2026
RULE BOOK

Oregon Motorcycle Road Racing Association
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INTRODUCTION

These rules apply to all Oregon Motorcycle Road Racing Association (OMRRA) events.

This Rule Book is effective calendar year 2026.

Riders are expected to be familiar with and understand the contents and should study sections relating to their machinery.

The entire OMRRA Rule Book is subject to the editing control of the Rules Committee regarding issues of appearance, formatting and clarity, with approval from the OMRRA Board of Directors.

Rule Book content in the Introduction, Sections D through O, Schedule, Charter, List of Officers and Board Members, General Race Day Information and the Appendices is entirely kept up to date and administered by the Rules Committee with approval from the Board of Directors.

Rule Book Sections A, B, C and D are administered and updated by the Rules Committee, with approval from the General Membership by rules ballot.

If safety issues dictate the Race Director, President and/or Referee may temporarily override any of these rules immediately on-site during an OMRRA event for the duration of that event.

Furthermore, the OMRRA Board of Directors may intervene with changes to the Rule Book including Sections A, B, C and D. Such changes go into effect immediately, are made available as soon as possible to the Membership on www.OMRRA.com, and remain in effect until the next Rules Committee considers and acts upon them.

The OMRRA Rule Book may be printed in limited quantities before the start of the race season. An electronic version of the Rule Book is available at www.OMRRA.com, is kept current, and is the definitive source for OMRRA rules.

SCHEDULE

2026 RACE SCHEDULES

OMRRA	WMRRA
	APRIL 17-19 @ RIDGE 2X WMRRA POINTS!
MAY 1-3 @ PIR + NEW RACER SCHOOL	MAY 1-3 @ PIR
JUNE 5-7 @ PIR CHICANE	JUNE 5-7 @ PIR CHICANE
JUNE 19-21 @ RIDGE	JUNE 19-21 @ RIDGE
	JULY 17-19 @ RIDGE
JUL 31-AUG 2 @ PIR CHICANE	JUL 31-AUG 2 @ PIR CHICANE
AUG 28-30 @ RIDGE	AUG 28-30 @ RIDGE
SEPT 11-13 @ PACIFIC	SEPT 11-13 @ PACIFIC 2X WMRRA POINTS!

THE FRIDAY BEFORE EACH RACE WEEKEND IS A TRACK DAY.
CHECK OMRRA.COM AND WMRRA.COM FOR DETAILS.

OMRRA CHARTER

The Oregon Motorcycle Road Racing Association is a 501(c)(7) non-profit organization formed in 1972 with the primary purpose of organizing successful motorcycle road races and associated events at Portland International Raceway or any other venue that becomes available and is feasible in the Pacific Northwest.

Its rules are promulgated in the interest of safety, fairness, and enjoyable racing.

The Association provides a class and championship structure generally reflective of those in other motorcycle race organizations, with the intent that no competitor has unfair advantage with regard to machinery.

The Association recognizes that considering the rapid evolution of technology these rules may need yearly modification to achieve its goals.

The Association will only prosper if the varied interests of riders, volunteers, spectators and track management are taken into account. It is therefore the duty of the Association to outline clear processes, guidelines, constraints and consequences for club members, crew, volunteers, officials and spectators.

For the 2026 OMRRA race season those are found in this Rule Book.

RULE BOOK DISCLAIMER

No express or implied warranty of safety results from publication of or compliance with these rules or regulations. They are intended as a guide for conduct of the sport, and in no way guarantee against injury or death of any participant, spectator or volunteer.

2026 ELECTED POSITIONS AND COMMITTEES

BOARD OF DIRECTORS

President..... Jason Iverson
Vice-President..... Jeff Ceccacci
Secretary..... Alex Taylor
Treasurer ..... Colin James
Membership Representative..... Joshua Clarizio
Member at Large..... Turin Cox
Member at Large..... Brianna Reese

2026 OMRRA RULES COMMITTEE

Alex Taylor, Jason Iverson, Keith DiBrino, Sam Kaufmann, Adam Engelmeyer

2026 OMRRA REFEREES

Alex Clarke, Turin Cox

PRIOR SEASON CHAMPIONS

2026 OMRRA NUMBER PLATE HOLDERS

TITLE CHAMPIONSHIP

1.....Kevin Pinkstaff
2..... Brian Pinkstaff
3..... John Gessner
4.....N/A
5.....N/A

CLUBMAN CHAMPIONSHIP

1c.....Austin McCabe
2c..... John Gessner
3c.....Sawyer Lafayette
4c..... Alex Taylor
5c.....Hannah Johnson

VINTAGE CHAMPIONSHIP

1v.....Shannon Lang
2v.....N/A
3v.....N/A
4v.....N/A
5v.....N/A

2025 KEITH PINKSTAFF SPORTSMANSHIP AWARD

Jason Hill

2025 LIFETIME ACHIEVEMENT AWARD

Elizabeth Herlocker

2025 OMRRA CLASS CHAMPIONS

250 Ninja Cup.....Brian Burchill
250 Ninja GP..... Brian Burchill
450 Superbike..... Hannah Johnson
600 Superbike.....Aden Sandlin
600 Supersport..... John Gessner
Electric Superbike..... N/A
Formula 40.....Charles Hobbs
Formula Female.....Brianna Reese
Formula Ultra..... Kevin Pinkstaff
Lightweight Superbike.....Sawyer Lafayette
Lightweight Supersport..... Sawyer Lafayette
Middleweight GP.....Hannah Johnson
Middleweight Superbike..... Oliver Jervis
Middleweight Supersport..... Skyler Goar
Novice 1000..... N/A
Novice 600.....Marco Larios
Open Superbike.....Kevin Pinkstaff
Open Supersport.....Brian Pinkstaff
Ultra-Lightweight GP..... Austin McCabe
Ultra-Lightweight Supersport..... Austin McCabe
160 Vintage.....N/A
250 Vintage.....N/A
500 Vintage.....N/A
750 Vintage.....N/A
Lightweight Classic Superbike..... N/A
Heavyweight Classic Superbike.....Shannon Lang

“N/A” denotes that the minimum number of points were not achieved, per L-7 and L-9.

GENERAL RACE DAY INFORMATION

The term EVENT in this rule book may be defined as warm-up, practice or race, or full race weekend. The order of events and class mix for each race weekend will be posted on www.OMRRA.com and in the race program.

TYPICAL CLASS MIX*:

**This is not the order of events. Class mix is subject to change. The event schedule for each race weekend defines the class mix and order of events.*

One 10-lap race (9-lap chicane) with classes as follows:

450 Superbike / Lightweight Superbike.....Both Days
600 Supersport.....Both Days
600 Superbike.....Both Days
Formula Ultra.....Both Days
Formula 40 / Formula Female.....One Day
LW Supersport / 250 Ninja Cup / 160 Vintage.....Both Days
ULW Supersport / 500 Vintage / 250 Vintage.....Day A
ULW Supersport / LW Classic SBK / 250 Vintage.....Day B
MW Amateur / 750 Vintage.....One Day
MW Superbike / MW Supersport.....Day A
MW Superbike / MW Supersport / HW Classic SBK.....Day B
Novice 1000 / Novice 600.....Both Days
Open Amateur / 600 Amateur..... (waved Day A, separate events Day B)
Open Supersport / 750 Superbike.....Day A
Open Superbike.....Day B
Electric Superbike.....(class mix determined on a case-by-case basis)

One 15-lap race (14-lap chicane)* with classes as follows:

** If fewer than 10 starters, GP race length is 10 laps.*

Middleweight GP.....Both Days
Ultra-Lightweight GP / 250 Ninja GP.....Both Days

At the discretion of the Race Director and Track Marshal race lap counts may be reduced due to weather, safety or other unforeseen schedule constraints.

TYPICAL RACE DAY SEQUENCE*:

**Subject to change as special circumstances require*

FRIDAY

Registration open..... 5:15 p.m.
Bike and Gear Inspection open.....5:15 p.m.
Registration closes..... 7:00 p.m.
Bike and Gear Inspection closes.....7:00 p.m.

SATURDAY and SUNDAY

Gates open, race day begins.....6:30 a.m.
Registration open..... 7:15 a.m.
Bike and Gear Inspection open..... 7:15 a.m.
Riders meeting (required)..... 8:30 a.m.
Registration closes Saturday.....8:30 a.m.
Registration closes Sunday..... 8:30 a.m.
Practice begins..... 9:00 a.m.
End of race day..... 5:00 p.m.
Quiet hours..... after 10:00 p.m.
Gates locked..... Midnight
Sunday Only Vacate Track.....by 7:30 p.m.

PORTLAND INTERNATIONAL RACEWAY

Event logistics:

- Portland International Raceway (PIR) is located off Interstate 5 at exit 306B, north or southbound.
- A daily track entry fee must be paid and a waiver signed by all racers, crew and spectators. Children under 12 and military in uniform receive free entry. Each person will be given a wristband which must be worn at all times while on PIR grounds.
- Camping is allowed and included in the price of an OMRRA wristband Friday and Saturday evenings. Thursday evening camping is available at no cost. Sunday night camping is not allowed. RV parking is available. No sewage dumping.
- OMRRA race pits are located in the inside “Pro Pit” area.

- Race fuel is usually sold at the track by vendors, but their presence is not guaranteed.
- Tire service is usually provided at the track by vendors, but their presence is not guaranteed.
- The nearest gas station is located just across the I-5 freeway.
- Some 110-volt electricity outlets are available on poles by the grass, but are frequently overloaded. Using a quiet generator is recommended.
- A snack bar is located in the pits near the motocross track and is open throughout the day.
- Restrooms are available, showers are not.
- Track crossings occur regularly, mid-way down the front straight, near the base of the Pro Pit Tower. Gate access is controlled by security personnel.
- Registration is located on the second floor and Scoring on the third floor of the Pro Pit Tower.
- Bike Technical Inspection takes place near the base of the Pro Pit Tower and is required only once per weekend unless you crash.
- Gear Technical Inspection takes place at ASIT near the base of the Pro Pit Tower and is required only once per weekend unless you crash.
- The Riders Meeting takes place each race day near the base of the Pro Pit Tower. Racer attendance required.
- OMRRA uses AMB electronic scoring (required). A limited number of AMB units are available for rent from OMRRA Registration in the Pro Pit Tower.
- Results are posted at the base of the Pro Pit Tower.
- Disabled machines on the race track are picked up and returned to the pit area as convenient to the race schedule by OMRRA personnel. Riders and crew may not recover their own machines.
- PA system announcements are available by radio at AM 1620.

PIR is a Portland City Park and protected wetland. Consequently:

- Street-legal helmets are required while riding motorcycles, scooters or ATVs in the pits.
- The minimum age for motorcycle riding in the pits is 16 unless by a licensed racer.
- Dogs and other pets must be on leash, and pet messes must be cleaned up immediately.
- Bicycle helmets are required for bicycle riders under 16-years-old.
- No tire or fuel container disposal. You will be penalized and fined if you dispose of tires or empty fuel containers at PIR. Fuel containers must have the racer's number written on them. See Section O: Penalties.
- Used oil must be properly disposed of in the provided containers. You will be penalized if you improperly dispose of waste fluids at PIR. See Section O: Penalties.

- Alcoholic beverages for spectators are served in the beer garden. No alcohol may be brought into PIR. See Appendix E.
- Fire lanes must be kept clear in the pit area.
- PIR front gates are generally closed and locked each night at midnight and reopen at 6:30 AM.
- Race engines may be started at 7:00 AM if compliant with the PIR 92dBA limit but must be turned off during the Riders Meeting and national anthems. From 9:00 AM – 6:00 PM the limit is 101dBA.
- Per Portland Parks regulation section 20.12.050, no person shall possess in a City Park anything specifically designed for or carried with the intent to threaten or cause bodily harm to another. Items prohibited include, but are not limited to, firearms, knives with blades over 3-1/2”, brass knuckles, straight razors and similar.

SECTION A: CLASSES

(A-1) Race classes are Supersport, Superbike, and Vintage.

Supersport (Section B):

250 Ninja Cup
250 Ninja GP
600 Supersport
Lightweight Supersport
Middleweight Supersport
Open Supersport
Ultra-Lightweight GP
Ultra-Lightweight Supersport

Superbike (Section C):

450 Superbike
600 Superbike
750 Superbike
600 Amateur
Electric Superbike
Formula 40
Formula Female
Formula Ultra
Lightweight Superbike
Middleweight GP
Middleweight Amateur
Middleweight Superbike
Novice 600
Novice 1000
Open Amateur
Open Superbike

Vintage (Section D):

160 Vintage
250 Vintage
500 Vintage
750 Vintage
Lightweight Classic Superbike
Heavyweight Classic Superbike

(A-2) For special events the Race Organizers may change the class structure.

(A-3) The Board of Directors has authority to decide which classes, if any, run for money rather than trophies. They also determine percentage payout and will notify riders prior to registration close regarding included classes, entry fee and payout. In money classes riders compete only for the money awarded. There is no option to race for trophies and no option to enter at a reduced fee.

(A-4) The term OPEN means unlimited displacement. TWIN means two cylinders. MULTI means more than two cylinders.

