

2022 OMRRA Rules Change Summary

To be approved by membership:

1) Sportsman Breakout Clarification

- Description: Clarify that Sportsman Class breakout times apply to the specific track configuration at which the racer broke-out. For example, a racer may break out of Sportsman at PIR-Chicane, but may still race a Sportsman class on the standard PIR configuration or at The Ridge. In addition, this change replaces “TBD” breakout times for Sportsman classes at the Ridge Chicane track configuration with actual lap times based on 2021 results.
- Rationale:
 - Racers perform at different levels at different track configurations. This change ensures that a racer is not excluded from racing a Sportsman class just because they broke out at one track configuration. This allows the racer additional track time at the configuration where they have not yet broken out of Sportsman. Additionally, a racer strong at PIR may have broken out of a Sportsman class, but if they are new to the Ridge they will be able to race the Sportsman class there.
 - Race officials will not keep record of breakouts, so this rule must be self-enforced among competitors with any necessary escalation requiring an official protest.
 - Adding actual lap times instead of “TBD” for the Ridge Chicane layout improves the rule book.
- Pros:
 - Clarifies the intent of rule. Provides additional track time opportunities for racers.
- Cons:
 - Enforcement will require an official protest, which will increase administrative load on race staff.
- Proposed Text:
 - (C-11) Middleweight Sportsman is a trophy class consisting of motorcycles that meet OMRRA Middleweight Superbike regulations. Class Competitors who record a fastest lap under 1:18.000 (PIR no chicane), 1:26.000 (PIR chicane), 1:56.000 (Ridge), or ~~TBD 2:02:000~~ (Ridge chicane) will be awarded their finishing position in that race, then disallowed from future participation in the class **at the specific track configuration at which the lap time limit was surpassed**. Competitors with consistent lap history **below the above-stated times within the past two years of 1:17.999 (PIR no chicane) 1:25.999 (PIR chicane), or 1:55.999 (Ridge) or better on class legal machinery** are ineligible. In instances where lap history was achieved on dissimilar equipment or when the rider has no OMRRA history the Membership Representative determines eligibility. Wet race eligibility is based on dry lap time history. Middleweight Sportsman is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible.
 - C-12 (600 Sportsman) and C-13 (Open Sportsman) to match C-11 formatting.
 - C-12 (600) breakout time for Ridge Chicane: 1:56.000.
 - C-13 (Open) breakout time for Ridge Chicane: 1:54.000

2) Handlebar Mount Replacement in Supersport Classes

- Description: Allow alternative top triple clamps on motorcycles that do not come from the factory with clip-on style bars.
- Rationale:
 - Some motorcycles are sold with a top triple clamp that incorporates a mount for the handlebars. The 2015 KTM RC390 will be used as an example. This part is commonly changed to an aftermarket upper triple to make it easier/possible to mount "normal-style" clip-on bars. Changing the top triple clamp makes a bike illegal under current supersport rules.
 - To make an otherwise supersport-legal motorcycle compliant with the rules, this change will allow the use of an aftermarket top triple clamp or modification of the original triple clamp. Similarly, a motorcycle originally sold with a single-piece tubular handlebar would be allowed to change the top triple clamp in order to use clip-ons. Note that this rule change DOES NOT allow aftermarket triple clamps on all supersport motorcycles.
- Pros:
 - Allows otherwise-legal supersport bikes to be fully legal, for a part that doesn't have much effect on performance.
- Cons:
 - Further erodes the intent of supersport racing by allowing more modifications.
 - A competitive advantage is conceivable in changing the top triple clamp, by changing the mass, geometry, or material properties.
- Proposed Text:
 - (B-9) The following are the only things that should or may be done to a Supersport machine. If the OMRRA Rule Book does not explicitly mention you can do it, you cannot.
 - Bars: Clip-ons allowed. Throttle control may be changed to aftermarket parts. **Top triple clamp may be modified or replaced with an aftermarket unit to allow the use of clip-ons if the motorcycle was originally sold with a top triple clamp that incorporates the handlebar mounts (example: 2015 KTM RC390)**

