

Important Rule changes for 2009

Age requirements	Paragraph 1.0
Point structure	Paragraph 1.5
Practice	Paragraph 2.5
Gridding	Paragraph 2.8
Number display	Paragraph 5.1.1 & 5.2
Class Structures	Section 6

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NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.

THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO A PARTICIPANT, CREW MEMBER, HELPER OR OFFICIAL.

BY ENTERING AND PARTICIPATING IN AN EVENT A RIDER ACKNOWLEDGES THAT HE OR SHE HAS READ AND UNDERSTANDS THE RULES AND AGREES WITH AND WILL ABIDE BY ALL THE RULES AND POLICIES HEREIN.

ANY OMISSIONS OR OVERSIGHTS SHALL NOT BE CONSTRUED AS PERMISSION TO DO AS ONE PLEASES. ANY AND ALL RULE INTERPRETATIONS OR ADDITIONS MAY BE INITIATED AS REQUIRED AND WILL BE THE RESPONSIBILITY OF THE REFEREE AND RACE DIRECTOR. THEY SHALL BE BINDING AND FINAL.

DESCRIPTION OF OFFICIAL DUTIES

Board of Directors – Responsible for establishing the policies, procedures, rules and schedules for the Loudon Roadrace series.

Race Director - Responsible for the coordination of the race weekend. Ensures that the plans, policies and goals for the event are carried out.

Assistant Race Director - To aid or assist the Race Director as required or to take over for the Race Director in the event the Race Director is not present. His decisions are final and are as binding as those of the Race Director.

Referee - Responsible for handling rule interpretation, protests and overall operating of the race track activities. Review and inspection of conditions to ensure safe operations.

Assistant Referee - To aid and assist the Referee as required. In the absence of the referee he shall have full authority re-

garding any rule interpretations and/or operations.

Safety Director - Responsible for the overall safety of the race course. Will work closely with the Race Director, the Chief Course Marshall, the Referee, and the Starter to assure safe racing conditions.

Starter - Responsible for all activities relating to running practice, heats and races. This will include, number of waves, interval of waves and all start finish flagging. He shall have the final authority regarding any activities or changes that take place on the track proper.

Chief Course Marshall - Responsible for Corner Marshall and Corner Crew assignment, placement and operations. Handles the distribution of safety and communication equipment. Works in close harmony with the starter to ensure safe track operations. Will furnish a report to the Race Director at the conclusion of each event regarding all accidents. Will also furnish a report of track conditions.

Chief Tech Inspector (Scrutineer) - Responsible for the operation and supervision of Technical Inspection in a manner that will ensure all equipment meets LRRS safety standards.

Manager of Registration - Responsible for the registration of all competitors, mechanics and crew members, and the posting of all Grid Sheets.

Clerk of the Course - Responsible for the issuance of all licenses and credentials required. Also responsible for the preparation and posting of all race finals. Shall also be responsible for all registration regarding any contingency forms and the forwarding of these forms to the proper interested parties.

Paddock/Grid Marshall - Responsible for supervision of the Pit and/or Paddock areas and the pre-gridding of races prior to the assumption of control by the Starter.

Medical Director - Responsible for the assignments of all medical personnel. Duties to include the Ambulance assignments and the reporting of all injuries to the Race Director. Shall provide a written report of all activities to the Race Director at the end of the Race weekend.

Chief of Timing and Scoring – Responsible for providing lap times and scoring for all competitors during the race weekend. Also responsible for the set up of track scoring equipment.

1.0 RIDER CLASSIFICATION, POINTS AND AWARDS:

1.1. **Applicants must be at least 16 years of age. (14 for 125 GP, Production Twins Super Singles and Motard) Applicants less than 18 years of age, must be accompanied by his or her parents or legal guardian and both parents (or guardian) must sign a minor release form at registration. Should one parent be unable to be present he or she must submit a notarized minor release form. Minor release forms are available on line at either www.lrrsracing.com or www.raceloudon.com.**

1.2. Applicants must provide proof of prior racing experience, or a certificate indicating completion of an approved Riders School. Riders School is available at all LRRS events.

1.3. There are three rider classifications:

Novice Amateur Expert

Classification is based on a minimum number of races, rider index and lap times. The officials may reclassify a rider at any time, if they feel it is warranted.

1.4. **ADVANCEMENT:**

Novice to Amateur - A minimum of 10 races, and an index of .500 or better. A rider that does not meet these criteria may, upon the completion of an additional 10 races, request advancement at which time his history will be scrutinized.

Any novice rider that has the minimum number of races and an index of .750 or better will be automatically advanced for the following year.

Amateur to Expert - An additional 13 races and a minimum index of .500.

Any amateur rider that has the minimum number of races and an index of .750 or better will be automatically advanced for the following year.

Experience with other organizations will be considered but the rider must show proof of finishes.

A race is counted only if a rider completes a race.

All requests for advancement must be made in writing at least 7 days prior to an event. Requests may be made via Email to lrrsracing@tampabay.rr.com.

No advancements may be made during an event weekend.

A rider is responsible for keeping track of his or her own finishes. When ready for advancement, the Race Director should be notified, and the requirements verified.

A rider index will be calculated for every Novice or Amateur rider based on his/her finishes in every race. The formula for the index number is $(1 - (\text{finish}/\text{starters}))$. (divide the finishing position by the number of starters in a race and subtract this from the number 1) All index numbers will then be averaged for each rider. The result will be the rider index

An amateur rider may elect to retain his amateur standing until the end of the calendar year, however, the rider may lose any eligibility for the rider of the year award and possibly any contingency awards. New riders, to be eligible for the rider of the year award, must request advancement when the minimum requirements are met.

Vanson Rider of the year award. This award is presented by Vanson Leathers to the first year rider that accumulates the most number of points, starting as a Novice and advancing when the minimum requirements are met (no cherry picking). Rider character and deportment are also taken into consideration.

1.5. POINTS:

Points are awarded according to the following schedule.

First	35	Ninth	16	Seventeenth	8
Second	30	Tenth	15	Eighteenth	7
Third	26	Eleventh	14	Nineteenth	6
Forth	23	Twelfth	13	Twentieth	5
Fifth	21	Thirteenth	12	Twenty-First	4
Sixth	19	Fourteenth	11	Twenty-Second	3
Seventh	18	Fifteenth	10	Twenty-Third	2
Eighth	17	Sixteenth	9	Twenty-Forth	1

Classes are frequently combined when conditions permit to expedite the racing schedule. (See the list of race combination later in this manual) All classes are scored separately. All points will be disallowed without protest, if it is found that a machine was ineligible for the class in which it was entered.

- 1.6 CHAMPIONSHIP POINTS: All expert class riders are eligible for championship points in their respected classes. A riders worst finish (or a missed race) for the season will be dropped.
- 1.7. SCORING NON-FINISHERS: No championship points or advancement finishes shall be awarded to a rider who has not completed a race. To be scored, a riders must take the checkered flag on the race track proper..

A lap is considered complete only when the leader crosses start/finish to start the next lap or end the race.

