

# 2017 RULEBOOK



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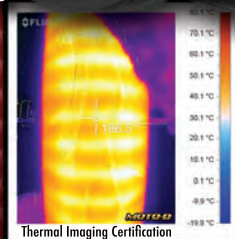
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THIS RULEBOOK TAKES PRESIDENCE OVER THE CCS  
RULEBOOK FOR ALL RACE EVENTS HELD AT New Hampshire  
Motor Speedway.

**SMI Properties, Speedway Motorsport Inc., LRRS and NHMS are not  
responsible for omissions or errors.**

### **Note:**

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, corner marshal, 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.

## 1 DEFINITIONS

- 1.1 **Lap:** A lap is considered complete only when the leader crosses start/finish to start the next lap or crosses start/finish after the final lap whereby end of race procedure commences.
- 1.2 **Track proper:** The racing surface (includes hot pit).
- 1.3 **Half Way:** When the leader crosses start/finish one lap after completing half of the schedule race distance, whether its laps, time or distance. Half way point of a race is considered to be when the leader crosses start/finish one lap after the half of the schedule race distance has been completed. (E.g. the start of lap 5 in an 8 lap race or lap 6 in a 10 lap race etc.)
- 1.4 **End of race:** A race is considered officially over and complete when all active racers either; complete the checkered flag lap or when the scheduled number of laps, or scheduled distance and/or time has been completed, or whichever comes first. In some instances a red flag may determine the end of a race when applicable (See section 13.3.5 for details on Red Flag)
- 1.5 **One Lap Penalty:** One complete lap will be deducted in the final number of laps for the penalized rider at the end of the race.
- 1.6 **Contingency:** A reward or payout, either in the form of money or goods, from a company, manufacturer or organization that is paid to the rider for representing the company or manufacturer or organization. Generally there are certain guidelines in order for the rider to be eligible, i.e. placement in results, number of starting riders in class, etc.
- 1.7 **Administrative Rider Advancements:** An advancement that is initiated and executed by LRRS race officials when a rider is determined to be riding at an ability that warrants advancement to the next rider classification. A Novice rider may be automatically bumped up to Amateur by the race officials; please refer to section 5.5.2 of this rulebook for further details.
- 1.8 **Rider Advancement Request:** When a rider submits a formal written request to be advanced to the next rider classification because they feel they are riding at ability greater than their current rider classification; a rider initiated advancement.

## 2 LRRS RACE OFFICIALS & DUTIES

- 2.1 2017 LRRS Race Officials (See Appendix B)
- 2.2 Descriptions of duties
  - 2.2.1 Executive Director – Responsible for the management and coordination of the Loudon Road Race Series. This person reports to the Vice President of Operations & Development and the Executive Vice President & General Manager. Functions as a liaison between the

Officials of the Loudon Road Race Series & the executive management team of NHMS. All decisions made at this level are final in regards to budget, personnel, and competition related items.

- 2.2.2 LRRS Series Director – Responsible for overall operations of the Loudon Road Race Series and reports directly to the Executive Director. This position plays an active role in competition decisions and competitor satisfaction. This position is responsible for rule book development and administration. Additional duties include management of registration, series promotion and marketing. Collects, organizes and records all rider advancement requests and administrative rider advancements.
- 2.2.3 Race Director - Responsible for the coordination of the race weekend. Ensures that the plans, policies and goals for the event are carried out. Responsible for overseeing the issuance of all licenses.
- 2.2.4 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. Will make all decisions regarding class exceptions. Monitors riders to address administrative rider advancements as needed per event.
- 2.2.5 Chief Referee - Responsible for handling rule interpretation, protests and overall operations of the race track activities. Review and inspection of conditions to ensure safe operations.
- 2.2.6 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.
- 2.2.7 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.
- 2.2.8 Starter - Responsible for all activities relating to running practice, heats and races. This will include all start finish flagging and set wave time intervals. He shall have the final authority regarding any activities or changes that take place on the track proper.
- 2.2.9 Chief Course Marshall - Responsible for Corner Marshall and Corner Crew assignment, placement and operations. 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 incidents. Will also furnish a report of track conditions.

- 2.2.10 Chief Tech Inspector - Responsible for the operation and supervision of Technical Inspection in a manner that will ensure all equipment meets LRRS technical standards.
- 2.2.11 Manager of Registration - Responsible for the registration of all competitors, mechanics and crew members and credentials required. Responsible for the posting of all grid sheets. Also responsible for the preparation and posting of all race finals.
- 2.2.12 Series Operations Coordinator - Responsible for all registration and various documentation and verification regarding any contingency forms and the forwarding of these forms to the proper interested parties.
- 2.2.13 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.
- 2.2.14 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.
- 2.2.15 Assistant to Timing & Scoring – Responsible for supporting Chief with all aspects of timing and scoring.
- 2.2.16 IT Director- Responsible for assisting with Timing & Scoring. Responsible for technical support throughout all aspects of the series to ensure all computers, timing and scoring equipment and other various technologies is working properly.

### **3 LICENSING**

- 3.1 All racers must have a current road race (CCS) license; or must apply for a license at the event they wish to participate in.
  - 3.1.1 If applying for license applicants must provide proof of prior racing experience or a certificate indicating completion of an approved rider's school. Rider's school is available before every LRRS events.
  - 3.1.2 Licenses from other sanctioning bodies or race organizations may be honored on a case-by-case basis at NHMS for the Loudon Road Race Series, for one event weekend only. Please contact NHMS/LRRS for specific information: LRRS@NHMS.com or (603) 513-5734.
- 3.2 Applicants must be at least 16 years of age. (14 years of age for 125 GP, Super Singles and Motard).

3.3 Applicants less than 18 years of age must be accompanied by both his or her parents and/or all legal guardians in order to race or practice. A minor waiver is to be signed by both legal parents and/or all legal guardians. If any or all parents or legal guardians will not be available they must provide a waiver as described in 3.3.1

3.3.1 If any of the parents or legal guardians will not be attending any or all of the events, a notarized Minor Waiver must be submitted to NHMS prior to the first racing event. Minor release forms and instructions are available at [www.nhms.com](http://www.nhms.com) or by contacting Brenda Leonard (603) 513-5734 or [bleonard@NHMS.com](mailto:bleonard@NHMS.com). Each and every rider must fill out and file a medical form with LRRS before they will be allowed to enter an event or race.

3.4. Each and every rider must fill out and file a medical form with LRRS before they will be allowed to enter an event or race.

3.5 Number assignments

3.5.1 Rider numbers are assigned once a year/race season. Any rider wishing to retain their current rider number must submit the upcoming seasons competition license application prior to or postmarked by the deadline date which has been set by CCS.

3.5.2 If a rider changes rider classification status or “bumps up” after they have received a rider number assignment for the season that rider will continue to race under the originally assigned number; the rider will not be able to change numbers until the following season licensing.

3.5.3 Single digit numbers are reserved for Expert riders who have two or more LRRS Class Championships within the last five (5) years/seasons.

3.5.3.1 New single digit number requests will be reserved for riders who fit the criteria mentioned in 3.5.3

3.5.3.2 Any rider with a current single digit number must compete in more than 50% of the scheduled LRRS events within the last 3 years in order to be eligible for retaining and keeping that number. If rider has not competed in 50% of the scheduled LRRS events for the past 3 years the rider will forfeit that number and will be assigned a 2 digit (if available) or a 3 digit number.

3.5.4 Double digit numbers are reserved for Expert riders; in order to be eligible for a new 2 digit number the Expert rider must have accumulated Expert points during the previous racing season. Expert riders coming here from another racing





## **KAREN HORNBECKER MEMORIAL INJURED RIDERS FUND**

Established in memory of “the Nurse” and the love and care she provided the racers in LRRS and GP/Pro, the Karen Hornbecker Memorial Injured Riders Fund provides help to licensed LRRS riders seriously injured in an on-track incident.

In lieu of any insurance a rider may have and not a form of insurance, the Injured Riders Fund provides immediate assistance to a rider and their family..

**Need or know someone who needs assistance?**

**Want more details, information, eligibility criteria?**

**Need an application for assistance?**

**Want to make a donation?**

**Please go to one of the following sources:**

- the Media Center at NHMS
- the LRRS websites
- [www.KarenHornbeckerFund.org](http://www.KarenHornbeckerFund.org)
- or you can see any of the persons named below:

**Jim Rich:**

Pre Grid/rider #62/Seacoast  
Sport Cycle garage 14 south  
PO Box 444 Foxboro, MA 02035  
Jrich62@gmail.com | 508-369-4847

**Scott Greenwood:**

rider #4/garage 4 north

**Alan Hathway:**

Assistant Race Director

**Jim Smith:**

Seacoast Sport Cycle

organization or sanctioning body will not have the right to a double digit number until they have raced more than 50% of the scheduled LRRS events for the previous year.