3) Allow Fairings for Naked Motorcycles in Supersport Classes

- Description: Specifically state the legality of adding a full fairing to a motorcycle that did not leave the factory with full fairings.
- Rationale:
 - The OMRRA rule book does not specifically allow a "naked" or "half-fairing" bike to use additional bodywork (other than a lower for oil containment). For example, the naked SV650 is a different model from the fully-faired SV650"S", yet most SV650 that race in Supersport classes use a full fairing even though many may not be "S" models. Sometimes, a fairing from a different motorcycle is used, such as using GSXR fairings on an SV650. This common practice is generally accepted and allows more racers on the grid.
 - A good reason for clarifying this rule is for other bike models that never had a fully-faired counterpart, such as the FZ/MT-07, KTM Dukes, etc. Some of those models may be viable Supersport machines, but would certainly suffer without the addition of a full fairing.
- Pros:
 - Aligns with WMRRA.
 - Specifically legalizes an existing common practice.
 - Increases the number of viable motorcycle models to be raced in supersport classes.
- Cons:
 - Further erodes the intent of supersport racing by allowing more modifications.
- Proposed Text:
 - (B-9) The following are the only things that should or may be done to a Supersport machine. If the OMRRA Rule Book does not explicitly mention you can do it, you cannot.
 - Fairings: Any fairing ~~readily~~ ~~commercially~~-available for the specific make, model and year of motorcycle may be used provided it complies with oil containment regulations (G-26). If the stock fairing includes airducting tubes, they may be removed. Aftermarket windscreens allowed as long as they are bolt-on replacements for OEM items. ~~"Naked"-style~~ motorcycles that do not come stock with ~~fairing lowers may run readily available aftermarket items~~ full fairings may run ~~commercially~~-available supersport-legal fairings from different motorcycles. Fairing fasteners may be changed to quick-disconnect.

4) Allow Yamaha R7 in Middleweight Supersport

- Description: Add note to Middleweight Supersport rule to specifically allow the Yamaha R7 and previous similar models. The intent of this rule is to include the R7, but exclude the Aprilia 660 platform.
- Rationale:
 - Last year the displacement limit on water-cooled twins was changed from 700cc to 650cc for 2 reasons:
 - The limit was originally increased to 700cc allow the Yamaha FZ07, in the 2016 timeframe. The FZ07 did not pan out as a viable MWSS bike.
 - The RS660 would be a MWSS class-killer, and was excluded by changing the displacement limit back to 650cc.
 - The R7 is a new model that is very similar to an FZ07, but with some key changes that will make it a viable MWSS bike. Yamaha added a slipper clutch, bodywork, and improved front fork, which were the three main issues keeping an FZ07 from being viable in MWSS.
 - While this rule intends to include the R7, it also allows the FZ07/MT07 because they are similar models.
 - The RS660 would still be a class-killer in MWSS, and we have one season of club and national level competition to show that. At a national level, the RS660s competing in MotoAmerica are fairly close to meeting OMRRA supersport rules, both in engine and chassis modifications. Those RS660s are competing and winning against highly-built SV650s and FZ07/MT07/R7s. At a local club level, the RS660 has demonstrated the ability to consistently place in the top 5, and even win MWSBK, MWGP, and 450SBK races. In SS trim the RS660 simply out-classes an SV650 or R7 in SS trim.
 - Writing a strictly displacement-based rule is impossible because the R7 has a higher displacement than the RS660. The result is a specific inclusion of the Yamaha R7, since its 689cc displacement exceeds 650cc.
- Pros:
 - Provides a competitive class for the Yamaha R7 in supersport trim.
 - Preserves Middleweight Supersport as a race class with relative lower cost of entry.
- Cons:
 - Specifically excluding a motorcycle based on performance discredits technological advances, and the ability of a manufacturer to create a competitive motorcycle within existing rule structures.
- Proposed Text:
 - (B-7) Middleweight Supersport:
 - Up to 500cc multi-cylinder four-stroke motorcycles.
 - Up to 650cc twin-cylinder four-stroke motorcycles.
 - Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
 - Open single-cylinder two or four-stroke motorcycles
 - **2015+ Yamaha FZ07/MT07 and 2022+ Yamaha R7 allowed**