- 1.8 It is the riders responsibility to check the preliminary result sheets within 30 minutes of posting. Every effort will be made to post results as quickly as possible. Any errors or omissions must be reported within the 30 minute time frame. At the end of the 30 minute period the result sheet will be marked as final and no changes are possible after this point.

For contingencies to be paid a rider must assure they are listed on the correct motorcycle. Changes to the results will not made after the close of the weekends activities. Results are sent to the manufactures and CCS immediately following the weekend.

2.0 CONDUCT AND PENALTIES:

GENERAL PENALTIES - Unless penalties are otherwise expressly provided for in this rule book the Referee/Race Director may levy penalties (i.e. one lap, stop & go, etc..) fine, deduct points, disqualify, or suspend any rider for the remainder of the meet for any violation of the rules of competition, insubordination, or any other conduct detrimental to the meet. In addition, the Referee/Race Director may levy fines ranging from \$25.00to \$5000.00, and can recommend suspension from future LRRS, Championship Cup Series or ASRA events. Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.

Riders are required to comply with all instruction given by an official or member of the safety crew, regardless if they are verbal instructions or transmitted to the rider by use of flags. Failure to comply constitutes conduct detrimental to the sport and the Race Director/Referee will levy penalties accordingly. Any penalties or fines levied as a result of violating the rule

will not be subject to protest or appeal.

All participants must assess for themselves, the facility, organization, safety measures, weather conditions, and any other considerations regarding the risks of competition at any given event. Participation after such as assessment indicates an assumption of all risks involved.

- 2.1. Any rider who misrepresents himself or his equipment in any way, will be subject to immediate suspension.

It is the responsibility of every competitor to notify race officials of any medical condition which may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body. All participants who have a medical problem must fill out a medical form and return it to registration before competing.

All riders must complete an official entry form and sign a release for each event, and no rider may practice or compete without such signature. Participation of any form which results in an unregistered rider participating on the track in either practice or a race event, will result in punitive action being levied against all parties involved.

- 2.2 It is the responsibility of the rider to assure that he or she is entered in the correct class and on the correct motorcycle. Any rider improperly entered will be disqualified from that class and be subject to a fine. A rider will not receive any contingency monies if not listed on the proper machine.

- 2.3. CONDUCT: Proper conduct is necessary to present a positive image of the sport of motorcycle racing. Competition or paddock licenses may be suspended or revoked and the person ejected from the event for conduct that is obnoxious, disruptive, destructive, or dangerous to others or their property.

- 2.3.1. No alcoholic beverages may be consumed by any person in the pit or paddock area during racing or practice hours. This rule will be strictly adhered to. Any infraction will be cause for immediate ejection. This applies to riders, crews, family, friends, and/or spectators.

- 2.3.2. Any riders, crew members, family members or friends found to be using any illegal drug will be immediately ejected from the event and the rider's license will be suspended.

Unsafe or unsportsmanlike riding may result in a penalty. Any rider that stops on the course for any reason other than mechanical breakdown during a race, practice, warm-up or cool off lap may be subject to a penalty. Any action that impedes or distracts another rider on the track or dangerous weaving to block a passing rider, will be subject to a fine and/or disqualification.

The pit and paddock speed limit is limited to 15 mph and will be strictly enforced

Wheelies, stoppies or burnouts are strictly forbidden, at any time, anywhere within the confines of any race facility used by the Loudon Road Race Series. Deliberately stopping on the racing surface at any time is strictly forbidden.

Any rider that deliberately causes physical or financial harm to any person or their equipment will be subject to a penalty and possible reimbursement to the injured party.

Children must be supervised at all times. No child will be allowed to operate a bicycle, motorcycle ATV or any other wheeled vehicle of any size within the confines of the pit or paddock area.

Children under the age of 16 are not allowed on pit road at any time unless they are licensed competitors.

A rider will be held responsible for the actions of his or her crew, family or friends.

- 2.3.3 Riders are required to attend the riders meeting on the day of their races. It is advisable for a rider to attend all riders meetings on a given weekend as some Saturday announcements may not be repeated on Sunday

- 2.4. ENTRIES:

Only 2009 entry forms are to be used.

NHIS: Entries may be made by mail or fax. Pre-entries, along with the appropriate fee, must be received by the track no later than ten days prior to the event. Late pre-entries will be treated as regular entries. Mail all entries to NHIS, Box7888, Loudon, NH 03307 or fax to (603) 783-8323. Credit cards are accepted.

Transponders will be issued to all riders at registration. It is the riders responsibility to see that the transponder is treated with all respect and that it is returned to the registration building, in good condition, at the end of the weekend. There will be a \$300 fine assessed for any transponder not returned. Purchase options are available at NHIS. Different venues may require a deposit or have purchase or yearly rental options available.

Events will be run regardless of weather conditions. There will be no refunds or credits of entry fees for inclement weather. In the event the track is unusable due to impossible conditions LRRS reserves the right to postpone or cancel

an event. Credits will be considered at that time.

- 2.5. CREDITS: If you must cancel a pre-entry, you must notify NHMS, in writing by either fax or email (wdumas@nhms.com) prior to the opening of registration on the Friday night preceding the event. No-shows will not receive refunds or credits towards another event. There will be no changes to entries once registration has closed on the day of the race.

There will be absolutely no refunds or credits for any reason once a bike goes through Tech. unless a request for action form is completed and handed in before the close of the event. The action taken will be determined by the office personal.

Dishonored checks may be cause for a fine and immediate suspension from further competition. Fines will be from \$25.00 to \$100.00 and suspensions will be at the discretion of the Referee or Race Director. Check writing privileges will be withdrawn from chronic offenders or those who prove to be reluctant to quickly redeem any outstanding balances.

- 2.6. **PRACTICE: Practice groups are determined by machine displacement and configuration. The group a rider belongs in will be determined by the Chief Tech. Inspector except for the #9 group which will be determined by Timing and Scoring.. A rider will only be allowed one practice sticker per bike. The initial groups were set as follows. These groupings may be changed at any time.**

- Group 1 All 600's+4 cyl,750+Desmo water cooled twins, 250GP (Amateur)
- Group 2 All 600's+4 cyl,750+Desmo water cooled twins, 250GP (Expert)
- Group 3 650 Water cooled twins & all air cooled twins (Novice)
- Group 4 125's, Motards, Singles, EX's, Ultralight Twins (Novice)
- Group 5 125's, Motards, Singles, EX's, Ultralight Twins (Am/Ex combined)
- Group 6 650 watercooled Twins & all air cooled twins (Amateur)
- Group 7 650 watercooled Twins & all air cooled twins (Expert)
- Group 8 All 600 + 4 cyl 750 + Desmo water cooled twins, 250 GP (Novice)
- Group 9 Top Expert Practice lower than 1:16 laptimes. (Middleweight, Heavyweight only)

2.7 SCORING

The primary scoring method will be electronic, using transponders mounted to the front fork. A secondary backup will be provided using hand strip charts and/or video scoring methods. Practice sessions will be timed to assure practice lap time equality and lap times will be provided to riders if possible.