#### **4 RIDER CLASSIFICATION**

- 4.1 There are three rider classifications – Novice, Amateur and Expert
- 4.2 Classification is based on experience, rider ability and/or lap times.
  - 4.2.1 **Novice Classes** - Please see Section 20 for class listings.
  - 4.2.2 **Amateur Classes** - Please see Section 19 & Section 20 for class listings.
  - 4.2.3 **Expert Classes** - Please see Section 19 & Section 20 for class listings.
- 4.3 The rules for each class will be based on a similar standard CCS class as outlined in Section 19; or in the LRRS Specific class listings in Section 20.
- 4.4 LRRS Officials reserve the right to change rider classification at any time if they feel it is warranted. Administrative rider advancements may be required; Please see Section 5.

#### **5 RIDER ADVANCEMENT**

- 5.1 A rider may request advancement at any time.
- 5.2 A Rider Advancement Request must be initiated by the rider in writing at least 7 days prior to an event.
  - 5.2.1 If the Rider Advancement Request is not submitted or received within 7 day prior to event advancement may not be granted until after the next scheduled LRRS race weekend.
- 5.3 Requests for advancement may be made via Email to LRRS@nhms.com; or by fax to (603) 783-8323; or in person during the LRRS event in registration.
- 5.4 No advancements may be made during an active LRRS event.
- 5.5 A rider is responsible for keeping track of his or her own finishes, points and number of races. When ready for advancement, the Race Director, Assistant Race Director or Referee or Assistant Referee should be notified, and the requirements verified.
  - 5.5.1 Novice to Amateur - Novice is considered a provisional class.
    - 5.5.1.1 No minimum number of races required before advancement.
    - 5.5.1.2 Novice riders must show a good safety record to be considered for advancement.

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- 5.5.1.3 Novice riders will be moved to Amateur as soon as they are consistently able to run lap times at the thresholds set by LRRS for their particular class or at the discretion of the officials.
  - 5.5.1.4 The lap time thresholds for advancement may be adjusted at any time during the course of the season.
  - 5.5.1.5 2017 Starting Advancement Thresholds  
 Novice Heavy Weight - 1:23  
 Novice Middle Weight - 1:23  
 Novice Light Weight - 1:26  
 Novice Ultra Light Weight - 1:27  
 Novice Formula 300 – 1:35
  - 5.5.1.6 For weekends that have track conditions that significantly affect lap times (rain), Novices seeking advancement may petition the officials and must run times within 112% of the fastest time set in the corresponding Expert class run under the same conditions. Dry lap times (from any previous race) will be factored into this decision as well.
- 5.5.2 Amateur to Expert
- 5.5.2.1 Amateur riders must show a good safety record to be considered for advancement to expert.
  - 5.5.2.2 LRRS reserves the right to deny Expert status to any Amateur who meets the criteria for advancement but has not shown the ability or experience for Expert competition.
  - 5.5.2.3 Any Amateur who runs times that meet or better 112% of the lap record (see 5.5.2.3.1) in a minimum of 5 races in the corresponding Expert class may petition bump to expert during the season. LRRS officials will have the final say.
    - 5.5.2.3.1 112% Bump thresholds
      - Unlimited Classes:**  
Record: 1:10.3  
Bump threshold: 1:18.7
      - MW/HW Classes:**  
Record: 1:10.3  
Bump threshold: 1:18.7
      - Lightweight Classes:**  
Record: 1:14  
Bump threshold: 1:22.8
      - Ultra-Light Classes:**  
Record: 1:15  
Bump threshold: 1:24.0

5.5.2.4 Any Amateur who runs times that meet or better 110% of the lap record (see 5.5.2.3.1) in a minimum of 5 races in the corresponding Expert class, may elect to stay Amateur for the remainder of the season but will be subject to administrative rider advancement (see section 1) for the following seasons.

5.5.2.4.1 110% Bump thresholds

**Unlimited Classes:**

Record: 1:10.3

Bump threshold: 1:17.3

**MW/HW Classes:**

Record: 1:10.3

Bump threshold: 1:17.3

**Lightweight Classes:**

Record: 1:14

Bump threshold: 1:21.4

**Ultra-Light Classes:**

Record: 1:15

Bump threshold: 1:22.5

5.5.2.5 Amateur and Expert riders who have only competed in the Formula 300 class may not switch to non-Formula 300 motorcycles or enter other LRRS classes without the approval of LRRS.

5.5.2.6 Advancement eligibility will be based upon lap times, finishes, the bike class most frequently entered and department.

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

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

5.6 An Amateur rider may elect to keep his Amateur standings until the end of the calendar year; however, the rider may lose the ability to qualify for the “Vanson Rookie of the Year” Award. It is the rider’s responsibility to follow the criteria regarding awards and contingencies.

5.6.1 LRRS and its officials reserve the right to advance a rider at any time they feel the rider is ready to go to the next level. LRRS will notify the rider of their advancement within 7 days after the event. This is referred to as an Administrative Rider Advancement.

## **6 GENERAL RULES, PENALTIES & CONDUCT**

6.1 General Penalties

6.1.1 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.,) fines, deduct points, disqualify, or

suspend any rider for the remainder of the event for any violation of the rules of competition, insubordination, or any other conduct detrimental to the meet.

- 6.1.1.1** In addition, the Referee/Race Director may levy fines ranging from \$25.00 to \$5,000.00, and can recommend suspension from future LRRS, Championship Cup Series or ASRA events.
- 6.1.1.2** Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.
- 6.1.2** 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 this rule will not be subject to protest or appeal.  
Championship Points
- 6.1.3** All riders must assess for themselves, the facility, organization, safety measures, weather conditions, track 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.
- 6.1.4** Any rider who misrepresents himself or his equipment in any way will be subject to immediate suspension.
- 6.1.5** It is the responsibility of every competitor to notify the onsite medical staff or EMS personnel 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, medical staff, EMS or sanctioning body. All participants who have a medical problem must fill out a medical form and return it to registration before competing.
- 6.1.6** All riders must enter through the online registration system as explained in section 10 of this rulebook.
- 6.1.7** All riders must sign a release for each event and no rider may practice or compete until the rider waiver is properly signed and dated.
- 6.1.8** 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, up to and including disqualification.

**6.1.9** It is the responsibility of the rider to assure that he or she is entered in the correct class and on the correct motorcycle.

**6.1.9.1** Any rider improperly entered will be disqualified from that class and be subject to a fine.

**6.1.9.2** A rider will not receive any contingency monies if not listed on the proper machine.

## **6.2** Conduct

**6.2.1** 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.

**6.2.2** 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.

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

**6.2.4** Riders are strictly prohibited from participating in any track activity if under the influence of prescription narcotics or any prescription medication that inhibits the ability to drive or operate machinery.

**6.2.5** Unsafe or unsportsmanlike riding may result in a penalty.

**6.2.6** Wheelies and/or any other stunt is strictly prohibited in the paddock, pits and on pit road. All wheels must be on the ground at all times, on any machine, pit bike or other wheeled vehicle.

**6.2.7** 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.

**6.2.8** 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.

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

- 6.2.10** 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.
- 6.2.11** Children under the age of 14 must be supervised by a parent or guardian at all times. No child, unless a licensed competitor, will be allowed to operate a bicycle, motorcycle ATV or any other wheeled vehicle of any size within the confines of the pit, garage or paddock area.
- 6.2.12** Anyone under the age of 18 must wear a helmet that is properly affixed, regardless of being in control of or as a passenger on a pit bike or any other wheeled vehicle.
- 6.2.13** Children under the age of 16 are not allowed on pit road at any time unless they are licensed competitors.
- 6.2.14** A rider will be held responsible for the actions of his or her crew, family or friends.
- 6.2.15** 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.
- 6.2.16** Only one properly credentialed crew member per rider is allowed on hot pit road.
- 6.2.17** DOGS and/or other pets: There are restrictions for having a dog or other pets in the garage and paddock areas.
- 6.2.17.1** All dogs and other pets must be on a leash and not allowed to run freely at any time.
- 6.2.17.2** Dogs are allowed in the garage areas during the race day activity only if they are not able to step outside the garage bay. The dog must not be able to infringe on another garage or step outside the garage at any time during the race day. Pet owners are subject to a \$50 fine if caught neglecting this rule.
- 6.2.17.3** Dogs are not allowed on Pit Road at any time.
- 6.2.17.4** Pet owners are responsible for picking up after their pet; all messes made by the dog need to be taken care of immediately and properly.
- 6.2.17.5** Animal owner is subject to a \$50 fine for not adhering to these rules.
- 6.2.17.6** If a violation occurs multiple times with the same pet/owner NHMS reserves the right to ban the pet from the property.