5) Increase Twins Displacement Limit in 600 Supersport

- Description: Increase the displacement limit for twin-cylinder motorcycles in 600 Supersport from 850cc to 900cc.
- Rationale:
 - This change increases the variety of motorcycles allowed in 600 Supersport, such as the KTM 890 Duke R. During the 2021 season, this model showed equivalent, if not slightly lower, on-track performance compared to typical inline 4-cylinder motorcycles in this class. This change nods to the future of 600cc race classes by allowing a larger variety of competitive machinery.
 - In addition to the KTM 890 Duke and Duke R, this change allows the Ducati 899 to race in 600SS. The Ducati 899 was produced from 2013-2015 and on paper has higher specifications than other models allowed in 600SS. But practically, this model has not proven to be a viable race bike for the typical club racer.
- Pros:
 - Increases the number of viable motorcycle models to be raced in supersport classes.
- Cons:
 - Allows the Ducati 899 to be raced in 600SS.
- Proposed Text:
 - (B-8) 600 Supersport:
 - Up to 600cc multi-cylinder four-stroke motorcycles (636cc Kawasaki ZX6 allowed).
 - Up to 675cc three-cylinder four-stroke motorcycles.
 - Up to ~~850cc~~ 900cc twin-cylinder four-stroke motorcycles.
 - Open AIR-COOLED four-stroke motorcycles 1000cc or above.
 - Machines primarily classified below 600 Supersport (A-8) not allowed.

6) 2x6 Races Become 1x10, and Create New Class: 250 Ninja GP

- Description: Change the format of 2x6 races to 1x10. Create a new supersport class, 250 Ninja GP, following 250 Ninja Cup rule structure.
- Rationale:
 - For years, the 250 Ninja Cup and small-bore vintage classes have provided a high value by offering lots of track time on motorcycles that cost relatively less to purchase and operate. The race format included 2, 6-lap heats per day for the same cost as a typical 10-lap race. This provided 1 additional race start and 2 additional laps.
 - Unfortunately, the 2x6 race format comes at the cost of about 20 additional minutes in the daily schedule and requires hand-calculating of results, where all other race results are automatically computed by the timing and scoring system. The additional time and administrative load is no longer sustainable for OMRRA, but the desire to provide a high value way to race remains.
 - For 2022, 250 Ninja Cup, 160 Vintage, and 250 Vintage will change to a single 10 lap race each day.
 - 250 Ninjas are legal for Ultra-lightweight races, but they are typically not competitive in those classes. To provide an additional competitive race start for 250 Ninjas, the new GP class will create another opportunity to battle for the podium without adding time to the schedule.
 - Pending Board approval, 250 Ninja Cup, 160 Vintage, and 250 Vintage will be offered at a lower cost for the 2022 season, to both incentivize participation and ease the pain of switching race format.
- Pros:
 - Restructures 250 Ninja racing, but provides alternative value.
 - Creates an additional class sponsorship opportunity.
 - Eliminates hand calculation responsibility from timing and scoring staff.
- Cons:
 - Removes the 2x6 race format, which is generally liked among those who race it.
 - Erodes the value proposition for small-bore vintage racers.
- Proposed Text:
 - Various changes to General Race Day Information, page 7, to describe the new format.
 - (B-4) 250 Ninja GP:
 - An extended length race that otherwise follows 250 Ninja Cup rules.

