items are strictly prohibited.

N) The following items are not allowed on any pocketbike: wheelie bars, battery, mirrors, turn signals, tail light, headlight, kickstand, tool kit, and radio communications. If the bike has non-removable turn signals, tail lights, or headlights they must be taped.

O) Data acquisition devices are allowed on all bikes (i.e. tachometer, engine temperature sensor, and lap timer).

P) Tires are to be a maximum of 6.5" inner diameter (rim size).

Q) Restrictor Plates shall be of a Polini Standard Specification with the metal thickness to be 2.75mm +/- .25mm, with the bore size to be 14mm +/- .05mm or 17.5mm +/- .05mm and must maintain a 90° bore.

(5) Racing Classes:

A) Junior Novice: Ages 5-12: is a Non-Points, Timed, for Graduating Purpose Only Class

· ▪ NV1 Junior Novice Cag can run with no modifications.

· ▪ NV2 Junior Novice Production requires

Series 1 air-cooled bikes with single reed block, run with 17.5mm Polini Standard Specification restrictor

Series 2 air-cooled bikes with dual reed block, run with 14mm Polini Standard Specification restrictor

· ▪ NV3 Junior Novice GP

Series 2 air-cooled bikes with dual reed block run unrestricted Series 2 water-cooled bikes with dual reed block run with 14mm Polini Standard Specification restrictor

All pocketbike chassis must be a manufacture production specification. Only a Polini Standard Specification exhaust restrictor plate is approved for racing. No modifications to the frame, bodywork, engine, reed block, carburetor, exhaust, or wheels are allowed. (Refer to 2-B for novice rider eligibility)

B) Junior Cag: Ages 5-12

All pocketbike chassis must be of a Chinese manufacture production specification. Limited to a stock air-cooled 40cc engine with a 3-port cylinder, single reed, and up to a 14mm single stage carburetor. No modifications to the frame, bodywork, engine, reed block, carburetor, exhaust, or wheels are allowed.

· ▪ Blata 2.5's with stage 1 kit and 6.5" wheels are allowed in this class.

C) Junior Production: Ages 5-12

All pocketbike chassis must be a manufacture production specification. Limited to a stock air-cooled 40cc engine with a 3-port cylinder, single or dual reeds, and a 14mm single stage carburetor. Single reed engines must have a 17.5mm Polini Standard Specification exhaust restrictor plate installed in between the exhaust port of the cylinder and the exhaust manifold. Dual reed engines must have a 14mm Polini Standard Specification exhaust restrictor plate installed in between the exhaust port of the cylinder

and the exhaust manifold. The use of any production exhaust is allowed. No modifications to the frame, bodywork, engine, reed block, carburetor, exhaust, or wheels are allowed.

- ■ Junior Cag is also allowed in this class and does not require a restrictor.
- ■ Stock Blata 3.4 hp engines do not have to use an exhaust restrictor and are allowed to use a stage 1 kit and 6.5" wheels.

D) Junior GP: Ages 5-12

- ■ Series 1 air-cooled, run unrestricted
- ■ Series 2 air-cooled, run unrestricted
- ■ Series 2 Water cooled, use a 14mm Polini Standard Specification restrictor

All pocketbike chassis must be a manufacture production specification. Limited to a stock air or water-cooled 40cc engine with a 3-port cylinder, single or dual reeds, and a 14mm single stage carburetor, engines must be Polini based, using series 1 or 2, stock Polini cylinder, stock head, hemispherical topped piston, must have a standard crank, standard Polini/Ducati single pole coil, and standard Polini flywheel. No racing or stuffed cranks are allowed. Stock, Production Water-cooled, 3-port Cag bikes are also allowed in this class. Single reed engines are allowed in this class unrestricted. Dual reed water-cooled engines must have a Polini Standard Specification 14mm exhaust restrictor plate installed in between the exhaust port of the cylinder and the exhaust manifold. The use of any production exhaust is allowed. No modifications to the frame, bodywork, engine, reed block, carburetor, exhaust, or wheels are allowed.

- ■ Junior Production is also allowed in this class.
- ■ Junior Cag Class is not allowed to run in this class.

E) Junior GP Open: Ages 10-12

All pocketbike chassis must be a manufacture production specification. Engines are limited to a stock air or water cooled 40cc engine with 3-port cylinder, single or dual reeds, and a 14mm single stage carburetor. The use of any production exhaust is allowed. No modifications to the frame, bodywork, engine case, OEM or Race cranks, reed block, carburetor, or exhaust are allowed.