A working transponder must be affixed to the motorcycle any time it is on the racetrack. A \$25 fine will be imposed on any rider who goes on track without a transponder. Motorcycles which are not picked up by scoring may be black flagged.

Transponders must be mounted as per instructions in the Equipment Standards section.

If a race is stopped by a red flag after the 50% point of a race, Any riders that have crossed start/finih prior to the red flag will be scored on that completed lap. All other riders will be scored on the previous lap. The time of the red flag is determined by when Timing and Scoring pushes the red flag button to end the race. The scoring system is then shut down.

2.8 PROTESTS:

Protests concerning on track infractions must be submitted to the referee in writing within 30 minutes from the time the preliminary result sheets are posted. The Referee will have the final say regarding the protest. If the protestee feels that he or she has been unjustly penalized, relief may be sought by submitting a written request for a hearing to the Race Director or the Chief Referee. A hearing, conducted by a panel of his fellow riders will be convened AT THEIR CONVENIENCE and they will make the final determination as to the outcome. The results of the hearing are final. If the infraction occurred during a race the panel may not be made up of riders from the same race.

START / GRID / RACE PROCEDURES

Gridding: All pre-entered riders will be gridded by their total number of points in all their races in the current year (The first event points will be taken from the previous year) All other riders (pre-entered with 0 points and all post-enteries) will be gridded by sign up)

The maximum number of riders in a race or wave will be determined at the close of registration on the day of the race. Every effort will be made to start all riders in a fair and equitable manor as determined by their sign up. Late entries may be required to start in a separate wave. but will not be scored separately.

Amateur/Expert grids: Amateurs will always be gridded in a wave separate from Experts.

It is the rider's responsibility to notify the registrar of any errors in the grid sheets within 30 minutes of posting. Grid sheet postings will be announced.

All participants must come to pre-grid. Three calls will be made for each race while the preceding race is underway. Riders should be aware of the schedule in case the calls are not heard.

The Assistant Starter will indicate that the track is open for a warm-up lap by displaying a #5 sign. All riders should start their warm-up laps as soon as practical as directed by the grid marshal. Under no circumstance may a rider start a warm-up lap after the countdown has ended as decided by the Assistant Starter. At the conclusion of the warm-up lap all riders must return to their assigned grid position at start/finish. Any rider that is not lined up in their correct grid position may be subject to a penalty at the discretion of the referee. Riders are not allowed to move up to "fill in" empty grid positions. You must be in the correct position as indicated on the grid sheet. A rider will be considered to be properly gridded if the front wheel is no more than 18" behind the designated row or if the front wheel has not gone beyond the designated row. A rider may not move laterally to a different position.

No rider may enter the track proper at any location other than pit out. Should a rider leave the course for any reason he or she must re-enter at the next safe location and only after inspection and/or approval by the Corner Marshall. A rider may not attempt to shorten the course by any means. No rider may take the checkered flag on pit road. At NHIS any rider that misses the warm-up lap will be held by the Grid Marshall until the start grid has cleared and may then start the race from the pre grid area.

When the Starter decides, he will close the grid to all competitors. A #2 sign will then be displayed at start/finish. At this point the grid is closed to any late competitors. The grid must be cleared of all mechanics and team personnel other than the rider.

At the #1 sign all riders must be in their correct grid position. Any rider that causes the countdown to stop at this point will be pulled from the grid and directed to start from the rear of the grid. A stop of the countdown will be indicated by the assistant starter lowering the display board. The countdown will continue once the problem is solved.

If two red flags should occur during the first 50% of a race, the race will be stopped and rescheduled to the end of the day. If time does not permit at days end then the race will be considered complete.

FALSE STARTS:

JUMP START: If the rider leaves the grid prior to the green flag being waved, or leaves with the wrong wave, he / she will be assessed a one lap penalty.

CREEPING: Creeping is defined as any movement at all once the number 1 board has been displayed. The penalty for creeping will be determined by the Referee at the conclusion of the race once the total race time is available.

When ready for the start, the Assistant Starter will turn the number 1 board sideways. At this point all riders should be ready with their machines in gear. The race will start at the waving of the green flag, generally within five seconds of the board being turned sideways.

The cones along the side of the track at start finish represent the edge of the track and may not be cut through or crossed over. Any rider that cuts these cones will be immediately disqualified from the event and be subject to license suspension.

Restarts: If a race is stopped in the first lap there will be a complete restart from the original grid positions and all laps will be run. When a race is stopped after the first lap and before 50% of the laps are run a restart will be performed with the grid reset to the race order at the time of the red flag and the remaining laps will be completed. The number of laps run will be counted up to the last lap completed. A lap is considered complete only when the leader crosses start/finish to start the next lap or end the race.

If more than 50% of the laps have been completed, the race will be considered complete.

The 50% point of a race is considered to be when the leader crosses start/finish to start the second half of the race. i.e. The start of lap 5 in a 8 lap race or lap 6 in a 10 lap race etc.

If a race is stopped by a red flag after the 50% point of a race, Any riders that have crossed start/finish prior to the red flag will be scored on that completed lap. All other riders will be scored on the previous lap. The time of the red flag is determined by when Timing and Scoring pushes the red flag button to end the race. The scoring system is then shut down.

CRASHES: A motorcycle that has crashed must go through Tech. inspection before being allowed back out on the track. If the crash occurs during a race and the rider is able get back in and complete the race he may do so, but it is the riders responsibility to check for any leaks or damage to the controls and to assure the motorcycle is in race worthy condition before continuing on. Should the race be considered complete any and all crashed riders will not be entered in the final results. The crashed riders will be considered a DNF.

Crashed bikes may be impounded by the Tech inspector or referee, at the crash site, or anywhere within the facility, before any repairs are made, to assist in the determination of the cause of the crash. Impounded bikes will be returned to their owner as soon as the determination as been made. Failure to comply will result in disciplinary action.

No rider may change machines once the race has been started. If, prior to a race, a rider wishes to change machines, he may do so but only with the permission of the race director or referee.

3.0 FLAGS AND COMMUNICATIONS

OPERATIONAL FLAGS:

Green Flag - indicates start of race or clear track conditions.

Checkered Flag - Indicates end of race or practice session - proceed around the course to pit in.

Red Flag - Indicates race has been stopped. All riders are to signal and reduce speed then proceed slowly to the pit road.

WARNING FLAGS

Yellow with Red Stripes - Debris or fluid on track surface - exercise caution.

Stationary Yellow Flag - indicates a potentially hazardous situation on or near the track - passing is allowed - exercise caution.

Waving Yellow Flag - indicates hazards on or near the track of a serious nature. No passing is allowed from the flag stations displaying the waving yellow flag until past the incident. Riders who violate this rule will be assessed either a stop & go, a one lap penalty or a fine dependent upon circumstances. The violation must be reported by a Corner Marshall or Official. Rider complaints may be considered if the Referee believes it is warranted and justifiable. Two complaints on any given weekend from any source will result in a one event suspension. Under no circumstance will a pass for position be allowed.