## 6.3 Race Penalties

- 6.3.1 All race position penalties will be applied by class, not overall.
- 6.3.2 When applying a race position penalty points will be awarded based on penalty position regardless of total riders (e.g. 5th place rider with a three (3) position in class penalty, and will be awarded 8th place points regardless of total finishers.

## 7 RIDER EQUIPMENT & APPAREL

### 7.1 Helmets

- 7.1.1 Helmets may not be more than 5 years old as determined by the date of manufacture in or on the helmet. If there is no manufacture date on the helmet it will not pass tech.
- 7.1.2 The helmet must meet DOT plus Snell (USA) 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.
- 7.1.3 Helmets must be full coverage with an attached face shield.
- 7.1.4 Quick release helmet straps are also not allowed unless original equipment.
- 7.1.5 All helmets must pass tech inspection.
- 7.1.6 The rider's number must be displayed on the helmet.
- 7.1.7 Polycarbonate helmets are not allowed.
- 7.1.8 Cameras of any kind (i.e. camcorders, digital cameras, etc.) are not permitted to be mounted to any helmet at any time. There will be no exceptions to this rule.
- 7.1.9 Cameras or recording devices found mounted to helmets may result in a fine and/or punitive action to include but not limited to disqualification.
- 7.1.10 It is required that riders equip their helmets with the EJECT Helmet Ejection system. <http://www.ejectsafety.com>
- 7.1.11 Breath Masks that cover both the mouth and nose may not be worn

### 7.2 Leathers

- 7.2.1 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. Taping the top to the bottom is not allowed.

- 7.2.2 Taped leathers are not allowed.
- 7.2.3 When in racing position on the motorcycle, the rider must not have any skin exposed.
- 7.2.4 Nylon suits are not allowed.
- 7.3 Gloves
  - 7.3.1 Gloves must have leather protecting the fingers and palms. Gloves must be of sufficient length to cover the wrists.
- 7.4 Boots
  - 7.4.1 Boots must be of leather and long enough to cover the ankle and overlap the pant leg. 8" is the recommended length.
  - 7.4.2 High top leather sneakers are not allowed.
- 7.5 Back Protectors are required.
- 7.6 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.

## **8 GENERAL EQUIPMENT RULES & REQUIREMENTS**

- 8.1 Number Display Regulations
  - 8.1.1 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.
  - 8.1.2 Numbers will be assigned by the Loudon Road Race Series. For number assignment rules see section 3.5.
  - 8.1.3 All machines must have 3 sets of numbers; one on the front and one on both sides. Numbers must be a minimum of 6" high, be spaced 1/2" apart and allow 1/2" of background color (White for Novices and Experts and yellow for Amateurs, and green for electric machines). Side number plates must be behind the rider on the machine's tail section or on the lower fairing on the side of the machine. They must be visible when the rider is in position on the machine. If the front fairing is broken by an air intake the number must be displayed on both sides of the machine. There are no exceptions to this rule. Riders should be aware that these requirements are that of LRRS and may not be accepted at any other CCS event.
  - 8.1.4 During racing all sets of numbers displayed on a bike must match each other and must be the correct number for the rider. A bike may not have more than one rider number at any time while on the track proper.
    - 8.1.4.1 During practice only: If a rider is

using a bike that is not their bike and the number on the bike does not reflect the number of the rider, there must be a red piece of tape through the number on the front plate to indicate that the rider is not the rider reflected by the number on the bike. The starter must be notified and must grant approval before any rider can enter the track in these cases.

**8.1.4.2** If the rider does not match the bike number during practice as described in 8.1.4.1 the transponder for the RIDER must be placed on the bike they are using and must not have a transponder assigned to another rider on the bike. The transponder number must reflect the actual rider at all times.

**8.1.5** A Sans Serif font must be used.

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

**8.1.7** Number display approval shall be at the sole discretion of the Chief Tech Inspector, the Chief Corner Marshall and/or the chief scorer and shall be required before a machine is passed through Tech Inspection.

**8.1.8** Colors used in the Loudon Road Race Series are as follows:

<b>NOVICE</b>	<b>WHITE PLATES WITH RED NUMBERS</b>
<b>AMATEUR</b>	<b>YELLOW PLATES WITH BLACK NUMBERS</b>
<b>EXPERT</b>	<b>WHITE PLATES WITH BLACK NUMBERS</b>
<b>ELECTRIC</b>	<b>GREEN PLATES WITH WHITE NUMBERS</b>

## **8.2 Fuel**

**8.2.1** All riders must use an approved spec fuel.

**8.2.2** NHMS/LRRS carries all approved fuels on property, which can be purchased during race events and during regular business hours during non-LRRS events.

**8.2.3** There are 6 Sunoco fuels that will be for sale at NHMS prior to and during the events; Sunoco 93 Premium pump fuel; Sunoco Supreme (112 Octane, Leaded); Sunoco Standard (110 Octane, Leaded), Sunoco Optima (95 Octane, Unleaded), Sunoco 260 GTX (98 Octane, Unleaded), and Sunoco 260 GT (100 octane, Unleaded).

**8.2.4** Fines may be imposed for non-compliance and severe penalties for using any nonapproved power enhancing fuels or additives.

**8.2.5** The mixing of fuels is not allowed.

- 8.3 Transponders (See Section 15: Timing & Scoring)
- 8.4 Recording devices - Any recording devices, cameras, camcorders, etc. must be presented to Tech and cannot be mounted to a machine without approval by tech in writing prior to each and every event. All recording devices of any kind, and any recorded data are subject to confiscation by LRRS and its officials.
  - 8.4.1 8.4.1 All recording devices must be securely mounted and tethered to the machine. All recording devices MUST be registered with Tech.
  - 8.4.2 Recording devices, including cameras cannot be mounted anywhere inside the front number plate.
  - 8.4.3 LRRS is not responsible for the recovery or return of any recording devices.

## **9 TECHNICAL REQUIREMENTS**

- 9.1 Riders that participate at other venues should make sure that their machines meet the requirements of LRRS.
- 9.2 All motorcycles must pass through Technical Inspection. Should the Tech Inspector miss any non-conformity it is still the rider's responsibility to see that his machine meets all the technical requirements.
- 9.3 The Chief Tech Inspector and/or Referee have the right to inspect any racing motorcycle at any time.
- 9.4 Safety wire used must have a minimum diameter of 0.025 inches.
- 9.5 All machines must have their lower fairings removed for tech inspection.
- 9.6 All oil drain plugs and any plugs or caps from which oil, water, or gas could drain must be safety wired.
  - 9.6.1 All oil filters must be wired.
- 9.7 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.
- 9.8 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.
- 9.9 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.
- 9.10 Liquid cooled engines and their radiators must be flushed. Only water or an approved ethylene and propylene glycol free cooling system additive may be

used. The use of anti-freeze is subject to a \$50 fine. A list of approved additives is below and available at Tech Inspection. Additives not listed can be tested for legality in Tech Inspection.

**9.10.1 Legal for LRRS (Ethylene and Propylene Glycol Free)**

Red Line Water Wetter  
Purple Ice (Made by Royal Purple)  
Maxima Cool-Aide  
Silkolene Pro CCA Ultra  
Liquid Performance Ice Water Non-Glycol  
Racing Coolant