Changes Not Requiring Membership Approval:

7) License Due Date

- Description: Clarify the deadline for purchasing a competition license.
- Rationale:
 - Someone purchased a race license on the evening of July 1, even though the rule states “prior to July 1”. While seemingly clear, adding a time to the date eliminates all confusion and clarifies the intent.
- Pros:
 - Clarifies intent of the rule.
- Cons:
 - None.
- Proposed Text:
 - (L-2) Only racers holding a current OMRRA Competition License are eligible for OMRRA Season Championships. Reciprocal license holders (see E-8) are eligible for daily trophies, contingency and awards, but accrue Season Points for gridding purposes only. Reciprocal license holders who purchase a full season OMRRA Competition License prior to ~~July 1~~ **11:59 PM on June 30** of the current race season become eligible for season-end championships.

8) Jumped Starts Penalty Reduction

- Description: Changes the penalty for a jumped start from 5 positions to 3 positions.
- Rationale:
 - A jumped start generally provides a small or no competitive advantage in the race, yet the penalty can cost the offender up to 15 points. Recent trends in MotoGP and MotoAmerica have reduced the penalty of a jumped start to better fit the offense. For MotoGP long lap penalties are used instead of ride-through penalties, and in MotoAmerica the penalty was reduced from a ride-through to a 5 second penalty, with referee discretion. OMRRA has no intent of requesting race official discretion in assigning jumped start penalties.
 - WMRRRA assigns a 30 second penalty for a jumped start. The comparison between time and positions is difficult to make because different race conditions and grid sizes can make one or the other more strict. OMRRA's new 3 position penalty should be, in general, a lesser penalty than WMRRRA's 30 second penalty.
 - Timing and scoring can apply a change in position much easier and more reliably than a time penalty. A position penalty was chosen to ease administrative burden.
 - A single jumped start can take a racer out of championship contention, and this offense should not carry that large of a consequence. For comparison, DNF due to a crash still earns the racer 2 points, whereas the racer can only earn 10 points after a jumped start even if they are 1st to cross the finish line thereafter.
- Pros:
 - Better aligns OMRRA's jumped start penalty with the general trend worldwide.
- Cons:
 - Moves further from alignment with WMRRRA's penalty..
- Proposed Text:
 - (M-10) Jumped Starts occur when a competitor moves forward while the start is imminent (the time between when the Starter begins to raise the flag, and when it is released).
 - • Riders who jump their race start are penalized ~~five~~ **three** finishing positions.

9) Clarification of Current Practice of Qualifying for Grid Positions

- Description: Corrects the wording of M-8 to describe qualifying as the main method for setting grids.
- Rationale:
 - Using qualifying for setting grid positions has become the common and preferred method over the past few years. The rule book described the past method of using season points to set grid positions, with qualifying as an alternative. This change essentially inverts the existing language.
 - Note that this change does not exclude using non-qualifying methods to set grids. Season points could still be used, for example, if the timing system was down during a qualifying session.
- Pros:
 - Aligns with current intent and practice.
- Cons:
 - None.
- Proposed Text:
 - (M-8) Grid positions:
 - Grid order is determined by lap times achieved during a declared qualifying session, typically the last practice session on Saturday. Grid order for an event may be determined by alternative methods, including gridding by class season points to date, previous season class points, and/or the order in which entries were received. ~~assigned by class season points to date, followed by previous season class points, followed by the order in which entries were received. Alternate methods may be used, including qualifying, if announced in advance of the event.~~