White Flag with Red Cross - indicates that a safety or emergency vehicle is on the course - Exercise caution.

Black Flag - indicates a mechanical problem with your equipment. Reduce speed, get off the racing line, proceed slowly around the course and exit the track at pit in. Report directly to the Grid Marshall. Pay particular attention to the cornerworkers. They will indicate to you if they want you to pull off the track immediately. Any rider that ignores the black flag will be disqualified from the event and be subject to license suspension for an indefinite period of time.

Black flag with an orange circle (the meat ball flag): This flag may be used for any situation other than a safety violation. The rider should complete the current lap and report directly to an official on pit road. The flag will be used whenever the Starter or Course Marshall decides that the rider needs a talking to or to advise him that he or she will be disqualified.

COURTESY FLAGS

White Flag at Starter Position - indicates final lap.

White & Green Flags Crossed - indicates 1/2 distance of race.

4.0 RIDER EQUIPMENT AND APPAREL:

HELMETS: Helmets must be full coverage with an attached face shield. Tear-off's are not allowed. Quick release helmet straps are also not allowed unless original equipment. The helmet must meet DOT plus Snell approval or the British Blue Label standard BSI 6658 Type A helmet standard or the European ECE22-04 & ECE22-05 P standard. The appropriate stickers must be attached. Any helmet that has been damaged or suffered a severe impact must be replaced or sent to the manufacturer to be inspected. All helmets must pass tech inspection. The riders number must be displayed on the helmet.

Helmets may not be more than 5 years old as determined by the date of manufacture in or on the helmet.

LEATHERS: Pants and jacket of leather (preferably a one piece suit) must be worn. If two piece it must be securely fastened at the waist with a zipper. Taped leathers are not allowed. When in racing position on the motorcycle, the rider must not have any skin exposed. Certain nylon suits are approved but are not recommended.

GLOVES: Gloves must have leather protecting the fingers and palms. They must be of sufficient length to cover the wrists.

BOOTS: Boots must be of leather and long enough to cover the ankle and overlap the pant leg. (8" is the recommended length.) High top leather sneakers are not allowed.

BREATH MASKS that cover both the mouth and nose may not be worn.

BACK PROTECTORS are not required but are highly recommended.

The safety and inherent suitability of any item of apparel shall be subject to the reasonable judgment of the Chief Technical Inspector or the Referee.

5.0 GENERAL EQUIPMENT RULES:

5.1 NUMBER DISPLAY REGULATIONS

- 5.1.1 **The rider of the year may display the number 1 on his/her machine although it is advisable to display their assigned number on the sides to expedite scoring.**
- 5.1.2 Numbers will be assigned by the Loudon Road Race Series. Single digit numbers will be reserved for past multiple class champions and two digit numbers will be reserved for Experts. Any Expert requesting a new two digit number must have Expert points from the previous year. **A rider may take a year off but in order to retain his/her two digit number he/she must renew each following year and score points in a minimum of four races over at least two weekends in the second and following years. If you do not intend to participate you may not monopolize a number.**
- 5.2 **All machines must carry three sets of numbers, one on the front and one on each side. Numbers must be a minimum of 4" high, be spaced 1/2" apart and allow 1/2" of unobstructed numberplate/background border. Side numberplate/background fields must be behind the rider on the machine's tail section or on the lowers on the side of the machine - they must be visible when the rider is in position on the machine. If the side numbers are displayed on the lowers they must have a 1/8" minimum black line around the plate area outside of the required 1/2" of numberplate background. Single numbers on the top of the tail are allowed only if the rider has numbers on each side of the lower as well. Numbers must be the rider's correct competition number and the only time a rider may change his competition number is when he/she is renewing his/her Competition License. Machines not meeting numberplate requirements will not pass technical inspection and/or will not be scored when racing. If you are found to have illegible numbers you may not race again until they are correct. If the front fairing is broken by an air intake the number must be displayed on the scoring side of the intake. (The riders left at Loudon) There are no exceptions to this rule.**

Our thanks to WERA for defining a reasonable solution to this knotty problem

- 5.3 The following samples show the type style required to comply with these rules:

I 2 3 4 5 6 7 8 9 0

Number plates must be free from any stickers or sponsorship logos except for the tech. sticker.

- 5.4 Number display approval shall be at the sole discretion of the Chief Tech Inspector and/or the chief scorer and shall be required before a machine is passed through Tech Inspection.

Colors used in the Loudon Road Race Series are:

Novice:	White plates / Red numbers
Amateur:	Yellow plates / Black numbers
Expert	White plates / Black numbers

SECTION 6 – CCS AND FORMULA USA CATEGORIES & CLASS STRUCTURE

6.1.3 - Displacement limits are absolute and are set as follows:

6.1 SuperSport - SuperSport motorcycles are production machines sold by manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. Proof of compliance rests with the competitor entering the machine.

6.1.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director.

- A. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

6.1.2 All motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.

- A. Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used.
- (1) 18" wheels may be replaced with 17" wheels of the same width.
 - (2) 16" wheels may be replaced with 17" wheels of the same width.
 - (3) Rear swing arms on OEM Belt drive motorcycles may be

- replaced to convert final drive assembly from belt to chain drive.
- B. Aftermarket brake rotors may be used but must be the same dimensions as the originals and must be made of a ferrous material. Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine.
- (1.) Aftermarket brake cooling ducts or wind deflectors are prohibited in SuperSport.**
- C. Any fairing may be used provided meets the requirements in Section 5..
- D. Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels and designed to mount in the stock location for that specific model machine. Aftermarket air filter units that replace part of the OEM. air box are required to maintain the original size and number of air inlet openings size as the stock unit.**
- E. Engine modifications include the following:
- (1.) Pistons which are no larger than 1mm over stock size may be used but must be same compression ratio as the OEM piston.
 - (2.) Original equipment cylinders must be used.
 - (3.) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head.
 - (4.) Original equipment cases, crankshaft, and connecting rods must
- F. Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder produced prior to the 1999 model year., and all twin cylinder machines produced prior to the 1994 model year are unlimited, provided class displacement limits are not exceeded.
- G. Aftermarket carburetors may be used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year. 6.1.2. D. is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year.
- H. Tires must be DOT approved.
- (1.) If the Race Director declares a “Wet” event, commercially available rain tires may be used in place of DOT approved tires for the remainder of that race day.