**9.10.2 Not Legal for LRRS (Propylene Glycol)**

Engine Ice  
Evans NPG

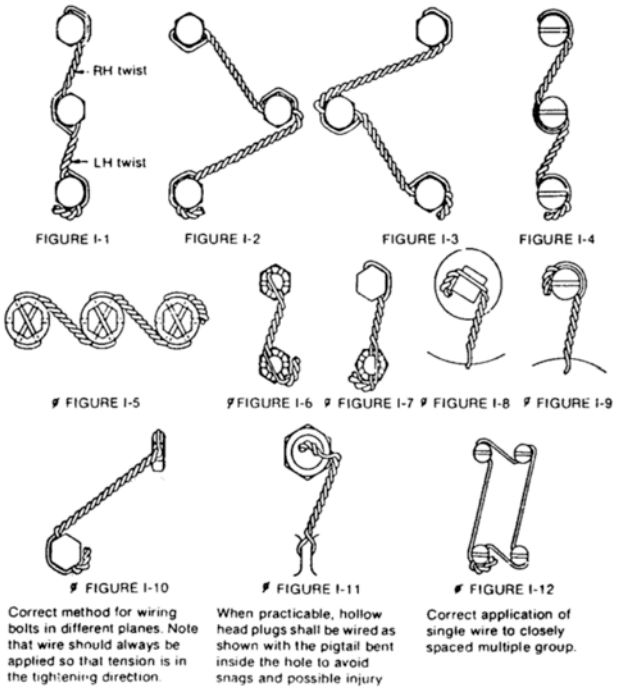
- 9.11** Fork drain plugs must be taped or secured with a safety wire.
- 9.12** On 4 stroke machines all vent, breather or overflow tubes coming from the engine, transmission or radiator must be routed into a heat resistant catch can of at least 350cc capacity or the air box.
- 9.13** If the air box is utilized, any drains from the air box must be removed and the air box sealed.
- 9.13.1** If an air box is not installed, catch can vent tubes must be routed into the intake area of the carburetors so that any overflow from the catch pan will be drawn into the engine.
- 9.14** Radiator overflow and battery vent tubes can be routed into a separate catch can which need not have its vent routed to the intake area.
- 9.15** All brakes stay bolts and caliper mounting bolts must be lock wired.
- 9.16** Axles must be secured by lock wiring 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 lock wired.
- 9.17** Exhaust systems must be securely mounted. The outer header nuts must be lock wired. 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 lock wire. Four cylinder inline machines need only lock wire the two outer exhaust pipes.
- 9.18** Valve stem caps must be metal.
- 9.19** All lenses, reflectors, and any other glass or plastic, with the exception of windscreens, must be taped.
- 9.20** License plates, side and center stands, carriers, sissy bars, crash or roll bars, directionals, etc. must be removed.
- 9.21** Control levers and handlebars must be securely mounted. Throttles must snap back to the "off" position. Brake and clutch levers must have ball ends.
- 9.22** All machines must have a functioning kill switch.

- 9.22.1 Electric machines have a “dead-man” kill switch and tether that attaches to the rider.  
This switch must kill all power to the machine.
- 9.23 Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.
- 9.24 All in-line four cylinder motorcycles that have crankshaft covers that contain oil must use approved race covers or case guards.
- 9.25 Fluid Catch Pans
- 9.25.1 All machines must be equipped with a fluid catch pan of sufficient size and heatresistant 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.
- 9.25.2 Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention
- 9.25.3 Machines not equipped with a lower OEM fairing may install a fairing in order to comply with this rule.
- 9.25.4 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.
- 9.25.5 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.)
- 9.25.6 A GOOD RULE OF THUMB \* SAFETY WIRE ANYTHING YOU WOULD NOT WANT TO COME LOOSE AT SPEED. See diagram at 9.26.1.



- 9.26 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.

9.26.1 Diagram: Examples of Safety Wiring



- 9.27 Transponders must be mounted according to the following:

- 9.27.1 Transponders must be mounted at the front of the motorcycle as close to the axle vertical center-line as practical.
- 9.27.2 They must be mounted vertically, with the fixing pin up, at a maximum of 120 cm or 4 feet from the race surface.
- 9.27.3 There must be no downward obstruction between the transponder and the racing surface. This means no metal, carbon fiber between the transponder and the racing surface.
- 9.27.4 The maximum temperature should not exceed 50c or 122F.
- 9.27.5 Transponder holders must be affixed to the machine in a safe and workmanlike manner using tye-wraps or pop rivets.
- 9.27.6 The fixing clip must be pushed through as far as possible.

## 10 ENTRIES

### 10.1 Entries

- 10.1.1 All riders must have a valid racing license in order to enter a race.
- 10.1.2 All riders must have an online registration account set up by LRRS administration.
- 10.1.3 All entries must be through the online registration system [trackintel.com/ti/lrrs]; no paper entry forms will be accepted.
- 10.1.4 Pre-entries must be completed by 5 pm on the Monday prior to the specific LRRS event. Entries made after that time will not be considered pre-entries and the rider will incur a late fee per entry.
- 10.1.5 Payment for all pre-entries must be received by the 5pm deadline of the Monday prior to the specific LRRS event.
- 10.1.6 **All late entries that originally cost \$60 will increase to \$75 and entries that originally cost \$85 will increase to \$100.**
- 10.1.7 If you do not receive an email confirmation do not assume that your entry was successful.

### 10.2 Cancellations

- 10.2.1 A rider may cancel a pre-entry before registration opens on Friday at noon.
- 10.2.2 Cancellations must be made in writing prior to the opening of registration.
  - 10.2.2.1 There will be no cancellations once registration has opened on Friday at noon.
- 10.2.3 There will be no cancellations, refunds or credits once a rider has checked in and /or the bike has passed through technical inspection. **NO EXCEPTIONS!**
- 10.2.4 Events will be run regardless of weather conditions; severe weather may result in a delayed start.
- 10.2.5 There will be no cancellations, refunds or credits due to weather.
- 10.2.6 If LRRS/NHMS declares the race surface unsuitable for racing or if there are extenuating circumstances and racing is not possible; refunds, credits will be considered at that time
- 10.2.7 “No shows” will not be eligible for a refund, cancellation, or credit of any kind.
- 10.2.8 If a rider registers for the event and does not pay for the entries and does not cancel based on the cancellation guidelines by the time registration



opens on Friday, that rider is still responsible for paying the entry fee for the event.

- 10.2.8.1** If a rider registers for an event and does not show, does not cancel or does not pay for the entry the rider will be restricted from entering future events until the rider contacts LRRS management and suitable arrangements are made.
- 10.2.8.2** LRRS reserves the right to make the rider “inactive” in the system and disable the riders account for lack of payment or failure to abide by the rules set forth in this rulebook.
- 10.2.8.3** LRRS reserves the right to ask ASRA/CCS to suspend all racing privileges at NHMS and other CCS events or facilities until rider makes good on any debt owed to NHMS if suitable arrangements are not made within 14 days the debt is incurred. This includes transponder rental or replacement costs.

### **10.3 Refunds**

- 10.3.1** If you are seeking a credit or refund for a missed race due to injury or mechanical failure due to crash or track incident, a Request for Action form must be completed and returned to the LRRS Director.
- 10.3.2** If you are requesting a credit or refund due to an injury sustained from a crash, please be sure to have a member of the track medical personnel sign your request prior to submitting the form to the LRRS Director. If you were taken to the hospital please provide written proof of the visit with the date seen within seven (7) days of the incident.
- 10.3.3** There will be no credits given for mechanical failure that is not the result of a crash or track incident. No credits given for inclement weather unless the officials call racing off due to weather reasons.
- 10.3.4** Practice sessions are offered at no charge therefore if you've participated in any practice round you will forfeit one race class entry credit.
- 10.3.5** No-shows will not be refunded or credited.
- 10.3.6** If you have received a complimentary infield pass with your with your entries (3 or more entries per event) NHMS/LRRS reserve the right to deduct the cost (\$25) of the infield pass from any credit you receive from the request.
- 10.3.7** There will be absolutely NO cancelations or credits once the rider has passed through Tech Inspection unless there are extenuating circumstances such as crashes or injuries that occurred during the active event.

## 10.4 Payment

10.4.1 A rider may pay by cash, personal check, or credit card. MasterCard, VISA, Discover and American Express are all accepted.

**Note: The Track Intel registration system does not except American Express. Anyone wishing to use American Express may do so by calling LRRS or in person. For riders pre-entering payment must be received by the 5pm deadline on the Monday prior to the event (See 10.1.5)**

10.4.2 All dishonored/returned/ or bounced checks must be taken care of immediately; the rider is responsible for paying a returned check fee of \$25 per check plus the amount of the dishonored check.

10.4.3 Failure to make good on a returned check may result in the rider being suspended from racing until the situation is remedied.

10.4.4 LRRS/NHMS reserves the right to refuse a check from any rider who has had a returned check; regardless of how many occurrences.

10.4.5 Only CASH will be accepted for entries in the event a rider has an occurrence of fraudulent behavior.

10.4.6 Championship certificates that were awarded the previous year will not be allowed to carry over to the following season.

10.5 EXPRESS TECH: Express tech is the ability to forego checking in at the registration office and going directly to Tech Inspection during regular Tech Inspection hours. In order to be eligible to use ExpressTech the following rules apply:

10.5.1 The rider must have processed an online entry by 5 pm on the Monday prior to the event.

10.5.2 The rider must have their own transponder number entered into the system and must not need to have a transponder assigned or borrowed, or rented from LRRS.