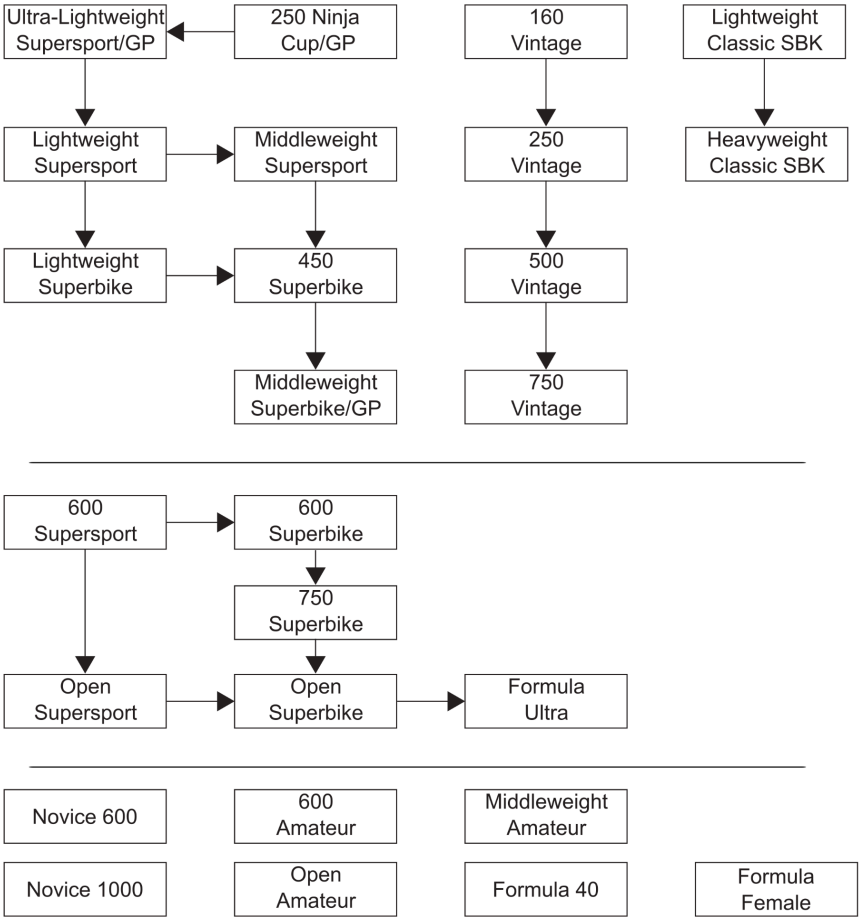
(A-5) The term AIR-COOLED means the primary heat transfer mechanism from cylinder head and cylinder is ambient air through fins. Air-and-oil-cooled machines are classified AIR-COOLED. If a water-filled radiator is used to supplement heat transfer that machine is WATER-COOLED.

(A-6) The term DISABLED-CYLINDER BIKE means a multi-cylinder motorcycle with a cylinder or cylinders disabled to reduce displacement. Engine displacement and number of cylinders are defined by the disabled configuration for determining class eligibility. In the case of a protest the method of cylinder disablement must be easy for the Referee to visually inspect, either via spark plug removal or dummy injector, and not require motor teardown to prove the type or effectiveness of disablement. On machines with cylinder disablement no engine modification is permitted below the head gasket except those specifically allowed in section (B-10). Pistons, rods and cranks may not be lightened, balanced or otherwise altered or removed. There is no allowance for overbore on a DISABLED-CYLINDER BIKE. These motorcycles are, by definition, Superbikes (see Section C for race classes).

(A-7) The terms GP MOTORCYCLE and GP FRAME refer to motorcycles and components built for road-race-only purposes with ACTUAL history of being raced at world championship level, formerly 125, 250 and 500 GP, now Moto3, Moto2 and MotoGP. Examples include Honda RS125 and Yamaha TZ250 motorcycles, and Moto2 frames by the likes of Kalex and Suter.

(A-8) The Class Migration Chart below indicates the most common first step-up class, and is meant for reference only. Machines must meet class requirements described in Sections B, C, and D, which take precedence over the Migration Chart. Machines may not “step down” a class to race.

RACE CLASS MIGRATION CHART



SECTION B: SUPERSPORT

(B-1) Supersport motorcycles are based on DOT-approved production motorcycles sold in the USA or Canada for street use. A valid title, Statement of Origin (not bearing the notation “For Off Road Use Only” or similar) may be used as proof of street-legal intent (exception KTM RC390 Cup and 2021+ Yamaha R6). A minimum of 200 units for multi-cylinder motorcycles, or 50 units for twins and singles must have been available through USA commercial dealer channels. Canadian models must be identical to USA specifications.

SUPERSPORT CLASSES:

(B-2) 250 Ninja Cup:

- Up to 250cc twin-cylinder four-stroke motorcycles.
- No engine modifications allowed. This supersedes other Supersport rules.
- Stock unmodified ECU. No piggyback modules.
- Stock unmodified air box. Snorkel may be removed.
- No quick shifters.
- Pre-2008 Kawasaki Ninja 250 wheels may be replaced if they do not weigh less than OEM.
- Street legal pump gas only (87-92 octane). Pump gas is gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives.

(B-3) 250 Ninja GP:

- An extended length race that otherwise follows 250 Ninja Cup rules.

(B-4) Ultra-Lightweight Supersport:

- Up to 321cc twin-cylinder four-stroke motorcycles.
- Up to 400cc single-cylinder four-stroke motorcycles.
- 2020+ Aprilia RS250SP allowed
- Street legal pump gas only (87-93 octane). Pump gas is gasoline currently available from a normal service station pump in the State of Oregon or Washington, designed to run in street legal vehicles. No post-pump fuel additives allowed.

(B-5) Ultra-Lightweight GP:

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

(B-6) Lightweight Supersport:

- Up to 250cc multi-cylinder four-stroke motorcycles.
- Up to 400cc twin-cylinder four-stroke motorcycles.
- Up to 450cc single-cylinder four-stroke motorcycles.
- Grand Prix and Moto3 motorcycles and/or frames not allowed.

(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

(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 900cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Motorcycles legal for MotoAmerica Super Hooligan National Championship allowed (must follow all motor, rev limit, weight and other requirements)
- Machines primarily classified below 600 Supersport (A-8) not allowed.

(B-9) Open Supersport:

- Motorcycles with unlimited displacement.
- Machines primarily classified below 600 Supersport (A-8) not allowed.

SUPERSPORT MACHINE REQUIREMENTS & LIMITATIONS:

(B-10) 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.

Bodywork: Non-stock crash protection (slider pucks, frame savers, etc.) allowed. Aftermarket solo seat cowlings may be used as long they are readily available and made for the year and model of the bike.

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)

Batteries: Unrestricted.

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

Brakes: Race-type brake linings may be used. Aftermarket brake rotors (including wave rotors) made of ferrous material that meet OEM specifications for diameter are permitted. Brake disk thickness may exceed OEM but must fit into the homologated brake caliper without modification. No limitation regarding the number of floaters. Anti-lock Brake Systems (ABS) may be disabled and the ABS control unit may be removed. ABS rotor wheels and sensors may be deleted, modified or replaced. Aftermarket master cylinders allowed. All other brake system components must remain stock except hydraulic lines (see below).

Brake and Clutch Lines: Any type may be used.

Carburetor/Fuel Injection/Intake/Ignition modification limited to:

- Carburetor jets and needles may be replaced.
- Re-sizing of air metering holes involved with CV carburetor throttle slide control permitted.
- Throttle slide and return spring may be replaced with aftermarket parts.
- Electronic or mechanical enrichment 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 may be modified or replaced with aftermarket or alternate OEM modules (example: Kit ECU and wiring

harness that is produced and/or approved by the motorcycle manufacturer). Modules must connect to original connectors or OEM connection kits. Installation of additional components to the fuel injection system beyond piggyback fuel injection controllers (examples: Power Commander, Bazzaz) not permitted. Aftermarket modules must be readily available to the public from US retail outlets.

- The original equipment air box must be utilized in its original configuration except for the sealing of drains for fluid containment. Aftermarket velocity stacks are not allowed. Non-OEM filters allowed.

Case Covers: Aftermarket covers allowed (required for most in-line four-cylinder motorcycles, G-32).

Chains: Chain and sprockets may be changed. Chain size may be changed. Chain guard may be removed.

Charging System: Modification of the stock starting and charging systems not permitted. Starters and complete charging system must be in place, connected and functional before, during and after an event. Charging systems must meet manufacturer minimum output specification as listed in the service manual.

Clutch: Clutches may be replaced with non-OEM drive and driven plates. Clutch springs may be changed to aftermarket parts, added or removed. The original clutch assembly may be modified or replaced by an aftermarket clutch, including back torque limiting capabilities (slipper type). If a motorcycle comes with an adjustable OEM slipper clutch, adjustments may be made to it.

Crankcase Breathers: Rerouting crankcase breather(s) from the air box 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 (see G-9).

Engine:

- No material may be added or removed from the motor with the exception of gasket surfaces.
- Flywheel balancing is permitted by removing material only. Flywheel weight must remain no less than 99% of the minimum OEM specification. If the OEM weight specification cannot be determined an unaltered example of the OEM component may be used as the weight specification with an additional 1% for OEM manufacturing tolerance.
- Valve seat inserts may be reworked or replaced with OEM or aftermarket seats of original dimension and material. Thickness of the stock inserts

may not be increased.

- Aluminum casting of cylinder head ports and combustion chambers must remain absolutely stock, with no metal removal. The only exception is valve seats with an O.D. equal to stock plus .25mm/.010”, along with machining the valve seat pocket of the head to match.
- OEM gaskets not required.
- Multi-angle or radius valve jobs allowed as normal maintenance as long as machining is confined to the valve seat insert and does not extend into the port or combustion chamber. Valve seat to port blending not allowed.
- Pistons, rings, piston pins and circlips may be replaced only with standard bore, stock production items. No allowance for overbore.
- Cam sprockets may be slotted solely for the purpose of altering cam timing. Press-on cam sprockets may be replaced with aftermarket steel bolt-on sprockets and adapters.
- Aftermarket cam chain tensioners permitted.
- Crank welding permitted.

Exhaust: Any exhaust may be used as long as it meets sound restrictions in section H.

Fairings: Any fairing 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 air-ducting 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 full fairings may run commercially-available supersport-legal fairings from different motorcycles. Fairing fasteners may be changed to quick-disconnect.

Foot Controls: Foot pegs, brake and shift pedals, and brackets may be changed or modified. Passenger foot pegs, grab rails and brackets may be removed.

Gas Cap: Non-OEM allowed.

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

Horn: Removal allowed.

Instruments: Instruments, instrument brackets, switches and associated wires may be removed and/or replaced by aftermarket parts provided the main wiring harness remains intact. Original combination instrument/fairing brackets may be replaced with aftermarket parts.

Levers: Aftermarket allowed.

Lights, Reflectors, Mirrors: Headlights, turn signals and taillights may be removed. Wiring should be disconnected at the first available plug in the harness. The main wiring harness must remain intact. Mirrors and reflectors must be removed.

Radiator: Removal of radiator fan and wiring allowed.

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

Rev Limiter: Modification permitted.

Shifter: Shifter return or detent springs, detent arm and shift star may be replaced with aftermarket components. Electronic ignition cutout shift devices permitted. These devices may not physically operate the shift lever or the shift mechanism.

Spark Plugs: May be changed to aftermarket.

Speedometer Drive: May be removed and replaced with a wheel spacer.

Stands: Center and side stands must be removed.

Steering Damper: May be added.

Steering Head Bearings: Replacement permitted.

Sub-frames: Modification and aftermarket sub-frames permitted.

Suspension: Rear shocks may be changed or modified. Rear shock linkage must remain stock. Front fork internals and caps may be modified or replaced.

Tires: Unrestricted.

Transmission: Gears may be shimmed for the purpose of proper engagement. OEM or aftermarket shims allowed.

Updating and backdating (changing specifications to a previous or later model year): Allowed provided the parts, manufactured for the same model, are directly interchangeable (bolt-on).

Wheel Spacers: Aftermarket wheel spacers allowed, including captive style.

Wheels: OEM wheels are required, aftermarket wheels are not allowed.

SECTION C: SUPERBIKE

SUPERBIKE CLASSES:

(C-1) Lightweight Superbike:

- Up to 125cc single-cylinder two-stroke motorcycles.
- Up to 300cc multi-cylinder four-stroke motorcycles.
- Up to 500cc twin-cylinder four-stroke motorcycles.
- Up to 600cc single-cylinder four-stroke motorcycles.
- Grand Prix motorcycles and/or frames allowed up to 125cc two-stroke and 250cc four-stroke.

(C-2) 450 Superbike:

- Up to 125cc two-stroke motorcycles.
- Up to 450cc multi-cylinder four-stroke motorcycles (Kawasaki 636 Disabled Cylinder allowed).
- Up to 600cc multi-cylinder four-stroke motorcycles up to and including 1990 models.
- Up to 689cc twin-cylinder motorcycles.
- Up to 910cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder four-stroke motorcycles.

