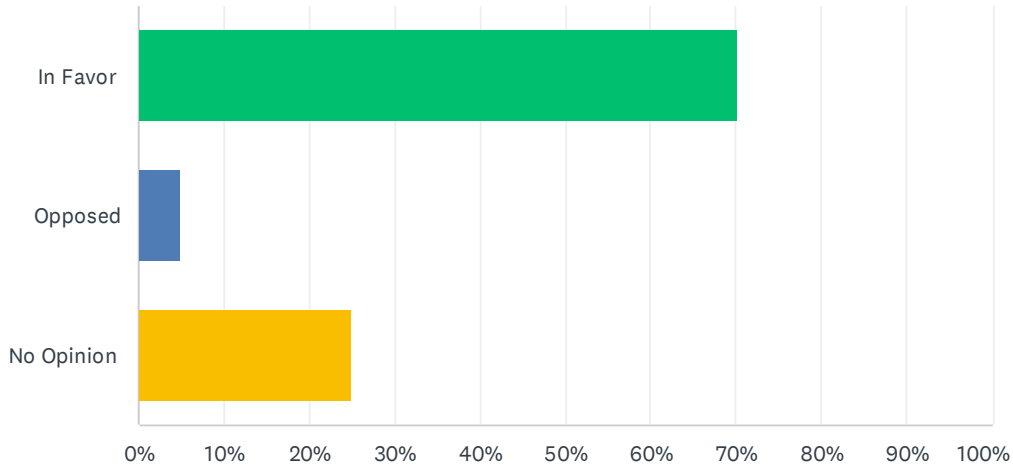


Q1 Section (C-11, C-12, C-13) Sportsman Classes Description: Clarify that Sportsman Class breakout times apply to the specific track configuration at which the racer broke-out. For example, a racer may break out of Sportsman at PIR-Chicane, but may still race a Sportsman class on the standard PIR configuration 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 2022 Rule showing changes from 2021: (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

Answered: 104 Skipped: 0



ANSWER CHOICES	RESPONSES	
In Favor	70.19%	73
Opposed	4.81%	5
No Opinion	25.00%	26
TOTAL		104

Q2 Section (B-9) Supersport Machine Requirements and Limitations

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.

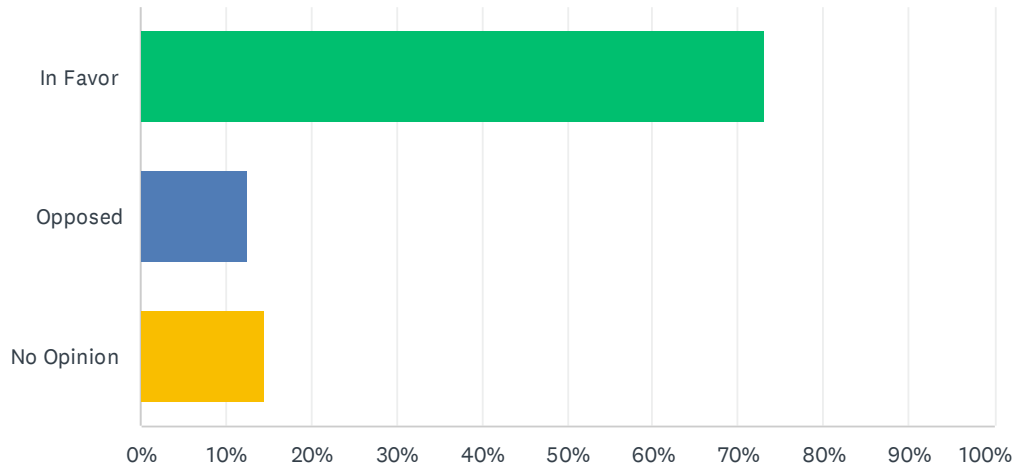
Pros: - Allows otherwise-legal supersport bikes to be fully legal, for a part that doesn't have much effect on performance.

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 2022 Rule showing changes from 2021:(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)

Answered: 104 Skipped: 0

2022 OMRRA Rules Ballot



ANSWER CHOICES	RESPONSES	
In Favor	73.08%	76
Opposed	12.50%	13
No Opinion	14.42%	15
TOTAL		104

Q3 Section (B-9) Supersport Machine Requirements and Limitations

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.