10.5.3 The rider must have provided payment in full for the entry.

10.5.3.1 Rider must enter a valid credit card and the card must have cleared when the charge was run.

10.5.3.2 Or rider must pay in full the entire entry fee prior to registration opening for the event. If paying by check, or gift certificate of any kind, it must be received by LRRS by the time pre-entry closes. **IF THE ENTRY IS NOT PAID IN FULL YOU WILL NOT BE ABLE TO USE EXPRESS TECH;** you will need

to pay your entry in full at registration in order to get your tech sheet.

**10.5.3.3** You cannot use Express Tech if you need to change bike or races after your pre-entry is processed and you will need to come in to registration to make these changes and get a new accurate tech sheet.

**10.5.3.4** If you have a “rain bike” or a back-up bike that you need teched, you will also need to come into registration for a tech sheet for that bike.

## 11 PRACTICE

**11.1** Practice groups are determined by machine displacement and configuration.

**11.2** The group a rider belongs in will be determined by the Chief Tech. Inspector except for Group 6 & 8 which will be determined by Timing and Scoring.

**11.2.1** A rider will only be allowed one practice sticker per bike. The initial groups are set as shown in the following chart. These groupings may be changed at any time.

<b>GROUP L</b>	LEGENDS CARS	Legends (& Bandoleros) Practice 20 minutes
<b>GROUP 1</b>	AMATEUR	Middleweight, Heavyweight & Unlimited
<b>GROUP 2</b>	EXPERT	Middleweight, Heavyweight & Unlimited
<b>GROUP 3</b>	NOVICE	Middleweight, Heavyweight & Unlimited
<b>GROUP 4</b>	AMATEUR	Lightweight & Ultra Lightweight
<b>GROUP 5</b>	EXPERT	Lightweight & Ultra Lightweight
<b>GROUP 6</b>	EXPERT	Top Lightweight – 1:18’s
<b>GROUP 7</b>	NOVICE	Lightweight & Ultra Lightweight
<b>GROUP 8</b>	EXPERT	Top Expert – 1:15’s

### 2017 Loudon Road Race Series - Practice Sessions Schedule (times are approximate)

<b>ROUND 1 (8 MINUTES EACH):</b>	
Group L	Legends (and Bandoleros)
Group 1 & 2 Combo	Amateur & Expert Middleweight, Heavyweight and Unlimited
Group 3	Novice Middleweight, Heavyweight and Unlimited
Group 4 & 5 Combo	Amateur & Expert Lightweight and Ultra Lightweight
Group 6	Expert Top Lightweight – 1:18’s
Group 7	Novice Lightweight and Ultra Lightweight
Group 8	Top Expert – 1:15’s

<b>ROUND 2 (12 MINUTES EACH):</b>	
Group 1	Amateur Middleweight, Heavyweight and Unlimited
Group 2	Expert Middleweight, Heavyweight and Unlimited
Group 3	Novice Middleweight, Heavyweight and Unlimited
Group 4	Amateur Lightweight and Ultra Lightweight
Group 5	Expert Lightweight and Ultra Lightweight
Group 6	Top Lightweight – 1:18's
Group 7	Novice Lightweight and Ultra Lightweight
Group 8	Top Expert – 1:15's

**Note: Sunday will be 1 round of practice, with each group (1-8) getting one 15 minute session. \*Practice times and session lengths are subject to change**

## **12 GRIDGING**

- 12.1 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-entries) will be gridded by sign up or in order entry was received.
- 12.2 Champions from the previous year will be gridded on pole.
- 12.3 Riders that advance from Novice to Amateur or Amateur to Expert will lose any accumulated points towards gridding.
- 12.4 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 manner as determined by their points or order of sign up. Late entries may be required to start in a separate wave but will not be scored separately.
- 12.5 Expert/Amateur grids: Amateurs may be gridded in a wave separate from Experts.
- 12.6 **It is the rider's responsibility to notify the registrar of any errors in the grid sheets within 60 minutes of posting. Grid sheets will be posted 1 hour prior to the posted start time of the first race.**
- 12.7 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.

## **13 RACE RULES & PROCEDURES**

### **13.1 START**

- 13.1.1 The Assistant Starter will indicate that the track is open for a warm-up lap by displaying a #5 sign.

- 13.1.2** At no time is a rider allowed to practice start once the #5 sign has been displayed.
- 13.1.2.1** Practice starts attempted after the #5 sign has been displayed will result in a fine of half the cost of the race entry fee. ALL riders are responsible for the payment of the fine even if they entered the race regardless of payment method.
- 13.1.3** 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.
- 13.1.4** At the conclusion of the warm-up lap all riders must return to their assigned grid position at start/finish as indicated on grid sheet.
- 13.1.4.1** Once the #2 board is shown any rider that is not lined up in their correct grid position may be subject to a penalty at the discretion of the referee.
- 13.1.4.1.1** Riders are not allowed to move up to “fill in” empty grid positions.
- 13.1.4.2** A rider is considered to be properly gridded if the front wheel is inside the designated “U” shaped grid markings (grid box). The front wheel cannot be outside the designated “U” shaped markings on the hot grid.
- 13.1.4.3** 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.
- 13.1.4.4** A rider may not move laterally to a different position; when the front wheel is within the correct “U” shaped marking (grid box) on the hot grid..
- 13.1.5** No rider may enter the track proper at any location other than pit out.
- 13.1.5.1** 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.
- 13.1.6** 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.
- 13.1.7** When the Starter decides, he will close the grid to all competitors signaled by displaying the #3 sign at start/finish.

- 13.1.7.1 At this point the grid is closed to any late competitors. Any late riders may be started from pre-grid.
- 13.1.8 When the starter displays the #2 board the grid must be cleared of all mechanics and team personnel other than the rider.
- 13.1.9 At the #2 board all riders must be in their correct grid position.
  - 13.1.9.1 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.
  - 13.1.9.2 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.
- 13.1.10 When ready for the start the Assistant Starter will turn the number 1 board sideways.
  - 13.1.10.1 At this time the red lights will be turned on
  - 13.1.10.2 At this point all riders should be ready with their machines in gear.
- 13.1.11 The race will start when the Starter turns out the red lights, generally within 5 seconds of the lights being turned on.
  - 13.1.11.1 In the event that there is a malfunction with the lights the start will go back to a flag start.
  - 13.1.11.2 Flag start procedure – The Assistant starter will turn the number 1 board and at the starter’s discretion the green flag will be waved to start the race.
- 13.1.12 The cones along the side of the track at the Start/ Finish represent the edge of the track and may not be cut through or crossed over.
  - 13.1.12.1 Any rider that cuts through or crosses these cones will receive a one lap penalty.

## 13.2 False Starts

- 13.2.1 Jump Start: : If a rider’s front wheel leaves the grid after the “1” board is shown and prior to the green flag waving or start light is extinguished. He/she will be assessed a 30 second penalty. Also if a rider leaves the grid position on the wrong wave he/she will be assessed a 1 lap penalty. Any additional penalty time will be determined but the Referee at the conclusion of the race once the total race time is available.

13.2.2 Creeping: Creeping is defined as any movement within the grid box once the #1 board is displayed and/or start light sequence initiated. An automatic 10 second will be incurred. If the movement is considered dangerous the Referee can add additional penalty time.

### 13.3 Restarts

13.3.1 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. Riders that started the race who do not make it to the grid for the restart will not be included in the final results of the race.

13.3.2 When a race is stopped after the first lap is completed and before 50% of the laps are completed, a restart will be performed (if time permits) with 1) the grid reset to the race order at the time of the red flag and 2) the remaining laps will be completed (See section 13.3.5 for details)

13.3.3 The number of laps run will be counted up to the last lap completed. If more than 50% of the laps have been completed, the race will be considered complete. (see section 1 for definitions of lap and halfway) The 50% point of a race is considered to be when the leader crosses start/finish one lap after receiving the halfway flags. (e.g. the start of lap 5 in an 8 lap race or lap 6 in a 10 lap race etc.)

**NOTE: The Loudon Classic will not finish on a red flag regardless of the number of completed laps at the time of the red flag. The Loudon Classic will be run until all expected laps have been run.**

13.3.4 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 their completed laps.

13.3.5 The time of the red flag is determined by when Timing and Scoring pushes the red flag button to stop the race.

**NOTE:** This section accounts for a single timing loop at start finish and/or multiple timing loops around the track.

13.3.6 Any racer(s) who are the obvious cause for the red flag or any racer(s) who did not continue with forward motion at the time of the red flag, will:

13.3.6.1 Start at the back of the grid for their wave on a re-start

13.3.6.2 Racers restart grid position is based upon their positions as of their last timing loop crossing

13.3.6.3 For laps completed, this is determined by the definition, “Lap” (See section 1.1)

13.3.6.4 If the race is declared complete racer (s) will be scored at the back of the last lap completed.

13.4 Track Proper Re-entry procedure:

13.4.1 A rider leaving the course for any reason must reenter the course in a safe manner that does not gain competitive advantage. Track reentry must be under the direction of the Corner Marshall whenever possible.