6.1.3 - Displacement limits are absolute and are set as follows:

LIGHTWEIGHT SUPERSPORT (Novice, Amateur & Expert Divisions)

- Single cylinder, Unlimited displacement
 - Twin cylinder, liquid cooled 2-stroke, up to 450cc
 - Two stroke, air cooled, Unlimited displacement
 - Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc
 - Twin cylinder, air cooled, up to 1210cc
 - Four cylinder, liquid cooled, up to 450cc
 - Four cylinder, air cooled, 2 valve, up to 675cc
 - Four cylinder, liquid cooled, pre-1987 model year, up to 565cc
 - Harley-Davidson Sportsters of unlimited displacement
- NOTE: BMW HP2, Ducati/Bimota/BMW Supermono/Woods Rotax are excluded from the Lightweight class.**

MIDDLEWEIGHT SUPERSPORT (Novice, Amateur & Expert Divisions)

- Single cylinder, Unlimited displacement
- Two stroke, liquid cooled, up to 515cc
- Two stroke, air cooled, Unlimited displacement
- Twin cylinder, liquid cooled, up to 850cc
- Twin cylinder, air cooled, Unlimited displacement
- Three cylinder, up to 980cc
- Four cylinder, liquid cooled, up to 640cc
- Four cylinder, air cooled, 2 valve, up to 775cc

HEAVYWEIGHT SUPERSPORT (Novice, Amateur & Expert Divisions)

- Twin cylinder, liquid cooled, up to 1000cc
- Four cylinder, liquid cooled, up to 775cc
- All other engine configurations, Unlimited displacement

UNLIMITED SUPERSPORT (Amateur & Expert Divisions)

Unlimited Displacement

6.2 SuperBike - SuperBikes are based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers. CCS reserves the right to declare unusual or limited production machines eligible for SuperBike competition. All machines must meet the standards of Section 5 as well as the following. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

- 6.2.1. All machines must meet the equipment standards of Section 5, as well as the following:
- A. Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine. Note: Two stroke GP type machines such as TZ 125 and RS 125, etc. are excluded from CCS SuperBike.
 - B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated.
 - C. Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is a Heavyweight in origin cannot be re-sized for Middleweight competition.
 - D. Any fairing may be used if it meets the requirements of Section 5.
 - E. Liquid cooling is not allowed unless original equipment on the model being used.

6.2.2- SuperBike Class displacement limits are absolute and are set as follows

ULTRA-LIGHT SUPERBIKE (Novice, Amateur & Expert Divisions)

Single cylinder, unlimited displacement, unlimited frame
Two stroke, liquid cooled, up to 375cc
Two stroke, air cooled, unlimited displacement
Twin cylinder, air cooled, non-desmodromic valves up to 900cc
Twin cylinder, air cooled, desmodromic valves, up to 805cc
Twin cylinder, liquid cooled, pre-1999 model year, up to 800cc
Three cylinder, air cooled, non-fuel injected, up to 900cc
Four cylinder, liquid cooled, pre-1987 model year, up to 570cc
Four cylinder, liquid cooled, 1987 to 1992 model year, up to 500cc
Four cylinder, air cooled, up to 750cc
Harley-Davidson Sportsters of unlimited displacement

Note: Twin cylinder, Liquid cooled up to 650 cc are excluded from the Ultralight class at Loudon

LIGHTWEIGHT SUPERBIKE (Novice, Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, up to 450cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, air cooled, up to 1210cc
Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc
Four cylinder, liquid cooled, up to 565cc
Four cylinder, air cooled, 2 valve, up to 750cc
Harley-Davidson Sportsters of unlimited displacement
NOTE: BMW HP2 machines are excluded from the Lightweight class.

MIDDLEWEIGHT SUPERBIKE (Novice, Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, up to 515cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, air-cooled, Unlimited displacement
Twin cylinder, less than 4 valves per cylinder, Unlimited displacement
Twin cylinder, 4 valve per cylinder, up to 850cc
Three cylinder, up to 980cc
Four cylinder, liquid cooled, up to 660cc
Four cylinder, air cooled, 2 valve, up to 1200cc

HEAVYWEIGHT SUPERBIKE (Novice, Amateur & Expert Divisions)

Twin cylinder, liquid cooled, 4 valve per cylinder, up to 1150cc

Four cylinder, liquid cooled, up to 820cc

All other engine configurations, Unlimited displacement

UNLIMITED SUPERBIKE (Amateur & Expert Divisions)

All engine configurations, Unlimited displacement

6.3 GRAND PRIX - Grand Prix machines are unrestricted in all areas as long as they meet the standards of Section 5.

6.3.1 Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

6.3.2 Grand Prix displacement limits are absolute and are set as follows:

125 GRAND PRIX

Two stroke, single cylinder, up to 125cc

Four stroke, single cylinder, up to 250cc

NOTE: At LRRS 4 stroke single cylinder GP Machines of unlimited displacement are allowed.

Motard machines are barred from this class.

Machines greater than 250cc are not considered by CCS

LIGHTWEIGHT GRAND PRIX (Novice, Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 450cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, air cooled, up to 1210cc

Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc

Four cylinder, liquid cooled, up to 565cc

Four cylinder, air cooled, 2 valve, up to 750cc

NOTE: BMW HP2 machines are excluded from the Lightweight class.

MIDDLEWEIGHT GRAND PRIX (Novice, Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, pre-1985 model year, up to 750cc

Two stroke, liquid cooled, street production models, up to 515cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, air-cooled, Unlimited displacement

Twin cylinder, 2 or 3 valves per cylinder, Unlimited displacement

Twin cylinder, 4 valve per cylinder, up to 850cc

Three cylinder, up to 1000cc

Four cylinder, liquid cooled, up to 650cc

Four cylinder, air cooled, 2 valve, up to 1200cc

UNLIMITED GRAND PRIX (Amateur & Expert Divisions)

Unlimited Displacement

6.4 THUNDERBIKE - Thunderbike machines, except single cylinder machines, are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder machines are exempt from production and street use requirements. Single cylinder 2 stroke GP road race machines are not allowed in this class. All machines must have unaltered VIN numbers.

NOTE: BMW HP2 and Buell XBRR machines are excluded from this class.

6.4.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

A. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

6.4.2. All machines must meet the equipment standards of Section 5, as well as the following:

A. Frame, cylinder head(s) and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use

any frame and engine.

- B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated. Single cylinder motorcycles are excluded from this restriction.
- C. Reducing engine size of machines from stock displacement to meet Thunder class displacement limits is not allowed.
- D. Fairings that meet the requirements of Section 5 may be used.
- E. Liquid cooling is not allowed unless original equipment on the model
- F. Original type of induction system must be retained. If a machine originally was sold with fuel injection, then it must remain fuel injected. If the machine originally came with carburetors, then it must use carburetors, however they need not be the original type or size.

6.4.3- CCS Thunderbike Class displacement limits are absolute and are set as follows:

THUNDERBIKE (Novice, Amateur and Expert)

- Single cylinder, Unlimited displacement
- Two stroke, Unlimited displacement
- Twin cylinder, air cooled, push-rod, Unlimited displacement
- Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement
- Twin cylinder, liquid cooled, 4 valve per cylinder, up to 750cc
- Twin cylinder, liquid cooled, non-desmodromic valves, 4 valve per cylinder, up to 800cc**
- Three cylinder, air cooled, non-fuel injected, up to 1200cc
- Four cylinder, air-cooled, up to 1200cc
- Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
- Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc
- All air-cooled, 2-valve, unlimited displacement

6.5 GT - GT machines are unrestricted in all areas as long as they meet the standards of Section 5. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification. Class displacement limits are absolute and are set as follows:

GTO - (Novice, Amateur & Expert Divisions)
Unlimited Displacement

GTU - (Novice, Amateur & Expert Divisions)
Displacement as per Middleweight SuperBike

GTL – (Novice, Amateur & Expert Divisions)
Displacement as per Lightweight SuperBike
Note: Purpose built road race machinery such as Yamaha’s TZ 250, Honda’s RS 250, etc. are excluded from GT Lights. 125cc two-stroke GP machines are eligible for GTL.