8 and 9 year olds may petition to move up in this class on the approval of 2 race officials. Lap times and safe riding skills will be the criteria for the approval of the petition.

F) Senior Novice: Ages 13 and up: is a Non-Points, Timed, for Graduating Purpose Only Class

- ■ All pocketbike chassis must be a manufacture production specification. All pocketbikes are eligible in this class. (Refer to 2-B for novice rider eligibility)

G) Senior Open Cag: Ages 13 and up

All pocketbike chassis must be of a Chinese manufacture production specification. Pocketbike engines may be modified, but limited to air-cooled 50cc (with big bore kits).

- ■ The Blata model 2.5 is allowed in this class and may be modified, but limited to air-cooled 50cc (with big bore kits).

H) Senior Light Production: Ages 13 and up

All pocketbike chassis must be a manufacture production specification. Limited to a stock air-cooled 40cc engine with a 3-port cylinder, single or dual reeds, and a 14mm single stage carburetor. Single reed engines must have a 17.5mm Polini Standard Specification exhaust restrictor plate installed in between the exhaust port of the cylinder and the exhaust manifold. Dual reed engines must have a 14mm Polini Standard Specification exhaust restrictor plate installed in between the exhaust port of the cylinder and the exhaust manifold. The use of any production exhaust is allowed. No modifications to the frame, bodywork, engine, reed block, carburetor, exhaust, or wheels are allowed.

- ■ Stock Blata 3.4 hp engines do not have to use an exhaust restrictor and are allowed to use a stage 1 kit and 6.5" wheels.
- ■ Air-cooled three port Cags is also allowed in this class and does not require a restrictor.

I) Senior Production: Ages 13 and up

All pocketbike chassis must be a manufacture production specification. Limited to a stock air or water-cooled 40cc engine with a 3-port cylinder, single or dual reeds, and a 14mm single stage carburetor, engines must be Polini based, using series 1 or 2, stock Polini cylinder, stock head, hemispherical topped piston, must have a standard crank, standard Polini/Ducati single pole coil, and standard Polini flywheel.

The use of any production exhaust is allowed. No modifications to the frame, bodywork, engine, reed block, carburetor, exhaust, or wheels are allowed.

- ■ No racing or stuffed cranks are allowed.
- ■ Stock, Production Water-cooled, 3-port Cag bikes are also allowed in this class.

J) Senior Super Production: Ages 13 and up

All pocketbike chassis must be a manufacture production specification. Engines are limited to a stock air or water cooled 40cc engine with 3-port cylinder, single or dual reeds, and a 14mm single stage carburetor. The use of any production exhaust is allowed. Race cranks are allowed. No modifications to the frame, bodywork, engine, reed block, carburetor, or exhaust are allowed.

K) Senior GP Open: Ages 13 and up

All pocketbike chassis must be a manufacture production specification. Engines are limited to an air or water cooled 50cc engine with 3, 4 or 5-port cylinder, single or dual reeds, and up to a 21mm single stage carburetor. The use of any production exhaust is allowed. Modifications to the engine case, OEM or Race cranks, reed block, carburetor, or exhaust are allowed. No modifications to the frame, bodywork and wheels are allowed.

L) Additional Classes:

a) Because of the rapidly changing “cloned” machinery and new four stroke engines becoming available, the Race Director may create temporary classes for those type bikes that, because of speed differences or other track-safety issues, do not fit in an existing class structure. Additionally, the race director and referee shall jointly determine class eligibility of new machinery (2 or 4 stroke) as it becomes available. Eligibility will be determined by claimed compatibility, horsepower comparisons as available and observed on track performance. All OMRRA pocketbike machine rules and safety requirements will apply.

b) Three or more entrants must be present with all the proper paperwork filled out for a new race class to be considered. An exhibition race of four laps will be planned and a vote amongst OMRRA officials will be taken as to whether or not to make this new class. It is the sole discretion of OMRRA board whether or not to add new classes to the lineup and it is the sole discretion of OMRRA to write rules for new classes. Scoring for these new classes will start from the first official race for the new class. Normal scoring and points shall be awarded for new classes; however trophies may not be available due to lack of advance knowledge.

(6) Race Organization:

A) There must be a minimum of 3 registered entries to constitute a class.

B) All current OMRRA flagging procedures will be followed.

