

**TABLE OF CONTENTS**

DESCRIPTION OF OFFICIAL DUTIES.....

OPERATIONS CHART .....

RIDER CLASSIFICATION, POINTS AND AWARDS .....

CONDUCT AND PROCEDURES .....

    ENTRIES .....

    PROTESTS .....

    PRACTICE .....

    START / GRID .....

    ENDURANCE .....

FLAGS AND COMMUNICATIONS .....

RIDER EQUIPMENT AND APPAREL.....

GENERAL EQUIPMENT RULES .....

TECHNICAL REQUIREMENTS .....

2005 LRRS CLASS CHAMPIONS .....

CLASSES .....

PRODUCTION CLASS RULES .....

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 regarding 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, and all applicants below the age of majority in their home state, must be accompanied by a parent or legal guardian at every event and sign a minor release at registration.

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, and rider index. 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 wins a championship will be automatically advanced for the following year.

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.

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:

Championship points are awarded according to the following schedule.

	up to 29 starters	30 starters or more
First	16	24
Second	13	20
Third	11	18
Fourth	9	16
Fifth	8	14
Sixth	7	13
Seventh	6	11
Eighth	5	9
Ninth	4	7
Tenth	3	6
Eleventh		5
Twelfth		4
Thirteenth		3
Fourteenth		2
Fifteenth		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. Championship 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. TROPHIES: Trophies are awarded for each class based on the number of entrants, regardless of the number actually starting or finishing. Trophies are awarded according to the following schedule.

Entries	Trophies
1	1
2 - 5	2
6-10	3
11-14	4
15-up	5

1.7 CHAMPIONSHIP POINTS: All expert and amateur class riders are eligible for championship points in their respected classes. The expert class champion will be awarded the Number One plate for the following year. A riders worst finish (or a missed race) for the season will be dropped.

- 1.8. **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.

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

- 1.9 It is the riders responsibility to check the result sheet 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.

## **2.0 CONDUCT AND PENALTIES:**

**GENERAL PENALTIES** - Unless penalties are otherwise expressly provided for in this rule book the Referee or 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 or Race Director may levy fines ranging from \$25.00to \$5000.00, and can recommend suspension from future LRRS, Championship Cup Series or Formula USA 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 or 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 are advised to fill out a medical form and return it to the Clerk of the Course 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. Any rider improperly entered will be disqualified from that class and be subject to a fine.

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. Any rider speeding in these areas will be accessed a fine as determined by NHIS personal.

Wheelies, stoppies or burnouts are strictly forbidden, at any time, within the pit or paddock area. Violators will be subject to a fine and/or possible license suspension.

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 fine 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 2006 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 NHIS prior to the opening of registration on the Friday night prior to 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.

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 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 sessions are determined by lap times. All riders will be assigned to the proper groups at registration or tech. Inspection. The times required for each specific session may vary from week to week. Minimum and maximum lap time will be determined prior to each event and riders should be aware that they may not be in the same session every week.

Session will be divided into three groups. Blue, Yellow and Red.

At the start of the 2006 season the practice groups will be.

Am/Ex	Blue less than 1:19, Yellow 1:19-1:23 and red greater than 1:23
Nv	Blue less than 1:27, Yellow 1:27-1:32 and red greater than 1:32

These times may be changed when it is deemed necessary to adjust the sizes of the sessions.

Requests to go into a slower group will generally be approved but the rider should not exceed the designated lap times for that group. Requests to advance to a faster group will only be approved when the rider can demonstrate that he or she is capable of the faster lap times involved. Under no circumstances may a rider change groups more than once on any given weekend. These time groups are subject to change as rider density changes.

- 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. Motorcycles that 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/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.**

## 2.8 PROTESTS:

**Protests concerning on track infractions must be submitted to the referee in writing within 30 minutes from the time the 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.**

## 2.9 START / GRID / RACE PROCEDURES: All riders will be gridded by order of entry.

Novice grids: 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 marshall. 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 both DOT and Snell 2000 approval or the British Blue Label standard BSI 6658 Type A helmet 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.

**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 Expert Class champions may display the number 1 only on the front of their machines and only in the class where they are champions. The assigned number must be displayed on the side number plates.

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. Experts that do not compete for two years will lose their two digit numbers and be reassigned a new three digit number.