6.6 SUPERTWINS – (Novice, Amateur and Expert divisions)
SuperTwins are four stroke, two cylinder motorcycles, which meet the standards of Section 5, free from all other restrictions. SuperTwins are unlimited in displacement.

6.7 FORMULA FORTY – (Novice, Amateur & Expert Divisions)
All participants in Formula 40 must be at least 40 years of age

- 6.7.1 All machines legal for Lightweight SuperSport, Lightweight SuperBike, 125 Grand Prix or Thunderbike are legal for Lightweight Formula 40.
- 6.7.2 All Formula 40 machines must meet the requirements of Lightweight Grand Prix or Heavyweight Superbike.

LIGHTWEIGHT FORMULA 40 (Novice, Amateur & Expert Divisions)
Single cylinder, Unlimited displacement
Two stroke, Unlimited displacement
Twin cylinder, air cooled, Unlimited displacement

Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement
Twin cylinder, liquid cooled, 4 valve per cylinder, up to 750cc
Three cylinder, non-fuel injected, up to 1200cc
Four cylinder, 3 or more valves per cylinder, air-cooled, up to 1200cc
Four cylinder, 2-valve, air-cooled, Unlimited displacement
Four cylinder, liquid cooled, up to 565cc
Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc

Note: Purpose built road race machinery such as Yamaha's TZ 250, Honda's RS 250, etc. are excluded from Lightweight Formula 40. 125cc two-stroke GP machines are eligible for Lightweight Formula 40.

FORMULA 40 (Novice, Amateur & Expert Divisions)

Twin cylinder, liquid cooled, 4 valve per cylinder, up to 1150cc

Four cylinder, liquid cooled, up to 820cc

All other engine configurations, Unlimited displacement

LRRS CLASSES

THE FOLLOWING ARE LRRS CLASSES. THEY ARE NOT CCS CLASSES.

Production Twins: (Novice Amateur & Expert divisions)

Standard production rules. See section 8.0

Water cooled up to 500cc

Air cooled, OHC, two valves per cylinder up to 650cc.

Air cooled pushrod up to 1000cc

Updating is allowed.

Rain tires are allowed

NOTE: Buell Motorcycles are excluded from this class.

Middleweight Production Twins: (Novice, Amateur and Expert divisions)

Water cooled up to 650cc.

750 Air cooled Desmo

883 Air cooled push-rod

SPORTSMAN - Sportsman machines are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder machines are exempt from street use requirements. Single cylinder 2 stroke GP road race machines are not allowed in this class. All machines must have unaltered VIN numbers.

1. All machines must meet the equipment standards of Section 5 and 7, as well as the following:
 - A. Frame, head(s), cylinders, and engine cases must be from the same production model motorcycle.
 - B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated.
 - C. Reducing engine size of machines from stock displacement to meet Sportsman class displacement limits is not allowed.
 - D. Fairings that meet the requirements of Section 5 and 7 may be used.
 - E. Liquid cooling is not allowed unless original equipment on the model being used.
 - F. Original type of induction system must be retained. If a machine originally was sold with fuel injection, then it must remain fuel injected. If the machine originally came with carburetors, then it must use carburetors, however they need not be the original type or size.
2. Sportsman Class displacement limits are absolute and are set as follows:

LIGHTWEIGHT SPORTSMAN (Novice Amateur & Expert divisions) See section 8.0 for production class rules.

Single cylinder, unlimited displacement, production frame

Single cylinder, up to 500cc, unlimited frame

Two stroke, liquid cooled, up to 410cc

Two stroke, air cooled, up to 550cc

Twin cylinder, air cooled, non-desmodromic valves up to 700cc

Twin cylinder, air cooled, desmodromic valves, up to 650cc

Twin cylinder, air cooled, 2 valve, push rod, up to 895cc

Twin cylinder, liquid cooled, up to 515cc

Four cylinder, air cooled, 2 valve, up to 625cc

Four cylinder, liquid cooled, up to 410cc

NOTE: *Ducati/Bimota/BMW Supermono, Woods Rotax, Yamaha TZR, Honda NSR & Aprilia RS machines are excluded from this class.*

SUPER SINGLES (Novice Amateur & Expert divisions)-

SuperSingles are four stroke, one-cylinder motorcycles, which meet the standards of Section 7, free from all other restrictions. SuperSingles are unlimited in displacement.

MOTARD (Novice, Amateur and Expert divisions)

Any dirt or dual sport machines up to 700 cc.

FORMULA 50 (Novice, Amateur and Expert Divisions)

Same as Formula 40 except that the rider must have reached his/her 50th birthday.

7.0 TECHNICAL REQUIREMENTS:

All riders should be aware that these requirements may differ somewhat from the technical requirements as set forth in the CCS rulebook. Riders participating at other venues should make sure that their machines meet the local requirements.

All motorcycles must pass through Technical Inspection. Should the Tech Inspector miss any non conformity it is still the riders responsibility to see that his machine meets all the technical requirements. The excuse that the Tech. Inspector "didn't say anything" will not be accepted.

The Chief Tech Inspector and / or Referee has the right to inspect any racing motorcycle at any time.

Safety Wire used must have a minimum diameter of .25 inches

All machines must have their lower fairings removed for tech inspection

- 7.1 All oil drain plugs and any plugs or caps from which oil, water, or gas could drain must be safety wired. All oil filters must be wired.
- 7.2 The routing of oil lines should be approached with care. Certain machines, particularly four cylinder models, can either wear through the lines if they are routed to the outside of the frame or, as has happened, can melt if they come in contact with the exhaust pipes. The former only occurs when a machine has its lower fairing removed.
- 7.3 Oil filler caps and inspection covers must be secured with safety wire. Any other caps, plugs and fittings on any system containing a fluid must be secured. This includes fuel hoses and water hoses.
- 7.4 All oil cooler lines must be a braided steel type and fastened with compression fittings, unless original equipment. It is not advisable to wire hydraulic lines or banjo bolts.
- 7.5 Liquid cooled engines and their radiators must be flushed. Only water or an approved cooling system additive may be used. The use of anti-freeze is subject to a \$50 fine. A list of approved additives is available at Tech. Inspection.
- 7.6 Fork drain plugs must be taped or secured with a safety wire.
- 7.7 On 4 stroke machines all vent, breather or overflow tubes coming from the engine, transmission or radiator must be routed into a heat resistant catch can of at least 350cc capacity or the air box.
 - A If the air box is utilized, any drains from the air box must be removed and the air box sealed.
 - B. If an airbox is not installed, catch can vent tubes must be routed into the intake area of the carburetors so that any overflow from the catch can will be drawn into the engine.
 - C. Radiator overflow and battery vent tubes can be routed into a separate catch can which need not have it's vent routed to the intake area.
- 7.8 All brake stay bolts and caliper mounting bolts must be lockwired.
- 7.9 Axles must be secured by lockwiring both the axle and the nut, or by a cotter pin through both the axle and the nut. Axle caps securing the front axle to the fork must be lockwired.
- 7.10 Exhaust systems must be securely mounted. The outer header nuts must be lockwired. All mounts and brackets must be wired and where possible, there should be a second means of securing the pipes. The baffles must be secured by a lockwire. Four cylinder inline machines need only lockwire the two outer exhaust pipes.
- 7.11 Valve stem caps must be metal.
- 7.12 All lenses, reflectors, and any other glass or plastic, with the exception of windscreens, must be taped. License plates, side and center stands, carriers, sissy bars, crash or roll bars, directional lights, etc. must be removed.
- 7.13 Control levers and handlebars must be securely mounted. Throttles must snap back to the "off" position. Brake and clutch levers must have ball ends.