(C-3) Middleweight Superbike:

- Up to 125cc two-stroke motorcycles.
- Up to 500cc multi-cylinder four-stroke motorcycles.
- Up to 600cc multi-cylinder four-stroke motorcycles up to and including 1990 models.
- Up to 700 twin-cylinder four-stroke motorcycles.
- Up to 1000cc twin-cylinder AIR-COOLED four-stroke motorcycles.
- Open single-cylinder two or four-stroke motorcycles.
- Suzuki GSX-8R and GSX-8S allowed, at stock bore and stroke only.

(C-4) Middleweight GP:

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

(C-5) 600 Superbike:

- Up to 500cc multi-cylinder two-stroke motorcycles.
- Up to 640cc multi-cylinder four-stroke motorcycles.
- Up to 715cc three-cylinder four-stroke motorcycles.
- Up to 900cc twin-cylinder four-stroke motorcycles.
- Open AIR-COOLED four-stroke motorcycles 1000cc or above.
- Motorcycles legal for MotoAmerica Super Hooligan National Championship allowed (must follow all motor, rev limit, weight and other requirements)
- Machines primarily classified below 600 Supersport (A-8) not allowed.

(C-6) 750 Superbike:

- Up to 750cc 4 cylinder, four stroke motorcycles.
- Up to 890cc 3 cylinder, four stroke motorcycles.
- Up to 955cc 2 cylinder, four stroke motorcycles.
- Machines primarily classified below 600 Supersport (A-8) not allowed.

(C-7) Open Superbike:

- Motorcycles with unlimited displacement.
- Machines primarily classified below 600 Supersport (A-8) not allowed.

(C-8) Formula 40:

- Unlimited displacement motorcycles with primary classification 600 Supersport and above (A-8).
- Racers must be 40 years of age or older by mid-season (June 30) to compete in this class.
- Class points are awarded, but points do not count toward the Clubman Championship.
- Novices eligible upon approval from their Novice Mentor.

(C-9) Formula Ultra:

- Unlimited displacement motorcycles with primary classification 600 Supersport and above (A-8).

(C-10) Formula Female:

- Unlimited displacement motorcycles with primary classification 600 Supersport and above (A-8).
- Racers must be female to compete in this class.
- Class points are awarded, but points do not count toward the Clubman Championship.
- Novices eligible upon approval from their Novice Mentor.

(C-11) Middleweight Amateur 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), 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 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 Amateur is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible.

(C-12) 600 Amateur is a trophy class consisting of motorcycles that meet OMRRA 600 Superbike regulations. Class competitors who record a fastest lap under 1:13.000 (PIR no chicane) will be awarded their finishing position in that race, then 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 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. 600 Amateur is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible.

(C-13) Open Amateur is a trophy class consisting of motorcycles that meet OMRRA Open Superbike regulations. Class competitors who record a fastest lap under 1:11.000 (PIR no chicane) will be awarded their finishing position in that race, then 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 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. Open Amateur is an exhibition event for daily awards and does not accrue Championship points or receive season-end awards. Novices eligible.

(C-14) Electric Superbike consists of electric-only powered motorcycles:

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

SUPERBIKE MACHINE REQUIREMENTS AND LIMITATIONS:

(C-15) No modifications allowed that do not conform to Sections F, G, H and I. All other modifications allowed as long as the following criteria are met:

- No superchargers or blowers except those that are OEM for the make, model and year. OEM superchargers may not be modified.
- Gas tanks must be constructed and mounted in a safe, workmanlike manner.
- Gas tank vent lines must have a device that prevents the escape of gasoline.
- Exhaust pipe(s) and muffler(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 a way that interferes with the vision of another rider.
- The majority of the front wheel, with the exception of the tire, must be visible from either side.
- The front fender may cover a maximum 50 degrees of arc.
- No streamlining, other than a seat or tail section, beyond the rear axle.
- If a streamlined seat or tail section is used, it cannot extend more than four inches beyond a vertical line drawn from the rear edge of the rear tire. The rear wheel must be clearly visible to the rear of such a line with the machine un-laden.
- No part of the fairing may extend more than four inches forward of a

vertical line drawn 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 to see the rider's outline from the rear.
- It is prohibited to use transparent material to circumvent the rules above.
- Fairings must be mounted at a minimum of three mounting points in a safe, workmanlike manner.
- Forced induction and/or hybrid electric machines otherwise qualified to run in Superbike classes must run in Formula Ultra, regardless of engine displacement.
- On machines with frame-to-motor mismatch, engine defines class eligibility.
- Cylinder disablement permitted, with limitations, (see A-6).

SECTION D: VINTAGE

The intent of OMRRA Vintage rules is to provide a format for older motorcycles of widely differing specifications to race on an equal-as-possible basis without substantially altering machine appearance. Though modifications are allowed, they should reflect those practiced when the motorcycle was originally manufactured. Modifications reflecting later technology (example: carbon fiber) are not the intent and are forbidden. Engine, frame, fork, shock or other changes that substantially modify the appearance of the original are not allowed (examples: replacing stock forks with upside-down forks, replacing spoked wheels with cast wheels, replacing disk brake calipers with non-stock later specification alternatives, etc.). Maximum overbore from stated class limit is 0.080” for singles, 0.060” for twins, 0.040” for triples, and 0.020” for fours. Below, “model year” refers to motorcycles with identical appearance and mechanical specifications, irrespective of date of manufacture. Motorcycle examples given below are simply that, not an exhaustive list of eligible machinery.

VINTAGE CLASSES:

(D-1) 160 Vintage: Honda CB/CL160 and 175 motorcycles only, drum brakes, treaded tires.

- Bore size limited to 53mm, no allowance for overbore.
- Stock Honda 160 or 175 camshaft required. No modification of camshaft lobes.

(D-2) 250 Vintage: motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 250cc. Examples: Ducati 250, BSA 250, Aermacchi 250, Parilla 250.
- Four-stroke multis to 200cc. Examples: Honda CB/CL160 and 175 including vertical.
- Two-stroke singles to 185cc. Examples: Suzuki TS185, Yamaha CT, Kawasaki F7.
- Two-stroke multis to 125cc. Examples: Yamaha AS1.

(D-3) 500 Vintage: motorcycles with maximum model year 1972, drum brakes, treaded tires.

- Four-stroke singles to 500cc. Examples: Aermacchi 350, Ducati 350, BSA Goldstar 500.
- Four-stroke multis to 350cc. Examples: Honda CB/CL 350, CB350/4.
- Two-stroke singles to 360cc. Examples: Yamaha RT, Kawasaki Bighorn.
- Two-stroke multis to 250cc. Examples: Suzuki X6, Kawasaki S1.

(D-4) 750 Vintage: motorcycles with maximum model year 1972, treaded tires.

- Four-stroke twins, triples and multis to 750cc. Examples: Norton 750 Commando, Honda CR750.
- Two-stroke multis to 500cc. Examples: Suzuki T00 Titan.

(D-5) Lightweight Classic Superbike: motorcycles with model years 1973-1985.

- Two or four-stroke AIR OR WATER-COOLED machines up to 500cc. Examples: Honda CB550, Yamaha RD350-400, Suzuki GT380-550, Honda Ascot 500, Yamaha RZ350

(D-6) Heavyweight Classic Superbike: street-based pre-1985 four-stroke four-cylinder, two-stroke, and four-stroke twin-cylinder motorcycles with displacement restriction without age restriction.

- Open four-stroke twin-cylinder AIR-COOLED machines 750cc and above. No age restriction.
- Examples: BMW R1200S, Harley Davidson XR1200, Triumph Thruxton 900, Ducati 1100 DS.
- Open four-stroke four-cylinder AIR-COOLED machines, maximum model year 1984.
- Examples: Suzuki Katana GSX1100 and GS1000, Kawasaki GPZ1100 and Z1000, Honda CB1100R and CB900F, Yamaha FJ.
- Two-stroke AIR or WATER-COOLED machines to 750cc, maximum model year 1985. GP chassis allowed with no age restrictions.
- Examples: Kawasaki H2, Suzuki RG500, Yamaha RZ350. TZ 250, RS125

SECTION E: LICENSES, ENTRIES, NUMBERS

(E-1) ALL COMPETITORS MUST HAVE PERSONAL MEDICAL COVERAGE. Exception: current AMA, FIM or other professional riders who demonstrate they cannot obtain coverage.

(E-2) All OMRRA entrants must hold a current Competition License from a recognized motorcycle road racing organization (see E-8). An OMRRA Competition License may be obtained in advance, or when entering an event by submitting an OMRRA Membership Application Form.

(E-3) For purposes of effective communication of OMRRA policies, safety practices, and emergency response, all competitors must have a reasonable ability to comprehend the English language in both oral and written forms.

(E-4) Competitors under 18-years-old must have their Competition License Application signed by all parents and/or legal guardians, and properly notarized. Rider minimum age is 12 without Board of Directors approval based on race resume. Riders under age 15 are limited to race classes Middleweight Superbike and below on the Migration Chart (see A-8).

(E-5) A **Full Season Competition License** is valid March 1 – February 28. Licenses purchased mid-season are valid from the purchase date through February 28 the following year. Each full season member receives a Competition Card with name, photo and competition number on it.

(E-6) A **Single Weekend Competition License** may be purchased by individuals who demonstrate 5-years-or-less lapse in Expert level amateur road race participation with a recognized organization (see E-9) or Professional level road race experience in the past 10 years. At any point in the season up to one Single Weekend License purchase fee may be applied toward the cost of a Full Season Competition License. Single Weekend Licenses do not have voting rights and cost half the price of a Full Season License.

(E-7) For special events OMRRA may offer an OMRRA **Exhibition Race License** good for that exhibition event and date only. The Exhibition Race License does not score points, have voting rights or grant the right to race in other OMRRA events or classes.

(E-8) Race organizations whose licenses are recognized reciprocally by OMRRA include: AFM, AHRMA (see below), AMA, CCS/ASRA, CMRA, CRA

(Central Roadracing Association & California Roadrace Association), CVMA, FIM, FMRRA, MotoAmerica, MRA, SMRI, USGPRU, UtahSBA, WERA, WMRC and WMRRA.

- Approved organizations must issue an annual physical race license with rider name, Expert/Novice status and expiration date. They must require riders to pass a New Racer School and have a program to graduate from Novice to Expert or must be an Expert/Professional-only organization. Results must be available online for verification purposes.
- Only approved motorcycle road racing club licenses are accepted; other racing forms (motocross, flat track, supermoto, mini, etc.) are not recognized.
- Visiting Racers must provide proof of a current-year Novice or Expert license from one of the above organizations and complete an OMRRA Visiting Racer Form and Medical Form prior to being granted a reciprocal OMRRA Novice or Expert license. Reciprocally licensed racers are considered non-voting OMRRA members not eligible for season-end awards.
- Reciprocally licensed racers and racers from other recognized clubs may become fully licensed OMRRA members with voting privileges and season championship eligibility (see L-2) by submitting the OMRRA License Application Form, OMRRA Medical Form and paying the OMRRA Race Membership fee.
- Since AHRMA licenses do not distinguish between Expert and Novice, an AHRMA license will be reciprocated as an OMRRA Novice License unless approved by the President or Membership Representative following review of supplementary Expert experience information.

(E-9) Expert riders who show a significant lapse (over five years) in road race participation with a recognized organization must re-qualify for Expert status by attending the OMRRA New Racer School. Following successful school completion, the Novice Representative has authority to decide whether to immediately grant an Expert license or to require completion of the remaining Novice requirements to regain Expert status. The above requirement may be waived at the discretion of the OMRRA Board in cases where the racer demonstrates an extremely high level of past motorcycle road race accomplishments via written petition. If no Board Meeting is scheduled between receipt of the petition and the next race the OMRRA President may approve a Single Weekend Expert Competition License (see E-6), which may be extended to a full season Expert Competition License at the discretion of the Board at its next meeting.

(E-10) Any competitor may obtain a duplicate replacement license card for $20.00.

(E-11) All racers must complete a current-year **OMRRA Medical Form** before riding at an OMRRA event. Every participant (riders and workers) must carry a current completed Medical Form on their person at all times while on track.

(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 6-10 are reserved for special uses, as determined by the OMRRA Board.
- Numbers 11-699 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 not used without an X or R suffix.
- Numbers 900-999X are reserved for WMRRA novice riders with dual (OMRRA + WMRRA) licenses.
- Numbers 900-999R are reserved for WMRRA novice riders with WMRRA only licenses.
- At the discretion of Registration visiting racers may use an 'R' or an '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.

(E-13) To participate in an OMRRA event racers must submit an **OMRRA Event Entry**:

- An Event Entry is an entry received by the specified due date/time before the event (typically Wednesday 11:59 PM prior to the race weekend). Event Entries close at that time. Additional class entries and/or changes must be made in-person at the event. Payment required for Event Entry acceptance.
- A Late-Entry is an Event Entry received at the event. Late-Entries incur an extra fee above normal Event Entry fees.

(E-14) By entering an OMRRA Event it is deemed the entrant has read and understands these rules, and agrees to be bound by them.