13.4.2 **Mole Trap:** Riders having to use the mole trap in NASCAR 1 and 2 must come to a complete stop with one foot on the ground at the clearly identified stop sign. Rider must get up to speed prior to re-entry, and be able to safely blend into the race line. Reentry will be verified by corner marshals. Rules will apply during all on track activity (practice, qualifying, races, etc.)

13.4.3 **3/10 Split:** May only be used for avoiding an incident, a mechanical issue with a riders machine, or as directed by Corner Marshals. The 10 side directly joins the racing surface and must be done under direction of the corner marshal. Failure to do so is considered unsafe track reentry and is subject to penalty. Rules will apply during all on track activity (practice, qualifying, races, etc.).

13.4.3.1 No riders are allowed to pass through the 3/10 split for a competitive advantage.

13.4.4 **Turn 11:** Riders missing turn 11 must reenter the racing surface using NASCAR turn 4. Riders must get up to speed prior to reentry and be able to safely blend into the race line. Failure to do so is considered unsafe track reentry and is subject to penalty. Rules will apply during all on track activity (practice, qualifying, races, etc.).

13.4.4.1 No riders are allowed to gain a competitive advantage.

13.4.5 **Turn 12:** Riders missing the turn 12 entry shall continue through the grass and rejoin the racing surface on the straightaway. Corner marshals are not typically stationed in view so it's the rider's responsibility to safely rejoin racing surface, get up to speed and blend into the racing line. Failure to do so is considered unsafe track reentry and is subject to penalty. Rules will apply during all on track activity (practice, qualifying, races, etc.).

13.4.5.1 No riders are allowed to gain a



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competitive advantage.

**Note:** Continuing down the pit road at speed is considered cutting the course and violators will be penalized

### 13.5 Official End of Race

- 13.5.1 Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five lap race, the race would be considered complete.
- 13.5.2 Should the checkered flag be displayed beyond the published race distance, the result will be determined by positions at the completion of the published race distance. For example if a five lap race were to run six laps, the results will be based upon the position at the end of lap five.
- 13.5.3 Race distance may only be lengthened by official announcement at the mandatory riders meeting prior to the start of the event.
- 13.5.4 The Race Director or Chief Referee may shorten events or races without prior announcement due to, but not limited to, time constraints, changing weather conditions or any other reason deemed necessary. There will be no financial relief for events or races shortened by the Race Director or Chief Referee.
- 13.5.5 A Competitor who has Started, and completes one or more laps, before leaving the race for any reason, is considered to have FINISHED the Race, collecting the points awarded for his/her position in the Race at the end of the Lap prior to the rider leaving the Race.

### 13.6 GT Specific Rules and Procedures

- 13.6.1 GTO, GTL and GTU are endurance races which will be 25 minutes in length.
- 13.6.2 Should a red flag interrupt the GT event the race clock will be stopped.
  - 13.6.2.1 If the time clock does not equal 50% + 1 lap the race will then be restarted and the remaining time will be completed.
  - 13.6.2.2 If the time clock is more than 50% + 1 lap the race will be considered complete.
- 13.6.3 During a red flag situation all machines must return to pit road.
- 13.6.4 Any repairs or adjustments must be made on pit road.
- 13.6.5 No machine may enter the paddock area.

- 13.6.6 Any machine that enters the paddock area will not be allowed to re-enter the race.
  - 13.6.7 Any rider that is directed to leave the track at any location must proceed directly to pit road.
  - 13.6.8 No rider may stop or travel to the paddock or garage area.
  - 13.6.9 No machine may leave the pit area.
  - 13.6.10 If a crashed machine is picked up by a crash truck and the rider wishes to reenter or restart the race, the crash truck will bring the machine directly to pit road. The crash truck is not permitted to enter or stop at the garage or paddock areas.
- 13.7 Crashes: Any machine that has crashed must go through Tech Inspection before being allowed to back out on the track.
- 13.7.1 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.
  - 13.7.2 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 has been made. Failure to comply will result in disciplinary action.
- 13.8 Should the race be considered complete, any riders not actively participating in the race at the time of the red flag or checkered flag will be entered in the final results. Riders will receive points for laps completed.
- 13.8.1 For races ending on a checkered flag any riders not actively participating in the race at the time of the checkered flag will be entered in the final results. Riders will be scored and receive points based on laps completed.
  - 13.8.2 For races ending on a red flag any rider(s) not actively participating in the race at the time of the red flag will be entered in the final results, with an adjustment, to the last position of their completed lap count. Riders will be scored and receive points based on this adjusted position. For multiple riders for the position will be in the order of their last completed lap.
- 13.9 No rider may change machines once the race has started.
- 13.10 No rider may take the checkered flag on pit road.
- 13.11 A rider may not attempt to shorten the course by any means.



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## 14 FLAGS & COMMUNICATION

### 14.1 Operational Flags

- 14.1.1 Green Flag – indicates start of race or clear track condition.
- 14.1.2 Checkered Flag – Indicates the end of the race or practice session proceed around the course to pit in.
- 14.1.3 Red Flag – Indicates the race or practice session has been stopped. All riders are to signal and reduce their speed and proceed to pit road. Wheelies are not allowed at any time during a red flag.
  - 14.1.3.1 INDEX TO RED FLAG related sections:
    - 1.1 Definition of completed lap
    - 1.3 End of race
    - 13.3 Restarts
    - 13.5 Official End of Race
    - 13.6 GT Specific rules and procedures
    - 13.8 Should the race be considered complete

### 14.2 Warning Flags

- 14.2.1 Yellow with Red Stripes - Debris or fluid on track surface - exercise caution.
- 14.2.2 Stationary Yellow Flag - indicates a potentially hazardous situation on or near the track - passing is allowed - exercise caution.
- 14.2.3 Waving Yellow Flag - indicates hazards on or near the track of a serious nature.
  - 14.2.3.1 No passing is allowed from the flag stations displaying the waving yellow flag until past the incident.
    - 14.2.3.1.1 Riders who violate this rule will be assessed a one lap penalty or a fine dependent upon circumstances.
    - 14.2.3.1.2 The violation must be reported by a Corner Marshall or Official.
    - 14.2.3.1.3 Rider complaints may be considered if the Referee believes it is warranted and justifiable.
    - 14.2.3.1.4 Two complaints on any given weekend from any source will result in a one event suspension.
    - 14.2.3.1.5 Under no circumstance will a pass for position be allowed.

- 14.2.4 White Flag with Red Cross - Indicates that a safety or emergency vehicle is on the course - Exercise caution.
- 14.2.5 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.
  - 14.2.5.1 Report directly to the Grid Marshall.
  - 14.2.5.2 Pay particular attention to the corner workers. They will indicate to you if they want you to pull off the track immediately.
  - 14.2.5.3 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.
- 14.2.6 Black Flag with an orange circle (the meat ball flag): This flag may be used for any situation other than a safety violation.
  - 14.2.6.1 The rider should complete the current lap and report directly to an official on pit road.
  - 14.2.6.2 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.
- 14.3 Courtesy Flags – These flags are optional and not considered official or operational. The absence or presence of these flags does not imply disregard for any official or operational flags or warning flags.
  - 14.3.1 White Flag at Starter Position- Indicates the final lap.
  - 14.3.2 White & Green Flag Crossed – Indicates half distance or time of the race.

## **15 TIMING & SCORING**

- 15.1 The primary scoring method will be electronic, using MyLaps (formerly AMB) transponders.
- 15.2 All riders are required to have their own MyLaps (formerly AMB) Tranx260 compatible, or X2 transponder(s), either self-powered, or hard-wired to the machine electrical system
  - 15.2.1 Riders are required to supply the correct transponder number.
  - 15.2.2 Riders who do not have their own transponder will be required to pay a \$50 rental fee if LRRS must supply them with a borrowed transponder.
    - 15.2.2.1 All Novice riders are given three (3)

complimentary transponder rentals.