C) At Portland International Raceway (PIR), riders will take 2 warm up laps around the track before re-staging at the start/finish line grid to await the starting flag. Riders will stage in a 4 wide staggered grid formation. Primary heat groups shall contain a maximum of 8 riders. If there are more than 8 riders, the amount of riders will be divided as equally as possible between the number of run groups required. The top finishers from each group meet in elimination racing to determine final ranking, with a maximum of 8 riders total (2 run group winners). If the number of participants exceeds 2 run groups, elimination’s

will continue with groups always being divided as equally as possible, never to exceed 8 riders simultaneously in elimination's, until a final race determines the top 3 podium for the day. The number of laps will be determined by the race director at the beginning of the day or adjusted during the course of the day due to time restraints.

D) At McMinnville, riders will take 1 warm up lap around the track before re-staging at the start/finish line grid to await the starting flag. The number of riders on the track at any one time, grid formation pattern, and the number of laps will be determined by the race director at the beginning of the day or adjusted during the course of the day due to time restraints.

E) There must be a qualified first aid attendant with equipment and transportation readily available for all pocketbike events.

F) In the Junior Classes a rider's bike may be re-started by corner workers or the starting flagger, so long as it does not distract from their primary duties. A stationary yellow flag must be displayed and the bike removed from the racetrack before the bike is re-started. The corner worker will signal to the rider when it is safe to re-enter the racetrack. Pit crew may enter the track to assist a racer only after the race director or starter gives permission.

G) All riders are considered crashed and not allowed to reenter the race if his/her head hits the ground. If a racer "crashed" and re-enters the race, the Race Director will black flag the racer for the remainder of the race. As a reminder to parents and team owners, non-official personnel are not allowed onto the closed racecourse without the expressed approval of authorized race officials. Any violation can be considered grounds for disqualification.

H) There will be an overall championship in the Junior classes and an overall championship in the Adult classes. The top five (5) overall finisher in both the Junior and Adult classes will receive overall championship trophies at the year-end awards banquet.

I) Only racers holding an OMRRRA racing license can accumulate season points.

- ■ The number of registered entries received at registration will determine the number of race entries for the grid.
- ■ In the case of a class with more than thirty (30) entries, points will be awarded down to thirtieth (30th) -place. All other finishers will receive 1 point.

J) Pocketbikes will use the following mathematical formula to determine class and overall points:

- ■ 1st Place Points = number of entries (maximum 30) +3
- ■ 2nd Place Points = number of entries (maximum 30)
- ■ 3-30th Place Points = number of entries (maximum 30) - finish position + 1
- ■ All others Points = One (1) point

K) Overall Championship season points for both Junior and Senior riders will be awarded on the basis of not more than any two (2) classes a rider chooses to enter. If more than two classes are entered the two with the highest total points will be used to calculate overall season points.

(7) Protests:

A) Any competitor may enter a protest against another entered competitor in the event in which both are entered, or against a decision made by the race organizers, to the referee:

Important: The purpose of these rules is to run an orderly, competitive, and fair season, emphasizing safety of all involved. These rules are not intended to allow one (1) competitor

or team to defeat another with the rulebook rather than on the racetrack or harass another in anonymity. All protests must be in writing and all protest filers will be identified to the protested person or team. Protests deemed to be frivolous or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied, or assessed a fine or penalty. In the event that this rule, which states the overall purpose and principles of this rulebook, somehow is interpreted to conflict with another rule or statement of policy, this rule shall prevail in its literal sense. The final decision on all protests lies with the OMRRA executive board (see N-1 in the main body of the rule book).

B) All protests must be submitted in writing with the appropriate fee to the referee within thirty (30)-minutes following the posting of the results of the last heat of the day of the class protested. The protesting competitor shall be the primary party responsible for identifying the pit location of the protested party to the referee.

- ■ All protests of race results must be submitted within 30 minutes following the posting of the results of the last heat of the day.
- ■ Any additional protest against finishing position or points must be submitted in writing and received or postmarked within 7 days after the event.
- ■ Any protest of results after the 30-minute deadline at the end of the race day will forfeit any trophies or monies awarded.
- ■ The written protest must contain the name of the racer and number of bike being protested, the name of the protester and the exact OMRRA rule that is in question of being violated. If any of the aforementioned procedures are not followed exactly, the protest will be deemed invalid and dismissed.

C) At no time shall a racer, team member, pit crew or family member address the Race Director/Pocketbike Referee concerning a racing dispute unless the Race Director/Pocketbike Referee asks you to do so. Engaging the Race Director/Pocketbike Referee about protest matters could be grounds for disqualification.