(E-15) A person who pays fees with Not Sufficient Funds (NSF) checks will not be allowed to participate in future OMRRA events until all NSF amounts plus a $50 processing fee are paid. At the discretion of the OMRRA Treasurer further checks from that person may be refused.

SECTION F: GEAR AND BIKE INSPECTION

(F-1) The Gear Tech Inspector inspects and approves racing apparel for conformance with safety regulations before the rider is allowed on course (see Appendix C). Racing apparel with any holes, loose seams, or in otherwise poor condition will be rejected. Duct tape is considered poor condition.

At the competitor's first event of the season the following will be thoroughly inspected and, if approved, a race event Gear Tech sticker placed on the left side of the rider's helmet.

- **Leather suit:** Separate jacket and pants are acceptable only if they zip together 270 degrees or more to make one piece of clothing. No textile suits. No exposed skin.
- **Medical form:** Must be complete, signed, witnessed and dated in the calendar year of the Event, and securely located in a pocket inside the leather suit. It is not permissible to ride on track without a Medical Form (see E-1, E-12).
- **Leather gloves:** Must have 2 retention devices (one strap at base of hand, one device substantially overlapping suit arms, typical of "full gauntlet" style gloves)
- **Spine protector:** Must be full-torso length impact resistant material. Compliance with CE EN1621-2 Level 2 highly recommended.
- **Leather boots:** Must substantially overlap suit legs (inside or outside) and have a secure closure (no slip-ons).
- **Helmet:** Must be a full-face helmet (no flip-ups), certified by the manufacturer with sticker affixed stating that the helmet meets one of the following testing standards: SNELL M2020 or newer BSI 6658-A, ECE 22-05, 22-06 or newer (22-06 or newer for 2027 season), or FRHPhe. No significant scratches or evidence of impact allowed. No electronics of any sort allowed within or on the helmet (examples: cameras, heads-up displays, audio devices).

All the above apparel must be worn when riding on track. Alternate gear may not be substituted for inspected gear, though multiple helmets may be teched in advance. Technical stickers may not be transferred from one helmet to another (see O-7).

Racing apparel will be inspected once per season (and following any crash). At subsequent events, provided the racer presents their helmet, undamaged, with an OMRRA Race Event Gear Tech Sticker from the current year affixed, only the helmet is required for inspection. That inspection occurs once every

race weekend, before the racer turns a wheel on track.

Following a crash, the corner worker will remove the Race Event Gear Tech Sticker from the helmet. The rider must then have *all* gear re-inspected and approved before going back on track.

At the discretion of ASIT, riders with crashed gear showing limited damage may perform a temporary at-track repair to receive a Gear Tech sticker for the remainder of the event. Their name and race number will be noted on the ASIT “Fix It” list, and demonstration of permanent repair must be presented at the next race weekend.

Prohibited gear: knee pucks or toe sliders intended to make sparks, electronic devices intended for communication between crew and racers, tear-off visor shields.

(F-2) The Bike Tech Inspector inspects and approves machines for compliance with safety regulations (Sections G, H) before the motorcycle is allowed on course. If approved, the appropriate practice group will be written on the Bike Tech sticker, and that sticker will be placed on the front left fairing or number plate. Equipment in unsatisfactory condition will be rejected.

The mandatory belly pan must be removed for Bike Tech inspection (exceptions case by case if belly pan removal is extraordinarily difficult).

The first race of the year the belly pan must accompany the motorcycle to Bike Tech. If approved, an Annual Belly Pan sticker will be placed on the front right fairing or number plate of the motorcycle. For the remainder of the season, as long as this approval sticker remains affixed, the belly pan need not be brought to Tech.

Following a crash, the corner worker will remove the Race Event Bike Tech sticker from the motorcycle. The rider must have the motorcycle re-inspected and approved before going back on track. Only the Bike Tech Inspector may remove the Annual Belly Pan sticker from the motorcycle.

It is not the duty of the Bike Tech Inspector to ensure compliance of each motorcycle with the technical rules for each class in which that motorcycle is entered. That responsibility lies with the rider.

The inspection below is not all-inclusive relative to safe race preparation. **For**

details regarding machine requirements see Section G. It is the duty of the entrant to check these items before a machine is presented for Bike Technical Inspection, and to make sure his/her motorcycle is prepared in a careful, workmanlike manner. Overly dirty machines are not considered workmanlike and will be rejected.

Bike Tech Inspection:

- Motorcycle reasonably clean and absolutely free of leaks
- Wheels - metal valve caps, taped weights, rims and tires good condition
- Axle nut locking pins present and properly inserted, pinch bolts wired
- Front and rear brake function, attachment, fluid retention, front brake caliper bolts wired
- Front fork caps secure, no leaky fork seals, proper fork action
- Fork drain plugs wired
- Handlebar to tank/fairing no interference, bar ends plugged
- Ball-end levers, no sharp edges
- Throttle action/return functional at extremes of steering lock
- Cable routing lock-to-lock, no interference
- Ignition kill switch visible, colored red
- Number plate mounts secure, numbers compliant regarding location, size, color
- Headlight, brake lights, instrument glass taped (if present) or removed
- Fuel tank mounts and cap secure, fuel lines secure
- Coolant lines clamped and secure, radiator cap wired
- Exhaust bracket and canister clamp bolts wired
- Oil drain and filler plugs wired
- Breather hoses and catch tanks secure and dry
- Oil filters and lines secure, dry and wired
- Chain master link, if clip-style, secured by RTV and painted
- Rear shock proper action and mounts secure
- Foot peg ends rounded
- Bodywork and seat securely mounted
- Side and/or center stand removed
- Shark fin foot deflector installed, brake lever guard installed (no sharp edges)

(F-3) The Contingency Inspector approves motorcycles for compliance with OMRRA and sponsor requirements for rider contingencies. Inspection and approval must occur before the race with the claimed contingency.

Contingency Inspection:

- Product use. Where possible, the inspector will visually confirm use of the

claimed brand of tire and components. The rider will be asked to verbally confirm use of oil, fuel, and other supplies.

- Sticker count, size and location. The inspector will have on hand the branding requirements provided by each approved OMRRA contingency supplier and will visually confirm rider compliance.

(F-4) Violations of Gear or Bike Technical Inspection requirements, particularly those deemed to put other racers at risk, will result in penalties (Section O).

SECTION G: MACHINERY AND NUMBERS

(G-1) Machines must be clean and absolutely free of leaks.

(G-2) Nuts and bolts shall be secure, and parts must be attached in a safe, workmanlike manner.

(G-3) Clutch and brake levers must have integral ball-ends, minimum ½-inch diameter.

(G-4) Machines must have a guard completely shielding the primary drive.

(G-5) Lower half of rear sprocket must be shielded either by the swingarm or a “shark fin” foot-deflector device if one is commercially available for your motorcycle.

(G-6) A structurally sound brake lever guard must be securely installed in a manner that shields the brake lever from coming into contact with another rider or motorcycle. The guard shall have no sharp edges protruding, and any guards ground sharp while racing must be replaced or filed smooth.

(G-7) Oil fixtures including but not limited to drain, filter, filter plate bolts, caps and plugs must be safety wired with 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 wired to prevent rotation. If the manufacturer provides a wire attachment point on the filter, that point may be used instead of a hose clamp. Quick release pins or clips not allowed on oil fixtures, excluding fill caps and dip sticks.

(G-8) Non-OEM oil lines and oil-cooler lines must be braided stainless steel. The Technical Inspector must approve all oil hose connections. Hose clamps not allowed except if delivered as factory equipment in that manner. When OEM equipment is used no modification to oil-cooler or hoses allowed. Banjo bolts on oil lines must be safety wired.

(G-9) Four-stroke engines must have oil breather lines return to the oil tank or to a heat and shatter resistant catch tank of at least 8 oz. capacity with the inlet line securely fastened and vented to avoid pressurization. Alternatively, motorcycles may vent oil breather(s) to an unmodified air-box with plugged drains or directly into exhaust injectors (PAIR valves).

(G-10) Automatic chain oilers not allowed.

(G-11) Aftermarket oil filters allowed, OEM recommended. Spin-on oil filters subject to manufacturer recall not allowed. Includes: K&N 204 and 204C March 1, 2016 - September 30, 2016.

(G-12) Water-cooled motorcycles must have water drain plugs and radiator caps safety wired. Antifreeze or glycol-based cooling additives NOT allowed. Red Line Water Wetter and similar additives permitted. Four-stroke water cooled engines must have a secure, heat resistant coolant overflow reservoir of at least 8 oz. capacity. That reservoir must be separate from the oil catch tank and have a vent line terminating in the belly pan.

(G-13) A tail section or mudguard must extend to at least a vertical line drawn through the rear axle.

(G-14) Rims smaller than 16 inches (front) and 15 inches (rear) diameter may not be used. Spokes must be tight and wheels reasonably true.

(G-15) Brakes must be installed in a safe, workmanlike manner. Front and rear brakes must operate effectively. Front brake caliper bolts must be safety wired (rear brake bolt wiring recommended). In lieu of safety wire, front brake caliper bolts may be secured with D-Clips. D-Clips shall be positioned to prevent rotation and shall be fastened to the motorcycle. It is sufficient to secure two D-Clips together if one of the two is fastened to the motorcycle. Brake pads retained with “R” clips must have those clips removed and replaced with safety wire.

(G-16) Valve stem caps must be metal, rounded, and gasketed.

(G-17) Axle nuts and bolts must be secondarily secured (see G-18). Axle pinch bolts must be safety wired. In the case where axles and their couplers are flush with the fork leg, wiring all pinch bolts is sufficient.

(G-18) Where cotter pins are commonly used as safety devices on castellated nuts, “R” or “D” clips may be substituted. Those clips must be safety wired to the bike, and “R” clips must also be safety wired closed at the mouth. “R” or “D” clips are prohibited on oil and water drain plugs.

(G-19) Fuel lines must be safety wired or mechanically clamped to their fittings.

(G-20) Bolts attaching the exhaust canister to the bracket and the bracket to the motorcycle must be safety wired (rear-set connections excepted).

(G-21) Foot pegs, shift, and brake pedals may have no sharp protruding edges. Foot peg ends must be plugged if round and hollow.

(G-22) Damaged or repaired handlebars are prohibited. The handlebar must be capable of supporting the weight of the motorcycle. Handlebars must have plugged ends. Handlebar grips and control levers must remain at least one inch from the fuel tank and may not touch the fairing or otherwise create finger pinch points throughout the steering arc.

(G-23) Machines must have a self-closing twist grip throttle.

(G-24) Machines must have an effective red-colored kill switch on the handlebar.

(G-25) Stands, turn signals, headlights, taillights, mirrors and/or any other accessories deemed dangerous by the technical inspector must be removed. Glass or plastic parts prone to shattering on impact must be fully taped if they remain on the motorcycle (windscreens excepted).

(G-26) All motorcycles must have a fluid retaining catch pan capable of containing at least 125% of the total motorcycle oil capacity.

- Catch pans must be securely mounted, three points minimum. Zip ties, safety wire and duct tape are not considered secure mounting.
- Catch pans must cover the entire bottom of the engine and transmission and have a dam at the rear. Pans that cover only the bottom of the oil pan are not sufficient.
- Catch pans may have a drain hole up to 1” diameter, sealed with a secure plug. This plug may be removed during rain race conditions to allow water drainage, but otherwise must remain installed.
- Disposable foil cooking pans and the like are not acceptable.

(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.
- 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 OMRRA minimums for height, width, position and quantity.

(G-28) Chain-driven machines with clip-style master links must secure that clip with oil resistant silicone or similar adhesive. No safety wire. Peened master links recommended. In all cases, paint indicating the master link location must be applied.

(G-29) Previous technical inspection stickers must be removed prior to presenting the machine for technical inspection.

(G-30) AMB Electronic Scoring is the scoring system for OMRRA. AMB transmitters are required, may not be shared between riders during an event, and must be mounted no further forward than the front axle. It is the rider's responsibility to ensure proper transmitter function during practice and races.

(G-31) Motorcycles found susceptible to fuel tank ruptures must have functional guards in place to minimize potential fuel leakage in the event of a crash. This currently includes Yamaha R6, 2006-07.

(G-32) Aftermarket case covers are required on all inline four cylinder motorcycles made after model year 1995, provided they are commercially available.

(G-33) The addition of toys, dolls, hood ornaments and other unnecessary articles to race motorcycles is prohibited. Decorative items must be painted on, stickered, or integrated into the motorcycle. They may not flap, flutter, bounce, bobble, blink or otherwise distract.

(G-34) In rain conditions, OMRRA riders are encouraged to securely attach a small constant brightness red light to a rear-facing surface of their motorcycle, centered on or under the tail section. Such lights must be turned off during dry races and may not function as a brake light.

(G-35) Cameras and recording devices may NOT be mounted on or in the helmet, or attached to the rider. Cameras may not protrude from the side of the motorcycle or be positioned where they might be struck by a passing machine. Cameras and recording devices must be marked with the rider's race number, and secondarily tethered to a solid mount on the motorcycle. OMRRA reserves the right to inspect and download event footage and data from onboard cameras and lap timers.