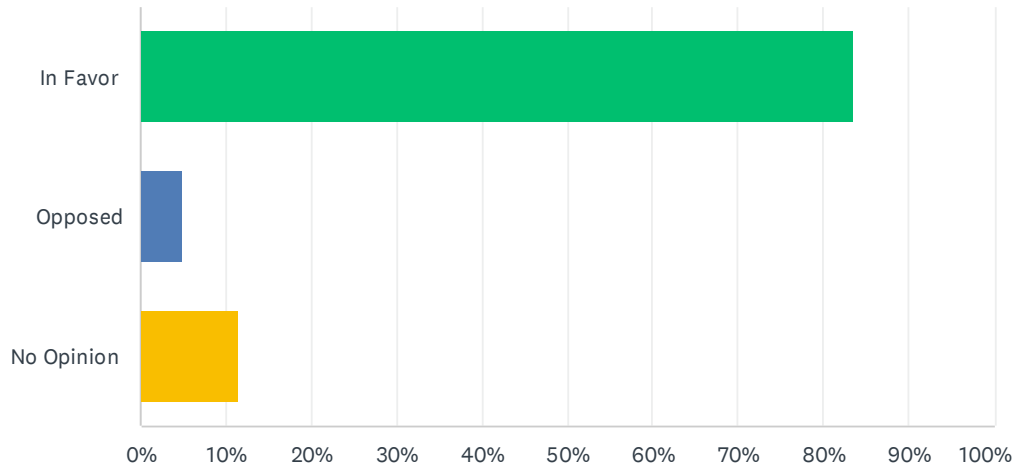
Cons:- Further erodes the intent of supersport racing by allowing more modifications.

Proposed 2022 Rule showing changes from 2021:(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.

Answered: 104 Skipped: 0

2022 OMRRA Rules Ballot

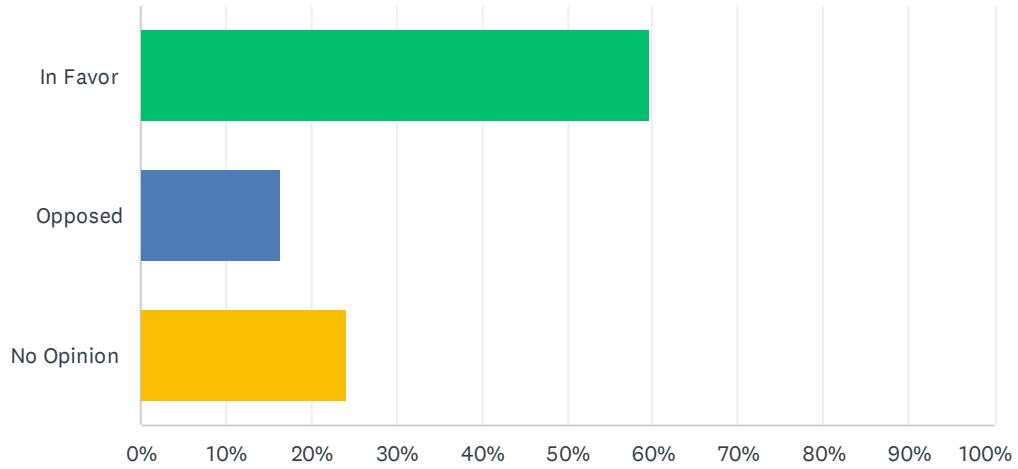


ANSWER CHOICES	RESPONSES	
In Favor	83.65%	87
Opposed	4.81%	5
No Opinion	11.54%	12
TOTAL		104

Q4 Section (B-7) 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: 1) 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. 2) 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 MW SBK, MWGP, and 450 SBK 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 2022 Rule showing changes from 2021: (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