10) Correct Errors and Clarify Numbering Scheme Per Current Practice

- Description: Minor error correction in E-12. Additional language to describe “X” and “R” suffixes and their application.
- Rationale:
 - While at first the alphabet soup of suffixes seems unnecessary, there are specific reasons for these that ease administration and reduce the chance of errors when assigning licenses. These changes simply clarify and state the current practices associated with number and suffix assignment.
- Pros:
 - Clarifies intent of the rule.
- Cons:
 - None.
- Proposed Text:
 - (E-12) An OMRRA Competition Number is assigned to each Competition License Holder and used exclusively on that racer’s machines. For a rider to retain their previous year Competition Number the Membership Application must be received by OMRRA no later than January 31.
 - The top five season points finishers within the Title, Clubman and Vintage championships may use numbers 1-5 the following season. Their regular numbers will be reserved for one year. Clubman 1-5 plates must include a clearly visible lower case ‘c’, and Vintage 1-5 plates a clearly visible lower case ‘v’.
 - Numbers 6-~~599~~ 699 are “regular” numbers used by expert riders.
 - Numbers 1X-699X are “alternate” numbers used by expert riders with dual (OMRRA + reciprocal) licenses using their “reciprocal” race number.
 - Numbers 1R-699R are “alternate” numbers used by expert riders with reciprocal licenses using their “reciprocal” race number.
 - Numbers 700-799 are reserved for OMRRA novice riders.
 - ~~Numbers 900-999 are reserved for WMRRA novice riders.~~
 - Numbers 800-999 are not used without an X or R suffix.
 - Numbers 800-999X are reserved for WMRRA novice riders with dual (OMRRA + WMRRA) licenses.
 - Numbers 800-999R are reserved for WMRRA novice riders with WMRRA only licenses.
 - At the discretion of Registration visiting racers may use an ‘f R’ or an ‘x X’ to differentiate their number from a current OMRRA racer already assigned that number.
 - Non-retired racing numbers with which a racer has not competed in an OMRRA event for three years will be assigned in the same manner as other un-renewed numbers.
 - Retired race numbers at OMRRA are 17, 21, and 303. Permission from the OMRRA Board is required to run these numbers.
 - With approval of the Membership Representative, if two riders share a machine it may bear one rider’s “regular” number.
 - Race numbers may not be given from one racer to another. OMRRA retains number assignment rights.

11) Number Plates

- Description:
 - This change suggests, but does not require, that the left and right number plates be located on the belly pan instead of simply the side of the motorcycle. Additionally, novice racers will use a yellow background number plate.
- Rationale:
 - This responds to a common concern of corner workers who have difficulty identifying a motorcycle when it is leaned over. In general, corner workers have an easier time reading a number when it's located on the belly pan, as opposed to somewhere else on the side of the motorcycle.
 - Novice number plates will be yellow instead of white. This aligns with WMRRA and helps clarify the difference in novice and expert racers both in the pits and on the track. Yellow number plates for novice racers is a common practice among many race clubs. This will be a phased requirement by advising it this year but not absolutely requiring it until 2023, to ease the pain of existing novice racers having to remake number plates.
 - The requirement for novice racers to place a large yellow "X" on the back of their helmet remains in place.
- Pros:
 - Better visibility for corner workers.
 - Further alignment with WMRRA and other race clubs.
 - Better differentiation of novice and expert racers within mixed grids.
- Cons:
 - Requires racers to change number plate color when graduating to expert.
- Proposed Text:
 - (G-27) Motorcycles shall be fitted with at least three ~~white~~ number plates with black numbers.
 - Numbers must be **at** least five inches high, one inch thick, and clearly readable.
 - **Expert racer number plates must have a white background**
 - **Novice racer number plates must have a yellow background, similar in color to Pantone PMS-102. (advised 2022, required 2023).**
 - One number plate must be located on the front of the motorcycle, and the remaining two clearly visible from the sides while the rider is in a normal seated position, one left and one right, **preferably on the belly pan.**
 - Number plates may be applied directly to bodywork contours. Plates not painted directly onto the fairing or seat must be anchored by at least two 1/4-inch (6mm) bolts with minimum three inches between bolt centers. No metal number plates.
 - The Bike Technical Inspector and Referee may disallow bikes with non-compliant numbers.
 - In cases where the rider participates in and has a valid license from another recognized road race organization (examples: MotoAmerica, AHRMA), the rider is allowed to run the number **(with proper suffix letter)** and plate colors required by that organization. Numbers must be clearly legible and meet OMRRRA minimums for height, width, position and quantity.