(G-36) Countershaft sprocket nut must be secured with a mechanical locking device (such as safety wire or locking tab) of appropriate workmanship

SECTION H: NOISE CONTROL

(H-1) Race engines must be turned off during the Riders Meeting and national anthem.

(H-2) Noise emissions will be monitored 50 feet from the racetrack. Machines may not exceed 92dBA from 7:00-9:00 AM or following the race day until 10:00 PM. The limit is 101 dBA during the race day. Machines in violation will be black-flagged during practice or race. The violator must demonstrate to the Technical Inspector or Race Director that an effort has been made to remedy the noise problem before the machine in violation is allowed back on track.

(H-3) If OMRRA is fined by the City of Portland or DEQ for a noise violation, the rider(s) committing the violation is fully liable.

(H-4) Each exhaust outlet must contain a muffler or sound diffusing system.

(H-5) The maximum allowable noise limit for generators and other equipment in the paddock is 80 dBA measured based on OSHA sound monitoring protocols. Generators must be located in a conscientious manner, and may not be oriented to direct exhaust or farting noise at other racer pit areas.

(H-6) Following the rules of Portland City Parks, all people in the pits will keep their own noise level, as well as that of vehicles, pets, music, and other sources reasonably low from 10:00 PM – 7:00 AM.

SECTION I: FUEL

(I-1) Fuel used at OMRRA must be gasoline-based. Gasohol, octane boosters, and additives are allowed. Nitro-methane, methanol, alcohol, and nitrous-oxide are not.

(I-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 that are legal by these rules.

(I-3) Electric motorcycles powered by independent batteries or other means are allowed in specified classes.

(I-4) Fuel containers must have the racer's number clearly and permanently written on them. Disposal of fuel containers at Portland International Raceway is forbidden (see O-10).

SECTION J: EVENT ORGANIZATION

(J-1) Liability insurance covering riders, race officials, board members, spectators and the owners and managers of the track facility shall be provided and in effect during the entire race event.

(J-2) All persons entering the racecourse premises must sign a waiver releasing OMRRA from liability.

(J-3) The racecourse must be in good condition, and reasonably free of surface hazards including but not limited to gravel, oil and dirt.

(J-4) Pit entry and exit must be marked and kept clear to permit unobstructed ingress and egress to and from the race track.

(J-5) Fire lanes within the pits and paths to the facility exit must be marked and kept clear at all times, enabling rapid emergency vehicle response and departure.

(J-6) Reasonable spectator control and security shall be provided. Track crossings shall be directed by security personnel and scheduled on a regular cadence throughout the event.

(J-7) The Board of Directors will agree on starting grid configuration for the

season before the first race. Start/Finish and race grid lines must be clearly marked on track. The Race Director may alter that configuration on race day if safety dictates. It is the rider's responsibility to know his/her grid position.

(J-8) A Paddock speed limit of 15 MPH will be posted and enforced (see O-6).

(J-9) A Hot Pit speed limit of 40 MPH will be posted and enforced (see O-6) between the beginning of the Hot Pit wall and the Track Entry immediately adjacent to Start-Finish.

(J-10) Racers must clearly identify their pit area with their race number, at least 6” tall, in a visible location.

(J-11) The Race Director and Track Marshal shall not allow motorcycles on course until:

- There are two ambulances with qualified medically equipped personnel on site, briefed by ASIT, and in position. Hospital transport fees are the full responsibility of the injured party.
- Adequate mobile firefighting equipment including fully charged fire extinguishers suitable for use on gasoline fires has been distributed to turn stations.
- A mandatory Riders Meeting has been held at which flags, start procedure, course entry, exit, and track condition are announced.
- A mandatory Volunteers Meeting has been held, at which flags, track conditions, and emergency response procedures are announced.
- Turn personnel are in position, equipped with flags, brooms and grease sweep, and in communication with Race Control. The Track Marshal shall assign Turn Captains and will confirm there are adequate volunteers to properly staff the racecourse.
- The race surface has been inspected.
- The timing and scoring system is in place.

(J-12) During an event no persons except competitors, track officials, corner crews and ambulance personnel are allowed on the track itself. Riders may not make unauthorized use of the track before, during, or after an event.

(J-13) Mini or non-competition motorcycles may be ridden for transportation in the paddock. They must have the rider’s competition number on the front, may only be ridden by riders of legal age, and must be ridden with a legal helmet (PIR is a City of Portland park bound by Oregon laws). Motorcycles operated in a reckless manner (speeding, wheelies, etc.) will be impounded

for the remainder of the day at the discretion of the Referee.

(J-14) A fire extinguisher in proper working condition is required for each 10' x 20' paddock space with minimum rating 10BC (5lb capacity).

(J-15) Each pit area must be policed for debris before leaving the event. Used tires and fuel containers may not be disposed of at Portland International Raceway. Used oil must be properly disposed of in marked Oil Disposal containers only and may not be left in normal trash cans or elsewhere. Oil spills in the paddock must be properly cleaned before departure. Loose pieces of safety wire must be picked up.

(J-16) Intentional or sustained burnouts are prohibited. Riders who engage in such activity may be fined and held liable.

(J-17) Access to the gravel area along the Hot Pit track wall is limited. Racers, crew and OMRRA volunteers may occupy this area to signal or spectate. Red apparel, pets, and spectators under 18-years-old prohibited. Nothing may be set on the track wall (example: drink bottles). Wristbands must be worn. Extreme caution and absence of physical limitation is required when crossing the Hot Pit; proceed quickly, pay attention, always give right of way to motorcycles. OMRRA Officials reserve the right to refuse access across the Hot Pit to any person at any time.

(J-18) Riders are not allowed to practice or race prior to submitting an Entry Form with payment, signing the Liability Release, submitting a current year Medical Form, completing Gear and Bike Technical Inspection, and attending the Riders Meeting (see Section O).

(J-19) Any rider may be judged physically or mentally unfit to race by OMRRA Officials if, in the opinion of those Officials, the rider's condition renders him/her incapable of safely handling the demands of riding a motorcycle on a race track. Example: failure of OMRRA Concussion Protocol (see ASIT and Section O). During OMRRA events this determination is made by the Race Director. Before or following OMRRA event, this determination is made by the Board of Directors.

SECTION K: FLAGS AND SIGNALS

(K-1) All Corner Stations have a yellow, yellow/red striped and red flag. Some Corner Stations have additional flags, depending on location relative to Start-Finish, critical corners, or track entry and exit.

(K-2) OMRRA uses the following flag signals during competition events:

GREEN..... Start/course clear

CROSSED FLAGS (furled green & white).....Halfway

BLACK (pointing)..... Report to pre-grid at the end of this lap

BLACK w/ ORANGE CIRCLE (pointing) .... Exit racing surface immediately

YELLOW (stationary).....Caution, danger ahead

YELLOW (waving).....Immediate danger, no passing

YELLOW w/ RED STRIPES..... Oil, water, or debris on course

RED (waving).....Race stopped, slowly return to Hot Pit for instructions

WHITE (stationary)..... Last lap

CHECKERED (waving)..... Finish

(K-3) A **green flag** is displayed to start the race or otherwise open the course (see M-9 for race start).

(K-4) When the **black flag** is displayed and pointed at a rider that rider must report at the end of the next lap to the Starter in the Hot Pit. The rider may be allowed to re-enter the track at the discretion of the Race Director or Starter.

(K-5) A **stationary yellow flag** is displayed as a warning signal. Riders may proceed at race pace, but with heightened awareness of potential danger and further flag signals at corners ahead. A stationary yellow flag precedes a waving yellow flag.

(K-6) When a **waving yellow flag** is displayed immediate danger lies ahead. A waving yellow zone begins 100 feet prior to the flag and ends immediately past the incident. Proceed with caution. No passing within this zone, including lapped traffic. If, for safety reasons, a rider does pass in this area he/she must give back that position at the earliest safe opportunity. Corner Workers will warn competitors with a waving yellow flag before proceeding to aid a fallen or stopped rider.

(K-7) When a **yellow/red-striped flag** is displayed in a square fashion there is debris on track nearby. The Corner Worker will point to the safe line. A

yellow/red striped flag pointed in a triangle fashion at the sky indicates rain on the racetrack in the area of that corner.

(K-8) When a **black flag with an orange "meatball" circle** is displayed in a square fashion, then pointed directly at the rider, the rider's motorcycle is an immediate hazard. Examples: on fire, leaking oil. The rider must immediately raise his left hand, get safely off track as quickly as possible, and stop at the nearest Turn Station.

(K-9) When the **red flag** is displayed riders must immediately and clearly raise their left hand, gradually slow-down, proceed cautiously at VERY reduced speed around the track, and exit to the Hot Pit. There, if officials display a red flag reading "G", riders take a full warm-up lap and return to their original grid positions. If officials display a red flag reading "P", riders proceed slowly around the Tower, through the gate, and return to their Pit (see M-9 for race re-start procedure).

(K-10) The stationary **white flag** is displayed at Start-Finish one lap before the leader of the race completes full race distance. Once displayed, the white flag will continue to be shown until the leader approaches Start-Finish on his final lap. The white flag is a courtesy flag. **Race to the checkered flag.**

(K-11) The checkered flag marks the end of the race, and is shown waving at Start-Finish to the first motorcycle on track that completes full race distance. Once displayed, the checkered flag will continue to be shown until all other motorcycles on track complete that lap. When riders pass the checkered flag their race is complete, no matter how many laps they have completed.

SECTION L: POINTS AND AWARDS

(L-1) Season Points for individual classes and championships are awarded using the schedule table below.

- Each final race is scored separately.
- When more than one heat for a race class is run on one day (see L-3), each heat scores ½ points.
- The number of starters is defined as the number of racers who turn a wheel in the competition.
- All finishers receive 4 points minimum. Competitors scoring a Did Not Finish (DNF) receive 2 points. Did Not Start (DNS) and Disqualified (DQ) receive no points (see L-12).

Finish Position \ Number of Starters	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	4	8	13	16	18	19	20	21	22	23	24	25	25	25	25	25	25	25	25	25
2		4	8	11	13	14	15	16	17	18	19	20	20	20	20	20	20	20	20	20
3			4	7	9	10	11	12	13	14	15	16	16	16	16	16	16	16	16	16
4				4	6	7	8	9	10	11	12	13	13	13	13	13	13	13	13	13
5					4	5	6	7	8	9	10	11	11	11	11	11	11	11	11	11
6						4	5	6	7	8	9	10	10	10	10	10	10	10	10	10
7							4	5	6	7	8	9	9	9	9	9	9	9	9	9
8								4	5	6	7	8	8	8	8	8	8	8	8	8
9									4	5	6	7	7	7	7	7	7	7	7	7
10										4	5	6	6	6	6	6	6	6	6	6
11											4	5	5	5	5	5	5	5	5	5
12												4	4	4	4	4	4	4	4	4
13													4	4	4	4	4	4	4	4
14														4	4	4	4	4	4	4
15															4	4	4	4	4	4
16																4	4	4	4	4
17																	4	4	4	4
18																		4	4	4
19																			4	4
20																				4

(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 11:59 PM on June 30 of the current race season become eligible for season-end championships.

(L-3) A rider may not enter two different classes that run simultaneously.

(L-4) To be scored, riders must finish the race on the motorcycle (engine and chassis) on which they start. Riders who change motorcycles mid-race will be disqualified. This includes normal race starts and red-flag restarts. Riders may take the sighting lap on one motorcycle, enter the Hot Pit, change motorcycles there, and start from the Hot Pit per normal OMRRA protocol for riders late to their race (see M-9). Riders must comply with the 40 MPH Hot Pit speed limit, come to a complete stop at the Hot Pit exit, and may only go when signaled by OMRRA Start-Finish personnel. Riders who do not come to a complete stop at that exit will be charged with a jumped start.

(L-5) Dual races. At OMRRA's discretion, two independently scored shorter than standard heat races may be offered in place of a single standard-length race (example: dual 6-lap races). Each heat race scores ½ points (see L-1). The overall finishing order for daily awards and contingency (unless otherwise specified by the sponsor) is determined by Event Points; the sum of Class Points combined from multiple races in a single class during a single Event (weekend), with the final race as tie breaker.

(L-6) Race day trophies are awarded to the top three finishers in each race. Trophies are not awarded in money classes. Trophies may be claimed within three days of the race date by contacting the OMRRA office. Unclaimed trophies will be recycled and utilized for future OMRRA awards.

(L-7) Season-end Race Class Championship trophies are awarded to the top three finishers per class who meet these minimum requirements:

- 25 points in a seven race weekend season
- 20 points in a six or fewer race weekend season

In a Race Class Season Championship with three or fewer race weekends only the champion receives a year-end trophy, and then only if that racer reaches 20 points.

For Race Classes that score **two races per race weekend, these requisite points totals shall be doubled.**

(L-8) Season-end standings are used to determine outcomes of the following championships by summation of the best two classes in that Championship.