- 15.2.2.2 Competitors must purchase their own transponders by the time they have competed in three (3) events.
  - 15.2.3 The rider will be required to pay the full replacement \$480 (retail) value of any transponder they do not return by the end of the event or within seven (7) days post event.
  - 15.2.4 The rider will be required to pay the full replacement \$480 (retail) value of any transponder that they have done damage whether accidental or purposely.
    - 15.2.4.1 The rider is responsible for checking rented transponders for any damage prior to leaving registration.
- 15.3 The rider is solely responsible for the maintenance, repair, battery charging, mounting and use of their transponder(s).
- 15.4 A rider may have multiple transponders, e.g. for multiple machines.
- 15.5 Maximum of (2) transponders may be attached to any machine at one time.
- 15.6 All transponders must be assigned to the correct rider by Registration before being used on any machine.
- 15.7 There MAY be a light system installed on the Cold Pit Road, "The Blinky Box". If installed, the loop will read your installed transponder, and display the following light(s).
  - 15.7.1 Green – Proceed to pre-grid
  - 15.7.2 Yellow – Transponder battery is low, but proceed to pre-grid
  - 15.7.3 Red - Pull to the side and find the nearest official
  - 15.7.4 No light at all- No transponder was picked up. A functioning transponder is needed
- 15.8 All machines MUST have a functional transponder properly assigned and correctly attached, while on the race track proper. This includes practice sessions, warm-ups, races, or any other purpose.
- 15.9 Any machine that enters the track without a proper working transponder may be black-flagged, not scored or both.
- 15.10 Transponders may be purchased, sold, rented, or loaned to other competitors.
- 15.11 No sharing of transponders between competitors during the same event, if both of them are competing. To do so will result in a fine of \$85 for the owner/rentee of the transponder. The rider found to be using the transponder will also be responsible for an \$85 fine. In the event that a transponder fails, a temporary replacement may be used.

- 15.12 LRRS reserves the right to impose a \$25 fine to any rider for not having a proper working transponder mounted to the machine upon entry to pit road or the race track surface.
- 15.13 Timing & Scoring must be advised of any change in transponder assignment prior to the attached machine entering the racetrack proper.
- 15.14 If a temporary transponder is provided by a Pre-Grid Marshal, T&S will be notified of the change automatically.
- 15.15 Practice sessions will be timed to assure practice lap time equality and lap times will be provided to the riders if available (not guaranteed); they will be posted in the tech garage and on the Race Monitor App.
- 15.16 Transponders must be mounted as per instructions in the Technical Requirements section of this rulebook. (See Section 9)
- 15.17 Penalties will be assigned for neglect or abuse of the above rule(s). Any attempt at deception of the scoring system will be dealt with severely.

## 16 RESULTS

### 16.1 Official Results

- 16.1.1 It is the rider's responsibility to check the **preliminary** results sheet within **60 minutes** of posting.  
**Note: Results on Race-Monitor are 'Informational Only' not 'Preliminary'**
- 16.1.2 Every effort will be made to post the results as quickly as possible.
- 16.1.3 If a protest has been brought the officials within the 60 minute review period regardless of how much time remains during this period, a review will be done and a pending stamp will be placed on the preliminary results.
- 16.1.4 Any errors or omissions must be reported within the 60 minute time frame.
  - 16.1.4.1 At the end of the 60 minute time frame the result sheet will be posted as "Unofficial Results"
  - 16.1.4.2 The results will remain "Unofficial" until 1:00 pm on the Tuesday immediately following the event. At that time after all reviews, protests and penalties have been assessed by the Loudon Road Race Series results will then be considered "**Official Results**" and no further changes or adjustments will be considered after this point.
  - 16.1.4.3 The "Official Results" will be submitted to CCS as well as contingencies at this time.



- 16.1.5 If it is found that a machine was ineligible for a class in which it was entered the rider may be disqualified.

## 17 POINTS & AWARDS

### 17.1 Points

- 17.1.1 Classes are frequently combined when conditions permit to expedite the racing schedule; all classes are scored separately.
- 17.1.2 Points are awarded according to the following schedule:

Position	Points	Position	Points
First	36	Thirteenth	12
Second	30	Fourteenth	11
Third	26	Fifteenth	10
Fourth	23	Sixteenth	9
Fifth	21	Seventeenth	8
Sixth	19	Eighteenth	7
Seventh	18	Nineteenth	6
Eighth	17	Twentieth	5
Ninth	16	Twenty-first	4
Tenth	15	Twenty-second	3
Eleventh	14	Twenty-third	2
Twelfth	13	Twenty-fourth	1

### 17.1.3 Championship Points

- 17.1.3.1 All Expert and Amateur riders are eligible for championship points in their respective classes.
- 17.1.3.2 There are no championship points for Novices classes.

- 17.1.4 A rider needs to complete at least one lap in order to receive points.

### 17.2 Awards

- 17.2.1 Trophies are provided for every Expert and Amateur class for first, second and third place. These trophies can be picked up at the end of each race day.
- 17.2.2 Award certificates are provided for first, second and third place in all Novice races. These certificates can be picked up at the end of the race day.
- 17.2.3 End of season class championship certificates will be awarded to the second and third place holders in expert class.
- 17.2.4 End of season expert first place points holders will have their winnings automatically entered into the track system for the following season, and be awarded pole position for that class the following season.

2017 Loudon Road Race Series Points Fund

<b>EXPERT CLASS PAYOUTS</b> PAID TO TOP 3 FINISHERS IN THE FOLLOWING CLASSES			<b>AMATEUR CLASS PAYOUTS</b> PAID TO TOP 10 FINISHERS IN THE FOLLOWING CLASSES			
Formula 40 Middleweight	1st place	\$550	Top Amateur	\$500		
	2nd place	\$325				
	3rd place	\$200				
Formula 40 Lights	1st place	\$550			2nd overall	\$350
	2nd place	\$325			3rd overall	\$300
	3rd place	\$200			4th overall	\$275
GTL	1st place	\$550			5th overall	\$250
	2nd place	\$325			6th overall	\$225
	3rd place	\$200			7th overall	\$200
GTO	1st place	\$550			8th overall	\$150
	2nd place	\$325	9th overall	\$125		
	3rd place	\$200	10th overall	\$100		
GTU	1st place	\$550				
	2nd place	\$325				
	3rd place	\$200				
Motard	1st place	\$550				
	2nd place	\$325				
	3rd place	\$200				
Formula 300	1st place	\$550				
	2nd place	\$325				
	3rd place	\$200				

**Eligibility rules & requirements:**

1. In order to be eligible for the 2017 LRRS Points Fund a rider (Novice, Amateur, and Expert) must compete in all regularly scheduled LRRS events and the Loudon Classic for 2017.
2. If a top Amateur has the most 2017 points in overall Amateur points and advances to Expert during the 2017 season they will still be eligible for the Amateur points fund money as long as they compete in every event. However, a rider will not be eligible for Amateur AND Expert money. Only one rider class will be awarded per rider.
3. If a rider starts the 2017 season as a Novice and advances to Amateur by the Loudon Classic event that rider will be eligible for the Amateur points fund payout at the end of the season if total accumulated Amateur points allow and they compete in all events as mentioned in rule 1 listed above.
4. Amateur riders will not be eligible for payout money and/or Top 10 Overall Amateur Points Fund for more than one season.
5. Amateur riders who have accumulated 500 or more points from the previous season will not be eligible for the current or future Top 10 Overall Amateur Points Fund money.

## **18 PROTESTS**

- 18.1** Protest time Period – All protests must be delivered, in writing, to a LRRS official within the 60 minutes of the posting of race results.
- 18.2** Protests delivered after the 60 minutes will not be considered.
- 18.2.1** Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check or cashier's check.
- 18.3** Protests must specify the rules and/or procedures that are in question or that have been violated. This must include page number and article number from the rulebook.
- 18.4** Protests among participants must be limited to those riders within the same class.
- 18.5** The LRRS Official who receives the protest must sign it and note the time it was received.
- 18.5.1** 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.
- 18.6** 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 is found to be illegal, such costs must be reimbursed by the protested party.
- 18.7** 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.
- 18.8** The Referee, Assistant Referee or Race Director will not accept any protest determined to be frivolous or malicious.
- 18.9** The Race Director or Referee will make all decisions regarding any protests and will decide on the penalty that will be levied in the event that the protest is upheld.
- 18.10** Protest types
- 18.10.1** Scoring and/or Race Operations
- 18.10.1.1** Scoring protests do not need to have rulebook references but must still be made in writing.

## **18.10.2 Safety or Procedure Protests**

**18.10.2.1** Protests regarding safety or race procedures will not be accepted by another competitor.

**18.10.2.2** Safety and race procedure protests must be initiated by a race official.

## **18.10.3 Fuel – Properties of fuel used in competition**

**18.10.3.1** Competitors may protest the fuel utilized by another competitor by submitting the protest in writing along with a deposit of \$100.