5.2 Number plates, or number display areas, will be a minimum of 10 by 12 with radiused corners

Front displays may be painted only if the front section of the fairing is of adequate size and the display is clearly legible. Otherwise a 10 by 12 plate must be mounted. 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)

Side displays may be painted on rear bodywork only if that bodywork presents a basically flat surface of adequate area. Otherwise, a 10 by 12 plate must be mounted. The side plate must be mounted on the seat or tail section and to the rear of the rider. Mounting must be high enough to insure that the number is clearly visible when the machine is leaned (cornering) without interference caused by rider extremities or machine parts. Numbers must be approximately 8" high and 1" wide, of standard block lettering with no shading or outlining and spaced approximately 1" from each other as well as the edge of the plate or display area. 6" numbers may be used on the rear plates. All numbers on any display must be the same size.

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

**1 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 CATEGORIES & CLASS STRUCTURE

**CCS CLASSES** - Machines are classified for competition as SuperSport, SuperBike, SuperTwins, Grand Prix, ThunderBike, Formula 40 and GT.

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.

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.

C. Any fairing may be used provided it is made of plastic, fiberglass or carbon fiber.

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 for that specific model machine.

Aftermarket air filter units that replace part of the OEM airbox are required to maintain the original size and number of air inlet openings 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 pistons.

(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 remain as produced.

(5.) Original equipment transmission gears must be used.

(6.) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished.

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, up to 675cc  
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: Ducati/Bimota/BMW Supermono/Woods Rotax are excluded.

**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 800cc  
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  
Four cylinder, air cooled, 2 valve, up to 1100cc  
All other engine configurations, Unlimited displacement

**UNLIMITED SUPERSPORT (Amateur & Expert Divisions)**

Unlimited Displacement

6.3 **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.

6.3.1. 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.

6.3.2- SuperBike Class displacement limits are absolute and are set as follows:

**ULTRA-LIGHTWEIGHT 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 700cc  
 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

**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, up to 700cc  
 Four cylinder, liquid cooled, up to 565cc  
 Four cylinder, air cooled, 2 valve, up to 750cc  
 Harley-Davidson Sportsters of unlimited displacement

**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, less than 4 valves per cylinder, Unlimited displacement  
 Twin cylinder, 4 valve per cylinder, up to 800cc  
 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)**

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

**UNLIMITED SUPERBIKE (Amateur & Expert Divisions)**

All engine configurations, Unlimited displacement

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

6.4.1 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.

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

**125 GRAND PRIX**

Two stroke, single cylinder, up to 125cc

**At LRRS 4 stroke single cylinder GP machines of unlimited displacement are allowed. Motard machines are barred from this class.**

**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, up to 700cc

Four cylinder, liquid cooled, up to 565cc

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

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

Twin cylinder, 4 valve per cylinder, up to 800cc

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

6.5 **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: Ducati 749 Series machines are excluded from this class.**

6.5.1 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.

6.5.2. 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

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 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.

6.5.3- 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, 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, 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

6.6 **GT** - GT machines are unrestricted in all areas as long as they meet the standards of Section 5. 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 GT Lights.**

6.7 **SUPERTWINS** - SuperTwins are four stroke, two cylinder motorcycles, which meet the standards of Section 5, free from all other restrictions. SuperTwins are unlimited in displacement. (Novice, Amateur & Expert Divisions)

6.8 **FORMULA FORTY** - All participants in Formula 40 must be at least 40 years of age. (Novice, Amateur & Expert Divisions)

6.8.1 All machines legal for Lightweight SuperSport, Lightweight SuperBike, 125 Grand Prix or Thunderbike are legal for Lightweight Formula 40.

6.8.2 All Formula 40 machines must meet the requirements of Lightweight Grand Prix or Heavyweight SuperSport.

**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, non-desmodromic valves, 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, 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, up to 1000cc  
Four cylinder, liquid cooled, up to 775cc  
Four cylinder, air cooled, 2 valve, up to 1100cc  
All other engine configurations, Unlimited displacement

**LRRS CLASSES**

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

**PRODUCTION TWINS:** (Novice Amateur & Expert divisions)

Standard production rules  
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.

**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.

- I. 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)

- 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.

**SUPERSINGLES** (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 Same as Formula 40 except that the rider must have**

**Reached his/her 50<sup>th</sup> 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 .025 inches.

**All machines must have their lower fairings removed .**

- 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 Helmets must be brought to tech inspection at each event. Helmets must be full coverage and meet both D.O.T. and Snell 2000 or the British Blue Label standard BSI 6658 Type A helmet standard. A riders number must be displayed on the helmet.
- 7.16 Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.
- 7.17 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 at a maximum of 120cm or 4 feet above the track surface with no obstruction downwards. This means NO metal or carbon fiber between the transponder and the track surface. The holders should be fixed in a safe and workmanlike manner using tye-raps or pop rivets. The fixing clip should be pushed through the post as far as possible.
- 7.18 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 Chief Tech Inspector.
  - F. All production twin motorcycles are exempt from the catch pan rule

Final approval of machines compliance will rest with the Chief 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.