- 7.14 All machines must remove the lower fairings for tech. inspection.
- 7.15 Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.
- 7.16 Scoring Equipment used will be AMB transponders. Transponders are available at Registration. If you own your own transponder you will be responsible for giving the transponder number to registration when entering.

Transponders must be mounted vertically, with the fixing pin up, at a maximum of 120cm or 4 feet with no obstruction downwards. This means NO metal or carbon fiber between the transponder and the track surface. The maximum temperature should not exceed 50c or 122F. The holders should be fixed in a safe and workmanlike manner using tie-raps or pop rivets. The fixing clip should be pushed through the post as far as possible.

- 7.17 All in line four cylinder motorcycles that have crankshaft covers that contain oil must use approved race covers or case guards.

All 4-stroke machines must be equipped with a fluid catch pan of sufficient size and heat-resistant material to contain the contents of the crankcases in the event of an engine or crankcase failure. Minimum capacity of the fluid catch pan is to be 3 quarts.

- A. Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention
- B. Machines not equipped with a lower OEM fairing may install a fairing in order to comply with this rule as long as it meets the minimum requirements in Section 5.2.11 of the rules.
- C. A maximum of two holes, 1" or smaller in diameter, may be drilled in the fluid catch pan. These holes are to be plugged during dry conditions, and may be opened only when the event is declared "wet" by the Referee/Race Director.
- D. All fluid catch pans must be mounted in a safe and workman-like manner. (Zip-ties and duct tape do not qualify as safe and workmanlike mounting.)
- E. Final approval of the catch pan system rests with the Tech Inspector.
- F. All production twin motorcycles are exempt from the catch pan rule

Final approval of machines compliance will rest with the Tech Inspector.

* A GOOD RULE OF THUMB * SAFETY WIRE ANYTHING YOU WOULD NOT WANT TO COME LOOSE AT SPEED.

The referee shall have the power to disqualify any motorcycle that he deems to be unsafe or unfit for competition, and may inspect any part of a motorcycle entered in competition, without having received a protest.

2008 LRRS EXPERT CLASS CHAMPIONS

Class	First	Second	Third
125 Grand Prix	Alexander Guilbeault	Nicholas Jakubowski	Bob Poetzsch
Formula 40	George Tarricone	Robert Nigl	Scott James
Formula 40 Lights	Rick Doucette	Todd Babcock	Brian Kent
Formula 50	John Rutherford	Timothy O'Connor	Nicholas Rockwell
GTL	Brett Guyer	Rick Doucette	Todd Babcock
GTO	Jason Carter	Scott James	Alex Merrell
GTU	Scott Greenwood	Frederick Stearns	Cory Hildebrand
HW Superbike	Eric Wood	George Tarricone	Christian Cronin
HW Supersport	Steven Giacomaro	Cory Hildebrand	Jeff Wood
LW Gran Prix	Todd Babcock	Rick Doucette	Cory Hildebrand
LW Sportsman	Michael Donovan	Michael Martire	Brent Lyskawa
LW Superbike	Brett Guyer	Todd Babcock	Rick Doucette
LW Supersport	Todd Babcock	Rick Doucette	Mark Dages
MW Grand Prix	Scott Greenwood	Eic Wood	Steven Giacomaro
MW Superbike	Scott Greenwood	Eric Wood	Steven Giacomaro
MW Supersport	Scott Greenwood	Steven Giacomaro	Cory Hildebrand
Production Twins	Dana Temple	Joseph Latona	Mark Dages
Super Motard	Brent Lyskawa	Jason Routhier	William Keenan
Super Singles	Michael Martire	Brent Lyskawa	Michael Donovan
Super Twins	Robert Nigl	Eric Wood	Brett Guyer
Thunderbike	Brett Guyer	Todd Babcock	Brian Kent
Ultralight Superbike	Jurgen Frasch	Nicholas Rockwell	Eugene Barrio
UN Gran Prix	Scott Greenwood	Steven Giacomaro	Cory Hildebrand
UN Superbike	Scott Greenwood	Frederick Stearns	Robert Renaud
UN Supersport	Steven Giacomaro	Scott Greenwood	Jason Carter

8.0 PRODUCTION CLASS RULES:

- 8.1 Machines must be standard factory production models intended for highway use in the United States or Canada. Comparable models may be changed, utilizing interchangeable parts, to meet either United States or Canadian specifications.
- 8.2 All machines must utilize the standard exhaust system supplied by the manufacturer intended for use on the highway. No modifications are allowed.
- 8.3 Fairings supplied as standard equipment are allowed. Removal of fairings is permitted; however, a headlight shell must be refitted.
- 8.4 Tires must be D.O.T. approved. No modifications of any sort are allowed. This includes the cutting of tires.
- 8.5 Handlebars may be changed but must mount to the original mount. No other modifications may be made to install the handlebars. Clip-ons are permitted.
- 8.6 Rear shock absorbers may be replaced with non-standard units provided the standard mounting points are used.
- 8.7 Footpegs and their brackets may be modified. Rearsets are allowed.
- 8.8 Final drive ratio, carburetor metering, brake linings and pad compound may be changed.
- 8.9 Steel braided brake lines may be used.
- 8.10 Disc brake rotors may be drilled. Discs may be replaced with aftermarket units of a ferrous material and of the same size as original equipment. Aluminum or carbon fiber disks are not allowed.
- 8.11 Seat padding may be partially removed and/or replaced with different padding.
- 8.12 Instruments and/or instrument clusters may be removed or a guard fitted. A tachometer may be refitted if desired.
- 8.13 Headlight sealed beam may be taped or removed but the shell and wiring must be in place.
- 8.14 Electrical system must be self generating.
- 8.15 Steering dampers may be added.
- 8.16 Fork stops may be built up or modified.
- 8.17 No internal engine modifications are permitted. Intake and exhaust systems must be standard equipment and cannot be modified. Total loss lighting and ignition systems are prohibited.
- 8.18 Updating is permitted only by using regular production parts from the same specific model of a later model year. Backdating to the same specific model is also allowed.
- 8.19 Items to be removed in the interest of safety are: turn signals, rear view mirrors, side and center stands, license plate, and anything else as may be deemed dangerous by the scrutineer.
- 8.20 The final determination as to whether a part is allowed will be highway use legality and the existence of the part in the regular parts book. (no accessory books)

Fork braces are permitted.