- **Title Championship**: Formula Ultra, Open Supersport, Open Superbike.
- **Vintage Championship**: 160 Vintage, 250 Vintage, 500 Vintage, 750 Vintage, Lightweight Classic Superbike, Heavyweight Classic Superbike.
- **Clubman Championship**: All classes not included in the Title or Vintage Championships are used to calculate standings, Formula Female, Formula 40, Middleweight Amateur, 600 Amateur, Open Amateur, Novice 600, Novice 1000 and SuperTeams excluded.

(L-9) Season-end Title, Clubman, and Vintage Championship trophies are awarded up to the top-five finishers in each of the three championships, based on the number of points accrued during the season as follows:

- **Title Championship**: 180 points in a seven race weekend season; 155 points in a six race weekend season; 130 points in a five race weekend season; 105 points in a four race weekend season; or 80 points in a three race weekend season.
- **Vintage Championship**: 100 points in a seven race weekend season; 85 points in a six-race weekend season; 70 points in a five race weekend season; 55 points in a four race weekend season; or 40 points in a three race weekend season
- **Clubman Championship**: 300 points in a seven race weekend season; 260 points in a six race weekend season; 220 points in a five race weekend season; 180 points in a four race weekend season; or 140 points in a three race weekend season.

The Title, Clubman, and Vintage Championships will not be awarded if the season is less than three race weekends.

(L-10) Championship ties are broken based on the number of wins in the series or class. If that does not break the tie, second-place finishes will be compared, then thirds, fourths and so on until the tie is broken. If a tie remains, the best finish in the last race of the season determines the champion. If a tie still remains, the championship position goes to the racer who defeated the most starters within the best two classes of their championship season.

(L-11) In the event of a race tie documented in the timing system the better finishing position will be awarded to the rider who began the race gridded furthest back.

(L-12) “Did-not-start” (DNS) is a rider who did not cross the start line when the green flag dropped. “Did-not-finish” (DNF) is a rider who started but did not complete more than 50% of race distance or did not receive the checkered flag.

(L-13) All race meetings run in a single calendar year are used to establish season-end points. The Board of Directors may designate races in addition to those run in a normal event schedule as “Exhibition Races”. Exhibition races do not score class or championship points.

(L-14) The OMRRA Board of Directors reserves the right to designate up to two race weekends each year as double-points. This will be determined and published before the race season begins.

(L-15) OMRRA supplies companies with approved contingency programs with event results in a timely manner. However, it is the responsibility of competitors to understand and comply with all contingency requirements. OMRRA takes no responsibility for lost awards due to non-compliance.

SECTION M: RACE PROCEDURES

(M-1) Competitors may only ride their machines in the direction of the racecourse. No competitor may gain unfair advantage by leaving the track and re-entering at a point further around the course. It is prohibited to push or ride a motorcycle counter-course, either on the track or hot pit, unless directed by an OMRRA Official.

(M-2) During a race, no assistance may be given to a rider to start his/her machine other than in the Paddock or Hot Pit.

(M-3) Competitors who intend to pull off course must signal beforehand by raising and holding their left arm fully and clearly in the air. During normal track exits into the pit, riders must raise their arm well in advance (back straight PIR) and choose a line through corner(s) before the exit that enable them to leave the track without cutting in front of other competitors. Emergency track exits should be done as smoothly as possible, preceded by a raised arm, with no sudden direction changes, taking the safety of other riders into account. Riders who re-enter the track following an emergency exit must yield right of way to riders on track and not obstruct the flow or direction of their competitors.

(M-4) Riders behind have substantial responsibility for the safety of those in front. Since a rider about to be passed can neither see nor hear riders approaching from the rear, **responsibility for safe passing lies with the passing rider**. It is the duty of all riders not to make sudden or erratic changes of direction in ways that endanger passing riders committed to a faster line, and not to “chop” the front wheel of riders who have just been passed. **Intentional contact between riders is prohibited.**

(M-5) Weaving is prohibited, and considered aggressive riding and endangerment. Weaving is a sudden, unexpected side-to-side change of direction for no reason other than to break a trailing rider’s slipstream or intentionally cut off approaching riders in a manner that makes that rider take evasive action. The act of weaving will be evaluated on a case-by-case basis by track personnel witnessing such actions. See (O-8).

(M-6) Any motorcycle that comes to a stop in a non-upright position during a race or practice session is considered crashed, may not re-enter the race or practice, and must be re-inspected and approved by the Bike Technical Inspector before it is allowed back on track.

(M-7) Crashes and formal riding complaints will be monitored and records kept. Riders deemed regularly unsafe and/or who have crashed three times in a six event span will have their riding evaluated by OMRRA Officials and may be fined, penalized, have their licenses revoked, or be required to demonstrate commitment to improving riding skills. The frequency, circumstances, consequences and severity of crashes and riding complaints will be taken into account when deciding the course of action.

(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.
- Race grids are limited to a maximum 50 motorcycles. Entries received beyond that number will be put on a waiting list in the order received.
- Grid positions are posted at the base of the Pro Pit Tower. Unless Scoring is notified of an error at least 30 minutes before your race your grid position will not be adjusted.
- The Starter has authority to add an additional grid position to a row if necessary.
- When a race start involves more than one wave a full empty grid row will separate each wave. Riders in all waves following the initial wave must maintain their clutch hand clearly in the air until the preceding wave receives the green flag.
- **Known Fast Racer** (KFR). One race weekend per class per season, before close of Registration , a rider may petition the Membership Representative to be placed further forward on the grid if 1) the rider records a Saturday practice time within 104% of the best lap in the requested race class in the last dry race, or 2) the rider demonstrates extraordinary past results (example: professional racing, club champion), and 3) the rider has not competed in that class in the current OMRRA season. KFR grid positions are assigned to the second and subsequent rows, one position to the right of the last normal grid position in that row, with priority determined by better recorded practice lap times that weekend. KFR is not applied during events when qualifying is used to establish grid order. In cases of significant speed differential KFR may be applied at the discretion of the Membership Representative more than once per season.

(M-9) Race start process:

- Races normally start with engines running (clutch starts). Exceptions, including Le Mans and GP starts, must be approved by the Board of Directors (see Appendix B).
- Race calls are made over the PA system: **First, Second and Last Call.** Time between First and Second call is at the discretion of the Announcer but is typically 3-5 minutes. Time between Second and Last Call is 1 minute.
- 30 seconds after the Last Call the Starter sounds an air horn. After another 30 seconds the Track Entrance is opened for 30 seconds, after which it is closed.
- The Starter gives riders time to complete one warm-up lap and to position their motorcycles with front wheels stationary behind assigned grid lines prior to the race start.
- **Race start sequence.** The Starter holds the green flag open and down. When the Starter is satisfied the grid is safe and set the flag is raised, paused briefly, then released. The moment there is space between the Starter's fingers and the flag the race begins.
- Once the green flag is raised, the Starter may pull it down without starting the race if a safety concern arises (example: stalled motorcycle). Racers may reset the position of their motorcycles at this time and must come to a complete stop before re-initiation of the start sequence. There is no Jumped Start penalty for any racer if the Starter chooses to reset the grid in this manner.
- If a racer fails to arrive at the Track Entrance in time for the warm-up lap he/she will be held at Track Entrance until his/her class is started. The racer will be signaled by the Starter or Starter's Assistant to enter the race after the last rider in that class passes the Track Entrance.
- **Hot Pit race starts** must be from a full stop and are only allowed in conjunction with the normal race start. After that start sequence is complete, the Stop sign will be displayed in the Hot Pit. Riders who arrive in the Hot Pit from the Paddock after the start may not enter the race.

(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 three finishing positions.
- Riders who jump their race wave are disqualified from their race.
- In all cases the burden of proof lies with the accuser. The Referee makes the final decision based on evidence available, and contacts Scoring within 60 minutes of the conclusion of the race. If evidence is inconclusive the benefit of the doubt goes to the accused.
- There are three pathways by which a rider may be charged with a Jumped Start:
    - **By protest** from another rider in the same race class, filed via a written Protest Form, submitted to Scoring within 30 minutes of the conclusion of the race, then evaluated by the Referee. A successful protest requires corroboration by at least one other rider in that race class or by an OMRRA Official present at the race start (Board Member, Race Director, Referee, Scoring, Starter's crew or Track Marshal). Alternatively, the protesting rider may submit video documentation.
    - **By self-admission**, stated in person to the Race Director or Referee by the rider who jumped the start, within 30 minutes of the race conclusion.
    - **By direct observation and agreement from at least two OMRRA Officials** present at the race start. In this case, one of those Officials will alert the Referee immediately.

(M-11) The Race Director and Track Marshal may stop a race at any point if they believe conditions are dangerous for racers on track (example: thunderstorms). They may authorize a red flag, delay and re-start. Additionally, they may black flag any racer deemed unsafe at any time (examples: excessively slow riding relative to the speed of others on track, in danger of being lapped twice in a single race, weaving (M-5), exhaust canister in danger of falling off the motorcycle, safety equipment malfunction such as face shield coming off of helmet, leathers fully unzipped, etc.).

(M-12) Expert racers who consistently ride at a pace 120% or slower than the winner of that race class may not participate in that class.

(M-13) The only people authorized to stop a race are the Race Director, Track Marshal, Starter or Corner Captain. This is done by displaying a waving red flag at all turns.

(M-14) When a race is stopped after the leader has finished at least 50% of scheduled race distance in whole laps, the race is complete and positions of the riders at the last complete lap over the finish line prior to the stop are the race finishing positions. At Race Director discretion, this rule may be applied if the race has not reached halfway. If a race is stopped and re-started it is considered a continuation of the same race. No aggregate timing will be applied, original grid positions will be used, and re-started race distance will be the scheduled full distance minus the number of whole laps completed by the race leader at the time of the flag. Races with a second stoppage will be re-started at ½ the scheduled distance. In the event of a third stoppage the race will be considered complete and finishing positions determined based on the most recent whole lap by the race leader minus one. If less than two consecutive laps were completed in any of the starts, the race is considered canceled, with no result. If a rider falls during the race, up to and including the point of the red flag, that rider will be scored DNF, and may not re-start. If a rider has caused a red flag the offending rider will be scored as a DNF. Riders who do not participate in the original start may not join a re-started race.

(M-15) Races not able to run (or restart) on their scheduled race day either due to program delays or an outright race day or event stoppage, for whatever reason, shall be attempted to be rescheduled into the next race day. If rescheduling these races into the next race day is impractical, then alternatively at the discretion of the Board of Directors, the next race event for the affected race classes will be scored double points. Races that are not able to run on the last race day of the year, and hence have no opportunity to be rescheduled, will be truncated from the schedule and will not occur. No points will be awarded for the uncompleted race event.

SECTION N: PROTESTS

(N-1) Decisions on protests reside first with the Referee, then with the OMRRA Board of Directors if appealed (see O-1, O-2). The Referee may disqualify riders or machines obviously in noncompliance with this Rule Book.

(N-2) The purpose of these Rules is to run an orderly, competitive and fair season, emphasizing safety for all involved. They are not intended to allow one competitor to defeat another with the rulebook rather than on the racetrack or harass in anonymity. Protests must be in writing, signed by all protesting parties, and submitted to the Referee. The Referee will not consider the protest until all fees are paid. Protest filers will be identified to the protested person. Protests deemed frivolous or found to involve something not reasonably expected to affect race outcome or cause safety problems will be denied and protestors may be assessed a fine or penalty.

(N-3) Any competitor or group of competitors may protest another competitor who participated in the same race, or may appeal a decision made by Race Officials to the Referee.

(N-4) Timing:

- To be considered, protests must be submitted within one hour of results posting for the race in question (exception, database errors).
- Protests specifically against points or database errors must be received within fourteen days of points posting on `www.OMRRA.com.
- Race results with no unresolved protests 30 minutes after results posting for the last race of the day become Official Results.
- Results with protests requiring Referee ruling become Official Results immediately upon the Referee's determination, but no earlier than 30 minutes following results posting for the last race of the day.
- Following submission of a written protest and fees the Referee will notify the rider of the machine in question. The rider must bring the machine under protest to an impound area at a time and location designated by the Referee. Failure to do so upholds the protest.
- The Referee will, with full discretion regarding when and where, mark and sticker the motorcycle in question to prevent tampering.
- The protested party may then retrieve the motorcycle and continue to race that motorcycle for up to two full additional OMRRA race weekends while working in good faith to find a mutually agreeable time and place to perform a tear-down or other inspections. Evidence of tampering will result in the protest being upheld. Penalties apply to all race results during

the extension period.

(N-5) Fees:

- There is no fee for protests involving race finishing positions, jumped starts, points related database issues, or for protests involving Amateur class eligibility.
- There is no fee for protests involving visual inspections related to obvious violations of class eligibility rules. These inspections must be possible with bodywork in place.
- There is a fee of $100 for protests against decisions made by Race Officials.
- There is a fee of $200 for protests requiring bodywork and/or peripheral component removal including tank, seat, and other non-motor components which can be accomplished within a short period of time and do not typically require professional mechanical skills. Example: airbox inspection.
- There is a fee of $1000 for protests involving in-frame engine teardown, typically limited to head, cams, and fuel delivery system.
- There is a fee of $2000 for protests involving out-of-frame full engine teardown including pistons and cylinders, crank and transmission.