2022 OMRRA Rules Ballot

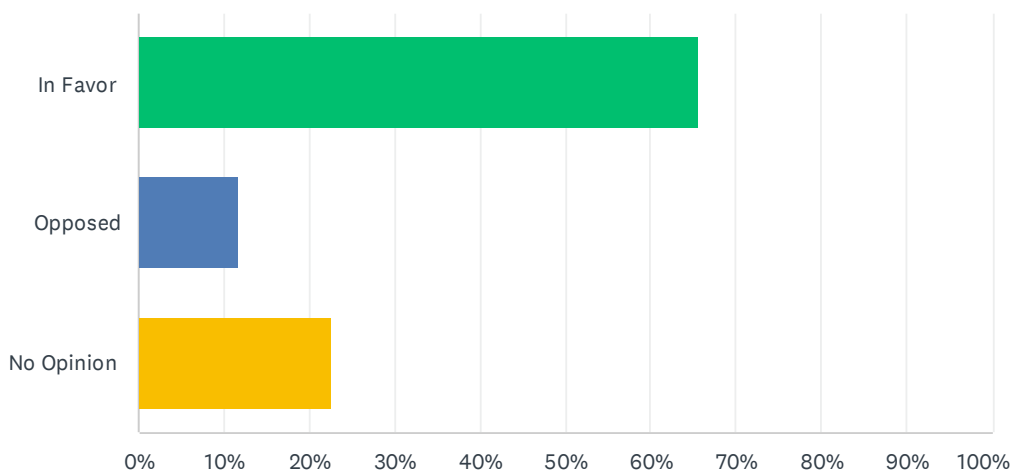
Answered: 104 Skipped: 0



ANSWER CHOICES	RESPONSES	
In Favor	59.62%	62
Opposed	16.35%	17
No Opinion	24.04%	25
TOTAL		104

Q5 Section (B-8) 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 2022 Rule showing changes from 2021:(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.

Answered: 102 Skipped: 2



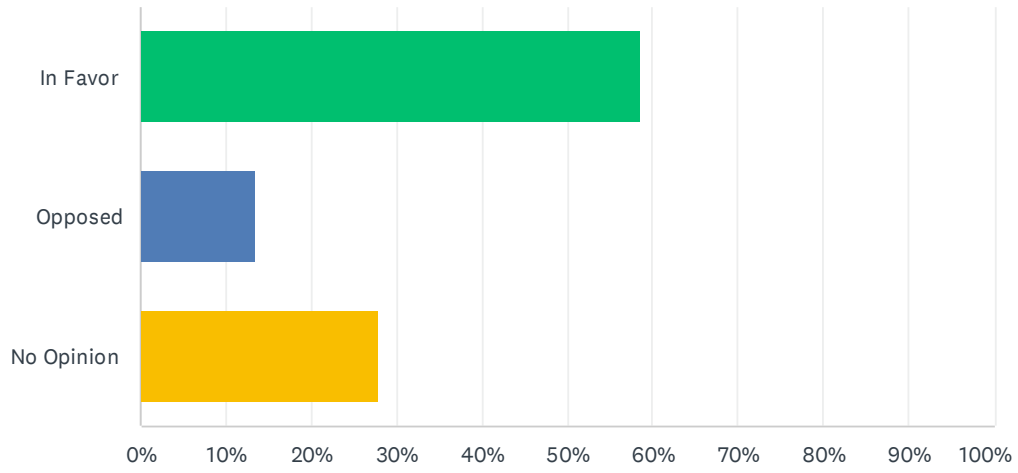
2022 OMRRA Rules Ballot

ANSWER CHOICES	RESPONSES	
In Favor	65.69%	67
Opposed	11.76%	12
No Opinion	22.55%	23
TOTAL		102

Q6 Section B 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 2022 Rule showing changes from 2021: 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.

Answered: 104 Skipped: 0

2022 OMRRA Rules Ballot



ANSWER CHOICES	RESPONSES	
In Favor	58.65%	61
Opposed	13.46%	14
No Opinion	27.88%	29
TOTAL		104

Q7 Thank you for voting! Do you have any comments or feedback regarding the rules proposals or rule change process?

Answered: 10 Skipped: 94

Q8 Would you like to nominate anyone for the Keith Pinkstaff Memorial Sportsmanship Award? Please include their name and your reason for nominating them.

Answered: 19 Skipped: 85

Q9 Would you like to nominate anyone for the OMRRA Lifetime Achievement Award? Please include their name and your reason for nominating them.

Answered: 17 Skipped: 87

Q10 If you, a friend, or family member are interested in any of these roles (or something not listed), please respond in the comment box. Thank you!

Answered: 1 Skipped: 103