9.0 *Intentionally left blank.*

10 - PROTESTS

- 10.1 **PROTEST TYPES** - The basic types of protests are:
 - 10.1.1 Scoring and/or Race Operations
 - 10.1.2 Class suitability - visual discrepancies
 - 10.1.3 Class suitability - internal engine discrepancies
 - 10.1.4 Fuel - properties of fuel used in competition.
- 10.2 **SAFETY OR PROCEDURE PROTEST** - Protests will not be accepted regarding safety or procedure violations by another competitor. Those violations will only be acted upon when there is official confirmation that the violation took place.
- 10.3 **PROTEST TIME PERIOD** - All protests must be delivered, in writing, to an official within the time limits outlined below. Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check.
 - 10.3.1 Protests must be delivered within 30 minute of posting of the race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final.
 - 10.3.2 The official receiving the protest must sign it, and note the time in writing.

- 10.4 **PROTEST REQUIREMENT** - Protests among participants are limited to those within the same class.
- 10.5 **SCORING PROTEST** - Scoring protests must be made in writing and accompanied by a \$25.00 protest fee. Scoring protests do not need rule book references.
- 9.5.1 Should a scoring protest be upheld, the fee will be returned to the protesting rider.
- 9.5.2 Should a scoring protest be denied, CCS will retain the fee.
- 10.6 **CLASS SUITABILITY PROTEST** - Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Referee/Race Director or a representative of either of the riders involved.
- 10.6.1 The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook.
- 10.6.2 Protests regarding equipment, which does not require any mechanical disassembly, only visual inspection, do not require payment of a fee.
- 10.6.3 Class suitability internal protests require payment of fees as follows:
- \$25.00 For protests requiring removal of bodywork, including but not limited to fuel tank, fairing, seat cowling and airbox cover. (Official inspections of SuperSport machines are exempt from this fee.)
- \$75.00 For protests requiring removal of valve covers
- \$100.00 For protests requiring the removal of the oil pan (Included in disassembly of cases)
- \$300.00 For protests requiring removal of cylinder head or cylinders
- \$500.00 For protests requiring disassembly of cases
- 10.6.4 Should the protest be upheld, the protesting rider will be refunded the protest fee.
- 10.6.5 Should the protest be denied, the protested rider will be awarded the protest fee.
- 10.6.6 At the discretion of the Chief Tech Inspector, either the protested party or CCS personnel will perform all required disassembly.
- 10.6.7 CCS personnel or subcontractors will make all required measurements.
- 10.7 **FUEL PROPERTIES** - Competitors may protest the fuel utilized by another competitor by submitting a protest in writing, accompanied by a \$100.00 deposit.
- 10.7.1 Protesting party must agree to reimburse CCS for the costs of analysis if the fuel is found to be legal. If the fuel is found to be illegal, the \$100.00 deposit will be refunded and the protested party will be fined an amount at least equal to the cost of analysis.
- 10.7.2 A fuel sample will be drawn by CCS personnel and if necessary, submitted for laboratory analysis. The finding of the CCS personnel or laboratory will be considered final.
- 10.8 **PROTEST WITHDRAWAL** - Once made a protest may not be withdrawn without permission of the Referee/Race Director. The protesting party must pay any legitimate expense, to which the Referee/Race Director may be put as a result of the protest, and a deposit may be demanded in advance. If the protest is upheld, however, and the machine found to be illegal, such costs must be reimbursed by the protested party.
- 10.9 **PROTEST DOCUMENTATION** - It is the responsibility of the protested party to produce documentation regarding specifications of his/her machine for use in determining class suitability. Such documentation must be produced within 60 minutes of notification to the protested party or the protest will be upheld.
- 10.10 **NON-ACCEPTABLE PROTESTS** - Protests shall not be accepted on decisions of officials with respect to the interpretation of the rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on restarts, and the assessment of lap or stop & go penalties.
- 10.11 **PROTEST DECISIONS** - the Referee/Race Director will make Decisions regarding any protest.
- 10.11.1 The Referee/Race Director will make a decision regarding the penalty to be levied in the event of an upheld protest.
- 10.11.2 The Referee/Race Director will not accept any protest determined to be frivolous or malicious

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Basic Rules For The Installation of Lock Wire

Lock wiring is the securing together of two or more parts with a wire which shall be installed in such a manner that any tendency for a part to loosen will be counteracted by an additional tightening of the wire.

For general purpose lock wiring, use the preferred sizes in Table 1-1. Use smaller diameter wire where parts are too small to permit a hole diameter to accommodate the preferred sizes, or where space limitations preclude the use of the preferred sizes. The larger sizes are used where stronger wire is required. Wire diameter of .032 is the most commonly used.

The common method of installing lock wire shall consist of two strands of wire twisted together (so called "Double Twist" method). (One twist is defined as being produced by twisting the wires through an arc of 180 degrees and is equivalent to half of a complete turn.) The single strand method of lock wiring may be used for some applications, such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, circle, etc.). parts in electrical system.

The maximum span of lock wire between points shall be six inches.

Where multiple groups are lock by either the double twist or the single strand method, the maximum number in a series shall be determined by the number of units that can be lock wired by a twenty-four inch length of wire.

Wire shall be pulled taut while being twisted. The number of twists per inch as recorded in Table 1-1, represents general practice and is given as guidance information only.

Caution must be exercised during the twisting operation to keep the wire tight without overstressing. Abrasions caused by commercially available wire twisting pliers shall be acceptable but nicks, kinks, and other damage to the wire are not.

Lock wire shall not be installed in such a manner as to cause the wire to be subjected to chafing, fatigue through vibration, or additional tension other than the tension imposed on the wire to prevent loosening. In the event that no wire hole is provided, wiring should be to a convenient neighboring part in a manner so as not to interfere with the function of the parts. Hose and electrical coupling nuts shall be wired in the same manner as tube coupling nuts.

Various examples of lock wiring are shown in Figures 1-1 through 1-12. Figure 1-12 shows the single-stranded method, while the other figures show the two-stranded or double twist method.

Detail Instructions For The Installation Of Lock Wire

Check the units to be lock wired to make sure that they have been correctly torqued. Under-torquing or over-torquing to obtain proper alignment of the holes is not advisable. If it is impossible to obtain a proper alignment within the specified torque limits, back off the unit and try it again or select another unit.

In adjacent units, it is desirable that the holes be in approximately the same relationship to each other as shown in Figures 1-1 through 1-4 (for right-handed threads), thus the lock wire will have a tendency to pull the unit clockwise. This should be reversed for left-handed threads.

Where lock wire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements.

**Table 1-1
Lockwire and Lockwire Hold Data**

Wire Diameter	Twists per Inch	Recommended Hole Diameter
---------------	-----------------	---------------------------

0.020
0.025
0.032

9-12
9-12
7-10

0.037-0.057
0.060-0.080
0.060-0.080

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