(N-6) In the case of in-frame or out-of-frame engine teardown:

- Protesting parties must supply control parts and/or factory specifications for comparative analysis.
- ONLY illegal modifications *directly related* to the protest fee level above count toward upholding the protest. Example: a $2000 engine tear down protest will not be upheld for illegal bodywork or brakes.
- The protested party will arrange a tear-down in a location deemed acceptable by the OMRRA Referee. That tear-down will be performed entirely under the supervision of the OMRRA Referee or a qualified delegate assigned by the Referee.
- A report including measurements and photographs will be written by the Referee and shared with both parties and the OMRRA Board of Directors within one week of the tear-down. The report will be included in the next OMRRA Board Meeting minutes.
- The Referee and at least one representative of the protesting and protested parties must be present for the tear-down. If the protesting party cannot supply a representative within a reasonable time the protest will be denied. If the protested party cannot supply a representative within a reasonable time the protest will be upheld.

(N-7) If the protest is **upheld**, the protest fee will be returned to the protesting party and the rider will be subject to penalties listed in Section O for class(es) in which the motorcycle was in violation. Additionally, at the discretion of the Referee, the rider may forfeit ALL season points earned on the machine in those class(es). The protested rider is responsible for all costs associated with tear-down, inspection, and rebuilding the motorcycle. The protested rider must prove to the satisfaction of the Referee that the machine meets OMRRA the rules before it can be re-entered in those classes.

(N-8) If the protest is **not upheld**, the protest fee will be given to the protested rider/owner. Additionally, in the case of engine tear-down the protesting party must reimburse the protested rider for market-rate costs beyond those covered by the protest fee for professional inspection and reassembly of the motorcycle to raceable condition. The protested rider must submit documentation of costs directly related to the tear-down to the Referee, who will evaluate the bill, and if appropriate, inform the protesting party of the additional charge. Payment shall be made to the OMRRA Treasurer, who will issue payment to the protested party. Once the bill is served by the Referee to the protesting party none of that party will be eligible to participate in an OMRRA event until payment is received.

SECTION O: PENALTIES

(O-1) Penalties below are assessed at the discretion of the OMRRA Referee. The authority of the Referee in interpretation of these rules in matters of safety is absolute and immediate. Riding, volunteering, vending and/or spectating privileges will be revoked until fines are paid.

(O-2) Referee decisions may be appealed to the OMRRA Board of Directors. Appeals must be in writing and received within five days of the Referee ruling. The Board will consider the appeal at the next regularly scheduled Board Meeting. The decision of the OMRRA Board is final.

(O-3) If a rider is suspended for a rules infraction the suspension may be for: the next event, a specified number of events, the rest of the year, a specified number of years, or for all time. “For all time” suspensions may be appealed to a subsequent Board of Directors. This appeal must be in writing and contain an explanation of the event in question.

(O-4) If a rider is deemed unfit to race, riding privileges may be revoked during an event by the Race Director for that day or that weekend. The Board of Directors may further revoke privileges until such time that the rider demonstrates recovery in a manner that convinces the Board of Directors the reason for revocation of racing privileges has been resolved such that the rider is once again fit to race.

(O-5) The following result in loss of finishing positions in a race:

- Passing under a waving yellow flag and not giving back the position gained at the earliest safe opportunity. 2 positions.
- Jumping the start. 5 positions.
- Riders may not gain advantage by shortcutting the Chicane and must re-enter the track in a safe manner. Riders who miss the turn and enter the run-off area inside the Chicane to the left of the barricade must stop and wait for a “safe to proceed” signal from the corner worker. Failure to do so results in a penalty of 5 positions.

(O-6) The following may result in a fine up to $100, loss of riding privileges that day, disqualification from races run that day, required volunteer time, and/or forfeiture of awards and prizes that day:

- A registered racer not attending the Riders Meeting.
- Entering a race on a bike displaying another rider’s number or utilizing another rider’s AMB without previously notifying the appropriate official(s).
- Violation of noise rules in Section H.

- Exceeding the Hot Pit Lane speed limit, Paddock speed limit, or violating pit in/out procedure.

(O-7) The following may result in a fine up to $250, loss of riding privileges, disqualification, forfeiture of points and prizes, required volunteer time, suspension and/or ejection from the OMRRA event at which the behavior occurs:

- Unsportsmanlike conduct including, but not limited to verbal harassment of competitors or OMRRA personnel and any other violations of the OMRRA Code of Conduct (Appendix E). Frivolous protests are considered harassment.
- Interfering with Race Officials in the performance of their duties.
- Ignoring the black flag.
- Riding on-track without a proper Technical Gear or Bike Inspection sticker or wearing uninspected or unapproved riding gear. This includes falsifying inspection stickers or peeling them off one bike or helmet and applying them to another.
- Class machinery rule violations including, but not limited to illegal fuel or engine modifications.
- Failure to bring a machine under protest immediately to the impound area.
- Falsification of information on an Entry Form or Medical Form.
- Conduct in public that casts a poor public image on the Association.

(O-8) The following may result in a fine up to $500, disqualification, a single or multi-race ban, forfeiture of points, awards and prizes, required volunteer time, and/or suspension:

- Fighting. Physical altercations are not tolerated and will be met with the maximum fine and penalties.
- Dangerous or overly aggressive riding including, but not limited to contact on the race track, unsafe passing, and sudden changes in direction (see M-4, M-5).
- Tampering with someone else's motorcycle or gear.
- Not following the red flag procedures (see K-9) when a red flag is displayed.
- Intentionally or flagrantly allowing oil or other fluids onto the track. This includes but is not limited to ignoring direction from the Technical Bike Inspector and/or ignoring a debris flag.
- Any other conduct considered noncompliance with safety regulations or endangering other riders, spectators, or OMRRA officials.

(O-9) Any alcohol or drug use infraction during the race day (see page 8) will result in immediate loss of race privileges without refund for the remainder of

the race weekend in the case of racer, immediate suspension of duties and privileges in the case of volunteers, vendors or officials, or expulsion from the event in the case of spectators. The Board of Directors may impose additional fines or penalties.

(O-10) If a rider, crewmember, vendor or spectator improperly disposes of hazardous materials at PIR including but not limited to fuel, oil, cleaning fluids and tires (see J-15) that person (see Appendix E) will be entirely responsible for paying all fines levied against the Association by PIR and may be fined an additional amount by OMRRA up to the amount of the original PIR fine.

(O-11) If a rider, crewmember, vendor or spectator damages the race track or any facility utilized by OMRRA for an event resulting in bills from the facility, the perpetrator (see Appendix E) is entirely responsible for paying those amounts, and may be fined an additional amount by OMRRA up to the amount of the original fee from the facility.

(O-12) Any racer found to be competing in OMRRA events without personal medical insurance will be suspended for 12 months from the date of the infraction (exception E-1).

APPENDIX A: NOVICE

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

To race as an OMRRA Novice:

1. Purchase a full-season OMRRA Competition License.
2. Attend and pass the OMRRA New Racer School including classroom, on-track and written tests.
3. Sign up for your first race weekend.
4. Pass OMRRA technical gear and bike inspection.

To graduate from Novice to Expert:

1. Complete ten OMRRA races without negative observations from Officials regarding on-track safety (see Sections M and O). To count as "complete" the Novice must finish at least 75% of the race distance. A DNF for any reason, crash, mechanical or otherwise, does not count as complete.
2. Meet graduating time in those races. Dry race graduation time: best lap within 115% of the most recent dry race best lap of the Expert winner for the class into which the Novice's bike primarily fits (ex: Yamaha R6, 600 Supersport). Rain races count toward graduation no matter the lap times.
3. Perform eight hours OMRRA Volunteer Time.
4. Fill out and turn in a complete Novice Racer Graduation Form, signed by your mentor, to Novice@OMRRA.com at least two days before close of registration for the next event weekend. OMRRA does not process Novice graduations mid-event based on Saturday results.

CATEGORIZATIONS (bikes with the following as their primary class):
Novice 600: 600 Supersport, 600 Superbike.
Novice 1000: Open Supersport, Open Superbike.
Novice Clubman: All other race classes.

EVENT GUIDELINES Novice 600 and Novice 1000:

1. NV600 and NV1000 riders are typically assigned to practice groups designated for riders participating in Novice and Amateur races.
2. Two NV600 and NV1000 races are conducted each race weekend.
3. NV600 and NV1000 riders may ONLY enter their respective Novice

class races, 600 Amateur, and Open Amateur (exception: SuperTeams, which does not count toward graduation).

4. NV600 and NV1000 Class Points accumulate throughout the season. Daily and year-end trophies are awarded, and contingency may be collected.
5. NV600 and NV1000 do not score Title or Clubman Championship points.
6. Upon graduation NV600 and NV1000 racers move to Expert grids and may no longer ride in Novice-only races.

EVENT GUIDELINES Novice Clubman:

1. NV Clubman riders practice in Expert practice sessions within normal practice lap time guidelines.
2. NV Clubman riders race in expert classes, collect daily Class trophies and contingency, and score season Class and Championship points.

HELMET MARKING:

A clearly visible yellow “X” measuring at least 6 x 6 inches must be placed on the back of each Novice helmet. Upon graduation, the X should be removed.

RACE NUMBERS:

Novice riders are assigned a number in the 700 series (900 series for WMRRA Novices). Upon graduation, riders exchange their 700-series number for an Expert number (see E-13).

CRASHING:

Crashes and incidents involving aggressive riding will be tracked and are subject to review. Following any crash Novices must have a coaching conversation with their Mentor. Novices who crash three times in a season must have an interview with the Novice Representative before racing again. The Novice Representative will determine appropriate actions regarding fines, points, penalties, additional volunteer hours, and/or racing restrictions based on the circumstances, severity and consequences of the incidents. The Novice Representative reserves the right to take action before the accumulation of three incidents.

OTHER REQUIREMENTS AND ADMINISTRATION:

If a Novice feels ready to graduate without meeting one or more normal graduation requirement, he/she may petition the OMRRA Board to be granted Expert status early. Petitions must be in writing. Volunteer hours

must be complete. The Novice must have the endorsement of the Novice Representative. Lap times from completed races must be attached to the petition. Petitions will only be considered during normally scheduled OMRRA Board Meetings.

If a Novice does not complete graduation requirements during the season in which they start, volunteer hours and completed events carry over from the previous season (one season only). These Novices will be required to meet any new Novice guidelines in the updated OMRRA Rulebook.

After meeting graduation lap time and race finish quantity Novice riders may choose to remain Novices as long as they like during the season in which this occurs. They must, however, meet their volunteer requirement and advance to Expert by the beginning of the next season.

Novice riders unable to consistently maintain a pace within 120% of the race leader's lap time in any race class will be evaluated for safety purposes and may be restricted from future riding in that class (and similar classes) at the discretion of the Novice Representative. Additionally, any Novice deemed unsafe for any reason (outright speed, on-track judgement, etc.) may be required to seek further rider training and demonstrate proof of progress to their Mentor and the Novice Representative before being allowed back on track at OMRRA.

At the discretion of the Novice Representative and Membership Representative, Expert racers who consistently ride at a pace slower than Novice graduation lap time standards may be required to return to Novice status until they can meet those standards.

In cases where an Expert achieves graduation times on a Novice Clubman motorcycle but cannot meet the standard on an NV600 or NV1000 motorcycle, they will be limited to running that NV600 or NV1000 motorcycle in Novice-legal race classes until they can achieve the Novice graduation standard.

To renew a Novice License, a racer must have completed at least one race with OMRRA the prior season. The Novice Representative may authorize a one-season extension based on written rider petition.

Novice racers who complete only a portion of OMRRA's Novice graduation requirements, including volunteer hours, may not represent themselves to other race organizations as having "graduated" or otherwise met OMRRA's

standards for Expert status, and thereby request an Expert license from that organization. Doing so is considered Unsportsmanlike Conduct (see O-7).

APPENDIX B: SUPERTEAMS ENDURANCE

A SuperTeams Endurance event is a trophy race, typically one hour in length. Trophies are awarded in three categories: Heavyweight, Middleweight and Lightweight.

Contingency forms must be submitted under the team name, payable to one rider specified by the team.

Grid positions are assigned first by category size order – Heavyweight, then Middleweight, then Lightweight - then by class points, and last by registration date and time for those without class points.

CLASSIFICATION:

- **Heavyweight:** machines eligible in Formula Ultra.
- **Middleweight:** machines eligible in 600 Superbike.
- **Lightweight:** machines eligible in Middleweight Superbike.

Machines primarily classified in the following race classes are prohibited: 160 Vintage, 250 Vintage, 500 vintage, Lightweight Classic Superbike, Ultra-Lightweight Supersport, Lightweight Supersport, and Lightweight Superbike.

Team classification is assigned based on the highest classification of any machine ridden by the team during the event.

TEAMS:

Teams may have one or two riders. A single rider can be on two teams in the same race. Only one team may be fielded per event per team name. Novices are allowed but remain subject to Novice helmet marking requirements (Appendix A). Competition numbers must be present on each competing motorcycle but need not be the same for each competitor or team.