D) At least 2 (two) OMRRA officials, who cannot be involved or related with the dispute, will preside over the inspection. The accused racer is always responsible to reassemble the engine whether or not the protest is valid or invalid. The only individuals being allowed present at the inspection besides the inspectors are:

- ■ One representative from the protester's crew
- ■ One representative from the accused racer's crew

E) The OMRRA executive board may register a protest against a rider(s) or machine(s), without filing the normal fees, if the majority of the executive 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 as specified in Section (7-H) below. The referee shall disqualify machines that are obviously in noncompliance with these rules.

F) A protest fee of \$10.00 (except a "visual" protest, see (7-I)) must accompany all protests involving the frame, wheels, brakes, tires, forks, bars, race conduct, etc., or race organization or decision. If three (3) or more racers, not from the same race team, sign the protest within the proper time limit the protest fee of \$10.00 will be waived.

- ■ A protest fee of \$25.00 will be assessed if the protest can be done by, removing the exhaust manifold or carburetor to examine for port work or reeds with the motor remaining in the frame.
- ■ A protest fee of \$150.00 will be assessed for all protests involving engine out of frame teardown or disassembly.
- ■ The following items – where applicable — will be inspected during an engine teardown: bore and stroke, compression ratio, porting work, carburetors, and ignition. Any other illegal modifications discovered during teardown will count toward upholding protest.

- ■ Following the submission of a written protest and the proper protest fee, the referee will notify the rider and/or the owner of the machine in question. The rider, owner, or pit crewmember is then 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 the loss of rewards, prizes, and points for the machine under protest as well as forfeiture of the above in any other events entered by the rider or owner that day.

G) If, after inspection, the protest is upheld, the rider will forfeit any awards, prizes, and points earned by the machine that day in 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.

H) If the protest is upheld, the protest fee will be returned to the protesting party. 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 material costs involved in reassembling a machine exceed the protest fee, then OMRRA will reimburse the protested rider for the difference in cost.
- ■ OMRRA's liability shall only extend to oil, oil seals and gaskets. Piston rings, bearings, cost of honing cylinders are specifically not covered.

I) The organizers or any competitor may enter a "visual" protest at technical inspection against another competitor in the class in which both are entered for obvious violations of class eligibility rules. In this case there is no protest fee.

(8) Code of Conduct:

OMRRA expects riders to engage in proper conduct and to resolve differences between parties in the spirit of good sportsmanship. If a conflict between two riders cannot be resolved in that spirit, it is to be brought to the attention of the Race Director and/or Referee of OMRRA by one of the riders involved. Both (or all) riders involved in the conflict are required to attend a meeting with the Race Director and/or Referee. Involvement by the Race Director and/or Referee will automatically put all riders involved on notice that the OMRRA code of conduct will be adhered to under threat of penalty.

A) Problems with a rider's conduct are to be brought to the attention of the organizer(s) of OMRRA by the affected rider directly involved in the incident.

B) All parties will conduct themselves in a quiet, professional and courteous manner. They are to articulate their point without emotion, profanity, or creating a scene. The failure by either party to comply will result in penalties assessed for their conduct during the meeting in concurrence with penalties assessed for their actions on the track.

C) The organizer(s) will meet with the riders directly involved with the incident only; no other individuals may be present. If an individual(s) not involved interferes with the meeting, the rider with whom the individual is associated will be penalized regardless of the findings.

D) Riders who threaten physical violence may be ejected from the track for that event.

E) Riders who engage in physical violence will be ejected from the track and not allowed to attend future OMRRA events.

F) Collective information from the track officials will be gathered on each rider involved in the incident. The total tally of incidents involving each rider and the severity of their actions will be considered in the call. Each party may be penalized by the findings.

Decisions by the officials are final; there is no recourse or review.

APPENDIX D - A.S.I.T.

Accident. Support. Information. Team.

The Accident Support Information Team is a group of volunteers within the Oregon Motorcycle Road Racing Association whose goal is to facilitate added safety for the racers and volunteers. This is done through a series of events that occur throughout the off season as well as each race day. ASIT is located in the center of the pits across from bike tech, and is always available for "first-aid" for those who are in need.

ASIT & RACE DAY:

1. **GEAR TECH** – this is done once a race week-end before you are allowed on the track and after any crash before you are allowed to re-enter the track again.