#### 2005 LRRS EXPERT CLASS CHAMPIONS

Class	First	Second	Third
125 Grand Prix	Eric Yoo	Paul Duval	Zack Courts
Formula 40	Robert Kessell	David Fett	David Dalzell
Formula 40 Lights	William MacMartin	Robert Nigl	Bob Poetzsch
GTL	Richard Doucette	Todd Babcock	Brett Guyer
GTO	Jason Carter	Chriss Rockwell	Thomas Downing
GTU	Scott Greenwood	Michael Martire	Peter Douvris
HW Superbike	Steven Giacomaro	Jason Carter	Kip Peterson
HW Supersport	Jeffrey Wood	Steven Giacomaro	Jason Carter
LW Gnan Prix	Richard Doucette	Chris Reynolds	Jason Routhier
LW Sportsman	Bart Chamberlian	Bob Poetzsch	Branch Worsham
LW Superbike	Rochard Doucette	Brett Guyer	Robert Nigl
LW Supersport	Richard Doucette	Todd Babcock	Peter Kolodziej
MW Grand Prix	Jeffrey Wood	Scott Greenwood	Steven Giacomaro
MW Superbike	Scott Greenwood	Chris Rockwell	John Scheehser
MW Supersport	Scott Greenwood	Steven Giacomaro	David Hudson
Production Twins	Branch Worsham	Justin Smith	Dana Temple
Super Singles	Jason Routhier	Bob Poetzsch	Eric Wood
Super Twins	Aaron Clark	Charles Sandoz	Ian-James Helmke
Thunderbike	Richard Doucette	Brett Guyer	Bob Poetzsch
Ultralight Superbike	Vahan Buchakjian	Gerard Schifino	Bart Chamberlian
UN Gran Prix	Aaron Clark	Richard Doucette	Charles Sandoz
UN Superbike	Aaron Clark	Jason Carter	Kip Peterson
UN Supersport	Jeffrey Wood	Richard Doucette	Jason Carter

#### 2005 LRRS AMATEUR CLASS CHAMPIONS

Class	First	Second	Third
125 Gran Prix	Shane Narbonne	Boyd Brower	Kevin Kennedy
Formula 40	Randy Potter	Frank Giles	Charles Callahan
Formula 40 Lights	Kevin Kennedy	John Ruffo	Todd Malvezz
GTL	Michael Drexel	Jason Staly	Karl Saszik
GTO	Ralph Peppe	Vincent Guarmiere	Ryan Sandner
GTU	Rick Breen	Michael Pietrzak	Frank Giles
HW Superbike	Raymond Jones	Randy Potter	Daniel Nassar
HW Supersport	Raymond Jones	Michael Pietrzak	Rick Breen
LW Gran Prix	Michael Drexel	William Tansey	Boyd Brower
LW Sportsman	Shane Narbonne	Boyd Brower	William Rowe
LW Superbike	Travis Coon	Michael Drexel	William Tansey
LW Supersport	Michael Drexel	William Tansey	Karl Saszik
MW Gran Prix	Raymond Jones	Michael Pietrzak	Frank Giles
MW Superbike	Rick Breen	Michael Pietrzak	Jim Fish
MW Supersport	Rick Breen	Michael Pietrzak	Randy Potter

Production Twins	David Defazio	John Defazio	Ann Dages
Super Singles	Shane Narbonne	William Rowe	Jason Hillsgrove
Super Twins	Travis Coon	Dennis Levesque	Kevin Frost
Thunderbike	Rick Breen	Michael Drexel	Jason Staly
Ultralight Superbike	Shane Narbonne	Kevin Kennedy	Jason Hillsgrove
UN Grand Prix	Dennis Levesque	Ralph Peppe	Frank Giles
UN Superbike	Ralph Peppe	Dennis Levesque	Jason Pata
UN Supersport	Ralph Peppe	Dennis Levesque	Quintin Beckett

## 2006 LRRS Race Combinations

### Expert/Amateur Race Combinations

GTO and GTU  
 LW Supersport and Formula 50  
 UN Superbike and Thunderbikes  
 Production Twin and Super Singles  
 Formula Forty and Formula Forty Lights

### Novice Combinations

GTO, GTU & GTL  
 LW Supersport & LW Sportsman  
 LW Grand Prix & HW Superbike  
 Prod. Twins, Ultra Light Superbike & Super Singles  
 Formula 40, Formula 40 Lights, Thunderbike & LW Superbike  
 MW Grand and Supertwins

Nv, Am and Ex GP Singles are combined .  
 Nv, Am and Ex Motards are combined

### 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