EVENT PROCEDURES:

Rider changes must occur between 20 minutes and 40 minutes into the race. Single rider teams must perform a ride-through during this time. A ride-through consists of riding the machine into the Hot Pit, coming to a complete stop at the designated team pit location, and re-entering the race.

TIMING AND SCORING:

Each team will have a single AMB transponder. That transponder may be attached to one or more motorcycles during the race. The number of laps

recorded for the team transponder during the event is the number of laps scored for the team. The event clock begins with the green flag, and does not stop for red flags, weather or otherwise.

If a red flag occurs during the event, scoring ceases at that time. Lap counts end at the last lap completed. The race will only be restarted if Race Control gives a “clear track” with more than 15 minutes remaining on the event clock. If the race can restart:

- The new starting grid is formed based on original grid order.
- First, second and final call will be given, then typical starting procedures will commence.
- Teams not taking the restart will be penalized one lap.
- Restarts will be “normal” clutch starts.

The final lap scored is the last lap completed within the time limit. When the time limit is reached the checkered flag will be displayed at start-finish signaling the event end. Riders should proceed to the Cold Pit area as they would after the end of a normal sprint race.

Scoring follows section L of this Rule Book. SuperTeams is “exhibition only”. Race day awards are given first through third place in each class. Season points do not accumulate, and results do not count toward year-end class or championship awards.

START PROCEDURE:
Start and grid procedures may vary from SuperTeams event to event and are at the discretion of the Race Director depending on track conditions and event details. Traditionally, in dry conditions, SuperTeams start Le Mans Style.

Le Mans starts are dead-motor. A single team member holds the machine, with engine off, on one side of the track in the designated location angled at 45 degrees toward Turn 1, unassisted by a rear stand or other mechanism. The rider starting the race awaits the green flag while positioned across the track, directly opposite his/her team’s grid location, with boot heel touching the wall. The race begins when signaled by the starter. The starting rider “sprints” across the track, mounts his/her machine, starts the engine, and proceeds. After the rider mounts the machine, the holder simply releases the bike, and must then immediately exit the track. Push-starting a stalled machine is prohibited, and the holder may NOT move onto the live track to assist the rider in any way.

PIT LANE:
Each team must identify their pit lane area with their competition number(s) for the duration of the event. Numbers must be affixed on the Cold Pit wall. If necessary, Race Control may assign pit lane locations for each team.

Team pit lane personnel are restricted to registered riders and designated pit crew. Pit lane activities may include: refueling, signaling the on-track rider, rider and tire swaps, and minor machine service or repairs. No loitering. Teams are limited to a maximum of five people (including riders) in pit lane. All pit crew shall wear appropriate clothing including long pants and closed toe shoes.

The following are prohibited in pit lane: incendiary devices of any sort including welding and smoking, support vehicles including trailers, fluids other than fuel, major machine disassembly or repair.

After the event, each Hot Pit area must be entirely cleared of debris and markings.

Right of way in pit lane goes to the rider entering the Hot Pit from the track. It is the responsibility of exiting riders to ensure they have a clear path to safely enter the Hot Pit and proceed to pit exit. Teams violating the above regulation may be issued a warning, a two-minute time penalty, or docked positions at the discretion of the Referee. Pit lane rules are enforceable by the Race Director and the Referee, and may not be protested.

REFUELING:
Fuel must be stored behind pit wall except directly preceding and following refueling. Each team must have a container of absorbent material and a broom to handle fuel spills. Refueling cans must be hand-held. Towers and pressurized rigs are prohibited. Each team must have at least one fully-charged 5-pound Class B fire extinguisher clearly visible in their Hot Pit at all times. Teams without an operational fire extinguisher will be fined no less than $200.

Before refueling the machine must be completely stopped, secured by a pit stand, with the engine off, the rider off the machine, and a manned fire extinguisher with pin pulled pointed at the motorcycle. Fire extinguisher personnel must wear safety glasses, long pants, closed toe shoes, a long-sleeved shirt and gloves. Long hair must be tied back. Riders must remain off the motorcycle until refueling is complete.

INCIDENTS:
Crash trucks 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 track, except at the instruction of a Corner Worker. Riders may not accept outside assistance from crewmembers or spectators.

A rider may not abandon his/her motorcycle in an attempt to get the team AMB transponder back to the pits before the crashed motorcycle is delivered to the pits.

APPENDIX C: ASIT

The Accident Support & Information Team (ASIT) is a volunteer group within OMRRA that facilitates added safety for racers and spectators at the track.

This is done through pre-season events including motorcycle racetrack-specific training for all Paramedics who work OMRRA events, Gear Technical Inspection training for volunteers, first aid, CPR/AED, and concussion awareness training for ASIT team members. ASIT assists with ambulance contract negotiation and management.

On race days ASIT is located at the base of the Pro Pit Tower. Services provided include: gear technical inspection, ambulance service coordination, crash and injury support, and basic first-aid. Care given by ASIT is not a replacement for professional medical attention.

GEAR TECHNICAL INSPECTION:
Every race day ASIT conducts either full gear tech or helmet sticker inspection (see Section F). Additionally, ASIT collects current weekend safety information including your name and race number, at-track contact (required), and pit location (must be marked with your race number).

TECH COMPLIANCE:
ASIT team members are stationed at Pit Out each race day morning to ensure riders have both Gear and Bike Tech stickers properly displayed on their helmet and motorcycle. Riders without current race weekend stickers will be denied access to the track (see O-7).

CRASH AND INJURY SUPPORT:
Following a crash, the Track Marshal alerts ASIT via radio as soon as the incident occurs. The crash location, involved bike number(s), and initial assessment of the situation are recorded on the Incident Log.

ASIT responds to all red flag incidents and all calls for an ambulance. They confirm ambulance personnel have immediate access to racer's medical form information, communicate with the Tower about the status of the incident, and assist the ambulance as needed. If the racer is transported to the hospital, ASIT notifies the racer's at-track contact to ensure required support is provided. If the racer is not transported to the hospital, ASIT returns the racer to the pits and assists the racer in seeking alternate medical care or return to racing.

ASIT responds to yellow flag incidents when rider injury is suspected. There, depending on injury severity, the Ambulance Coordinator may interface with and assist ambulance personnel, or in the case of minor injury may provide or recommend basic first aid.

In cases where damaged motorcycles are considered un-rideable Crash Truck personnel respond to the scene, clear debris and equipment as soon as safely possible, and return them to the documented pit location. Uninjured riders may be transported with their damaged motorcycle in the Crash Truck.

If a crash occurs and the racer returns to the pits without evaluation, ASIT personnel go to the racer's pit location to check-in, offer basic first aid, confirm the racer's condition appears normal, and offer gear re-tech. ASIT may, at their discretion, enlist assistance from the ambulance if the racer displays clear need for medical attention, or from the appropriate OMRRA Official in other situations.

At the discretion of ASIT or the ambulance crew, if a racer displays symptoms of concussion, paramedics will administer a SCAT2.1 or similar concussion evaluation protocol and will provide results of that test to ASIT. Racers who exhibit clear signs of concussion may not continue to ride at that event.

During race weekends, ASIT retains hard copies of OMRRA Medical Forms for all participating racers and volunteers. In the case of an accident requiring ambulance transport to a medical facility, ASIT will give a copy of the form to ambulance and/or hospital personnel.

Following every crash all gear must pass re-tech and any injuries must be assessed, before rider will be given a new Gear Tech sticker. Injured riders must display the ability to safely control their motorcycle before being allowed back on track. Disagreements between ASIT and the rider on this subject will be adjudicated by the Referee.

If you are injured and transported to the hospital, ASIT will ensure your at-track contact is notified and given instructions regarding the need to secure your belongings in compliance with PIR rules and requirements. Friends and family of racers who crash may go to the ASIT location at the base of the Tower for information or directions to the hospital.

ASIT keeps a log of race incidents and injuries, and with the Membership Representative, provides input to the OMRRA Board of Directors regarding use of the OMRRA Injured Riders Fund.

A member of ASIT serves on the OMRRA Safety Committee.

APPENDIX D: VOLUNTEERS

OMRRA is powered by nearly 100 dedicated volunteers, without whom we cannot race. Positions include Corner Working, Course Control, Registration, Scoring, ASIT, Technical Inspection, Communication and Administration. Our volunteers are current and former racers, family members, friends, neighbors, and motorcycle enthusiasts. We're always eager to grow our team. If you are interested in becoming an OMRRA volunteer and want to enjoy great racing from the best seat in the house, please contact the OMRRA office at info@omrra.com. More information available at OMRRA.com.

REQUIREMENTS:

- Complete and submit an OMRRA Volunteer Application Form.
- Volunteers under 18-years-old must have a notarized parental signature. Some OMRRA volunteer positions have physical or maturity requirements and limitations.
- Complete and submit an OMRRA Medical Form and carry a copy on your person during race days.
- Sign the liability release at the PIR front gate and wear the wristband you receive there.
- Wear long pants and closed toed shoes if your position is track-side.
- Do not wear a red shirt, hat or jacket at the track.

RESPONSIBILITIES AT TRACK:

- Arrive by 8:00 AM, sign in with the Track Marshal, and receive your assignment for the day.
- Attend the daily Volunteer Meeting, 8:30 AM at the base of the Pro Pit Tower.
- Follow the instructions, training, and safety guidelines established by the Corner Captain or other lead in your area and do your part on that team.
- Adhere to the OMRRA Code of Conduct and other requirements outlined in this Rule Book.

BENEFITS:

- Volunteers who work a full day at an OMRRA event are entitled to free gate entry, snacks, lunch, and 2 beverages at the end of the day.
- Receive credit for community service in some organizations.
- Experience the satisfaction that comes from playing a critical role as part of the team relied upon to run an exciting, high quality race event.

- Join the end of day trophy ceremony to let racers say, “thank you” in person!

REGULAR VOLUNTEERS:

- Volunteers who work half or more of the days in a single season are considered “regular volunteers.”
- Receive a team member t-shirt; Corner Worker, ASIT, Scoring, or otherwise.
- Free entry to the OMRRA Banquet.
- A personalized year-end plaque.
- Service patches every five years.
- A full non-racing OMRRA membership and free season gate pass the following year. Regular Volunteers are encouraged to vote in OMRRA elections, on Rules, and to attend the annual General Membership Meeting.

APPENDIX E: CODE OF CONDUCT

OMRRA strives to create events at which racers, volunteers, employees, crew and spectators can enjoy motorsports fully. We intend to administer a productive organization, build and broaden our motorcycle community, deserve the respect of our sponsors and business partners, and to present a positive image of motorcycling and racing in the Pacific Northwest.

We believe in **the ethos of sportsmanship**, broadly applied to all activities and duties in which OMRRA is involved – fair and ethical competition, courage, respect for rules and opponents, and graciousness in winning or losing.

OMRRA requires the following of its officers, officials, employees, members, and volunteers:

Compliance with the law. OMRRA expects ethical behavior when dealing with our finances, partnerships, relationships, and public image.

Respect. OMRRA does not allow discrimination, harassment, bullying, or victimization. This includes but is not limited to sabotage, unwanted advances of any nature, and derogatory comments about a person's ethnic heritage, gender, sexual orientation, religion, appearance, disability, or medical history. Sexual harassment is illegal.

Treat our property with care. This includes material property, facilities, and intangible property including branding and information. Protect our assets and use them for their intended purpose.

Professionalism. All officers, officials, employees and volunteers must exhibit honesty, integrity, and accountability while performing their duties. Those given jobs in the organization will actively participate, including attending, preparing, communicating along established lines, cooperating with others, and representing the organization in a positive manner.

Conflict of interest and corruption. Officers, officials, employees and volunteers shall avoid personal, financial or other interests that might unduly bias the manner in which they perform their duties. When conflicts inherently exist, they will be disclosed, and individuals must excuse and recuse themselves from participation in decision making. We prohibit bribery, financial or otherwise, for the benefit of any external or internal party.

Duty of loyalty. Officers, officials and employees may not act in a

manner inconsistent with OMRRA's mission and central goals. They may not self-deal, putting their own financial or other interests ahead of the organization when performing their jobs. Once Board decisions are made and votes taken, individual Board members may not obstruct the agreed upon direction of the organization.

Safety. During an OMRRA event, if you see a situation that could put others at unreasonable risk, speak up, and take action. OMRRA has a zero-tolerance policy regarding violence and threats of violence at our events and toward our members. Impairment by officers, officials, employees, or participants during OMRRA competition events, be it from drugs or alcohol, strictly forbidden.

Confidentiality. Officers, officials and employees will respect and keep confidential information they are exposed to while doing their jobs, be it financial, personal, or otherwise.

No retaliation. OMRRA values help from people who identify potential problems the organization needs to address. Those who raise concerns in a civil, productive manner will not suffer any adverse response.

At OMRRA events, the rider bears responsibility for the actions of his/her entire pit crew, extended family, and pets. These include issues of safety, compliance with PIR rules, damages and conduct.

The OMRRA Referee and/or Board of Directors may enforce this Code of Conduct via penalties outlined in Section O, and in any other manner commensurate with the violation. This applies to all official OMRRA events and forums including races, meetings, banquets, other gatherings, website and social media.