1. When you are going through gear tech, please be prepared to provide the following information:

- i. your contact person at the track
- ii. your location in the pits
- iii. your current year med form
- iv. your equipment to be inspected including but not limited to boots, helmet, leathers, gloves, and back protector.

Remember, YOU MUST HAVE MEDICAL INSURANCE TO RACE

2. If you **CRASH**

1. All racers, please let your family and friends know if they are concerned about if you have crashed they need to go to ASIT for information. We have radio contact and can provide information as it comes in; if in fact you have been injured, and your family wants to go to the hospital with you, they need be at ASIT so they can be picked up and taken to the ambulance, if family is running all over the pits it makes our job very difficult. If friends or family want to drive, there are maps to each hospital at ASIT to help with directions.

2. For riders that come to the track alone and don't know anyone, our team is there to assist if they are injured. When needed, ASIT will see that their belongings are secured and that their emergency off-track contact person is contacted. If they are not able to retrieve their things before OMRRA must vacate the track at the end of the weekend, ASIT/OMRRA will make sure that their belongings are removed from the track and placed in safe keeping until the proper arrangement can be made. HOWEVER, WE CAN NOT BE RESPONSIBLE FOR THE CARE OF YOUR ANIMALS. SO PLEASE BE SMART, IF YOU ARE COMING ALONE PLEASE DO NOT BRING YOUR PETS!!

APPENDIX E - 85cc GP CLASS

Purpose:

The fundamental purpose of a 85cc Class is to have a place for our young riders to migrate to after they have outgrown the Pocketbikes and smaller tracks (ie: McMinnville). It will also serve as a place for new riders not ready for a bigger bike to have an option to ride a true race bike at a reduced pace.

Licenses:

All riders wanting to compete in the 85cc class must hold, at a minimum, a valid Novice license from a racing organization recognized by OMRRA. All riders are subject to a Novice Check Ride with OMRRA designated instructors. They will all be gridded together as one class (similar to our 125 novices) and will wear a colored shirt until successful completion of the requirements of the novice school.

Upon graduation they will be granted a restricted OMRRA license. If the rider would like to participate in any class other than 85cc they must petition the OMRRA Board prior to the next event they would like to ride in, and then with the Boards permission would start as a novice on that machine competing in the appropriate novice class until they meet the requirements for their bike (ie: NV4-5).

Regulations:

The 85 grand prix class is a trophy class consisting of:

- 1) Any grand prix model frame using up to 93cc 2-stroke or 150cc 4-stroke engines.
- 2) Must use a minimum of 17" wheels front and rear
- 3) All other regulations under Section C Superbike rules shall apply to this class
- 4) As with all other classes, rider and bike must conform to all other OMRRA rules regarding safety, tech, etc.
- 5) Typical race bikes would be but not limited to, RS125, TZ125 bikes with 85cc engines, Metrakit or any that fit the rules using no more than 85cc engine.
- 6) These bikes will be allowed in the 85 GP class only.

Grid:

Grid used is what was felt was an average RS85, with an average type rider that had not run at PIR before. Over three 20 min sessions the lap times ranged from 1:38 – 1:42. This type of bike based on these lap times and the closing speeds will fit in with the 250 Vintage grid. Expectations would be between a 6-10 bike grid during the first season, with lap times decreasing for some riders to the mid to low 1:30's as time goes on. With 250 Vintage grids averaging approximately 24-26 riders, a two wave race would have approx. 30-35 bikes on the track.

***All riders must be able to handle their bikes on the grid without assistance.

85 GP Rules

Bikes:

Must be configured for road racing (examples are RS, TZ, Aprilia, Metrakit, Conti, Derbi, etc.) Originally manufactured MX bikes must use road race style clip-ons with zero rise (bar ends cannot be higher than top of fork tubes).

Frames:

Can be modified to accept the 85cc Engine, but must be structurally sound.

Tires:

No knobby tires allowed. Must use DOT, Rains or Slicks.

Catch Pan:

Must have full belly tray or full fairing with dam on back for oil stop.

Wheels:

Must run minimum of 17" wheels front and rear with full operating brakes on front and rear.

Engine:

2 stroke engine displacement must not exceed 93cc. 4 stroke engine displacement must not exceed 150cc 4-stroke (+1mm overbore).

Class:

The 85cc Grand Prix class will be a trophy class and will conform to all Superbike regulations listed in the rule book under section "C" and General Inspection section "E".