**18.10.3.1.1** If the fuel is found to be legal the protesting rider must reimburse LRRS for any costs related to the testing.

**18.10.3.1.2** 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.

**18.10.3.2** A fuel sample will be drawn by LRRS Tech personnel and tested; if necessary it will be submitted to a laboratory for analysis.

**18.10.3.3** The finding of LRRS Tech personnel and/or the laboratory will be considered final.

## **18.10.4 Class suitability**

**18.10.4.1** 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.

**18.10.4.2** Protests regarding equipment, which does not require any mechanical disassembly, only visual inspection, do not require payment of a fee.

**18.10.4.3** If the protest is regarding internal engine discrepancies the following rules apply:

**18.10.4.3.1** At the discretion of the Chief Tech Inspector, either the protested party or LRRS personnel will perform all required disassembly.

**18.10.4.3.2** LRRS personnel or subcontractors will make all required measurements.

**18.10.4.3.3** Class suitability internal protests require payment of fees as follows:

TYPE OF PROTEST ACTIONS	FEEES
Protests requiring the removal of bodywork, including but not limited to fuel tank, fairing, seat, cowling and air box cover.	\$25.00
Protests requiring the removal of valve covers	\$75.00
Protests requiring the removal of the oil pan (Included in disassembly of cases)	\$100.00
Protests requiring the removal of cylinder heads or cylinders	\$300.00
Protests requiring the disassembly of cases	\$500.00

**18.10.4.3.3.1** Should the protest be upheld the protesting rider will be refunded the protest fee(s).

**18.10.4.3.3.2** Should the protest be denied, the protested rider will be awarded the protest fee.

## **19 CCS CLASS STRUCTURES**

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

### **19.1 Production Class Rules**

**19.1.1** 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.

**19.1.1.1** All machines must utilize the standard exhaust system supplied by the manufacturer intended for use on the highway. No modifications are allowed.

**19.1.1.2** Fairings supplied as standard equipment are allowed. Removal of fairings is permitted; however, a headlight shell must be refitted.

**19.1.1.3** Tires must be D.O.T. approved. No modifications of any sort are allowed. This includes the cutting of tires.

**19.1.1.4** 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.

**19.1.1.5** Rear shock absorbers may be replaced

with non-standard units provided the standard mounting points are used.

- 19.1.1.6 Foot pegs and their brackets may be modified. Rear sets are allowed.
- 19.1.1.7 Final drive ratio, carburetor metering, brake linings and pad compound may be changed.
- 19.1.1.8 Steel braided brake lines may be used.
- 19.1.1.9 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.
- 19.1.1.10 Seat padding may be partially removed and/or replaced with different padding.
- 19.1.1.11 Instruments and/or instrument clusters may be removed or a guard fitted. A tachometer may be refitted if desired.
- 19.1.1.12 Headlight sealed beam may be taped or removed but the shell and wiring must be in place.
- 19.1.1.13 Electrical system must be self-generating.
- 19.1.2 Steering dampers may be added.
- 19.1.3 Fork stops may be built up or modified.
- 19.1.4 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.
- 19.1.5 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.
- 19.1.6 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 Tech.
- 19.1.7 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.)
- 19.1.8 Fork braces are permitted.
- 19.2 **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.

**19.2.1** 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.

**19.2.1.1** 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.

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

**19.2.2.1** 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.

**19.2.2.2** 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.

**19.2.2.3** Any fairing may be used provided meets the requirements in Section 9.

**19.2.2.4** 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 as the stock unit.

**19.2.2.5** 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 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.

**19.2.2.6** 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 classes displacement limits are not exceeded.

**19.2.2.7** 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. 19.2.2.4 is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year.

**19.2.2.8** 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.

**NOTE: KTM RC 390 Cup machines are allowed to compete in Supersport.**



**19.2.3 Displacement limits are absolute and are set as follows:**

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

Single cylinder, up to 600cc

Twin cylinder, 2 stroke, up to 400cc

Twin cylinder, liquid cooled, non-desmodromic valves, up to 500cc

Twin cylinder, air cooled, up to 650cc

Four cylinder, liquid cooled, up to 400cc

Four cylinder, air cooled, 2 valve, up to 500cc

**NOTE: Ducati/Bimota/BMW Supermono/Woods Rotax are excluded from this class.**

**LIGHTWEIGHT SUPERSPORT (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 (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 855cc

Twin cylinder, air cooled, unlimited displacement

Three cylinder, up to 680cc

Four cylinder, liquid cooled, up to 640cc

Four cylinder, air cooled, 2 valve, up to 775cc

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

Twin cylinder, liquid cooled, non-desmodromic valves, up to 1150cc

Twin cylinder, liquid cooled, up to 1000cc

Four or more cylinders, liquid cooled, up to 775cc

All other engine configurations, unlimited displacement

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

Unlimited Displacement

- 19.3 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 19 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.

**19.3.1** All machines must meet the equipment standards of Section 5, as well as the following:

**19.3.1.1** Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine.

**19.3.1.2** 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.

**19.3.1.3** Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (e.g. a bike that is a Heavyweight in origin cannot be re-sized for Middleweight competition.

**19.3.1.4** Any fairing may be used if it meets the requirements of Section 19.

**19.3.1.5** Liquid cooling is not allowed unless original equipment on the model being used.

**NOTE: KTM RC 390 Cup machines are allowed to compete in Superbike.**

**19.3.2 SuperBike Class displacement limits are absolute and are set as follows:**

**ULTRA-LIGHT SUPERBIKE (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, up to 650cc

Twin cylinder, liquid cooled, non-desmodromic valves, 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

**LIGHTWEIGHT SUPERBIKE (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 (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 855cc

Three cylinder, liquid cooled, up to 730cc

Three cylinder, air cooled, up to 1000cc

Four cylinder, liquid cooled, up to 660cc

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

**NOTE: 250 GP machines are eligible for Middleweight SuperBike.**

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

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

Four or more cylinder, liquid cooled, up to 820cc

All other engine configurations, unlimited displacement

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

All engine configurations, unlimited displacement

**19.4 GRAND PRIX** - Grand Prix machines are unrestricted in all areas as long as they meet the standards of Section 9.

**19.4.1** 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. 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.

- 19.4.2 Grand Prix displacement limits are absolute and are set as follows:

**MOTO 3 (Formerly known as 125GP)**

Two stroke, single cylinder, up to 125cc

Four stroke, single cylinder, up to 390cc

Four stroke, twin cylinder, up to 325cc

**NOTE: AT Loudon Road Race Series (LRRS) events 4 stroke single cylinder GP machines of unlimited displacement are allowed, machines greater than 250ccs are not considered by CCS.**

**LIGHTWEIGHT GRAND PRIX (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, desmodromic valves, up to 690cc

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

Three cylinder, liquid cooled, up to 565cc

Four cylinder, liquid cooled, up to 565cc

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

Electric bikes up to 250 volts

**NOTE: BMW HP2 machines are EXCLUDED from the Lightweight class.**

**MIDDLEWEIGHT GRAND PRIX (Amateur & Expert Divisions)**

Single cylinder, unlimited displacement

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

Two stroke, liquid cooled, 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 valves per cylinder, up to 855cc

Three cylinder, liquid cooled, up to 730cc

Three cylinder, air cooled, up to 1000cc

Four cylinder, liquid cooled, up to 660cc

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

Electric bikes of any voltage

**UNLIMITED GRAND PRIX (Amateur & Expert Divisions)**

Unlimited Displacement

- 19.5 **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 and 250 GP machines are exempt from production and street use requirements. All machines must have unaltered VIN numbers.

**NOTE: BMW HP2 and Buell XBRR machines are**

**EXCLUDED from this class.**

**19.5.1** 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.

**19.5.1.1** 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.

**19.5.2** All machines must meet the equipment standards of Section 9 as well as the following:

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

**19.5.2.2** 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.

**19.5.2.3** Reducing engine size of machines from stock displacement to meet Thunder class displacement limits is not allowed.

**19.5.2.4** Fairings that meet the requirements of Section 9 may be used.

**19.5.2.5** Liquid cooling is not allowed unless original equipment on the model is used.

**19.5.2.6** 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.

**19.5.3** **CCS Thunderbike Class displacement limits are absolute and are set as follows:**

**THUNDERBIKE (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  
 Electric bikes up to 125 volts

**19.6 GT** – GT machines are unrestricted in all areas as long as they meet the standards of Section 9. CCS reserves the right to re-factor all machines at any time. CCS will notify the current licensee 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

**19.6.1** CCS Thunderbike Class displacement limits are absolute and are set as follows:

**GTO** - (Amateur & Expert Divisions)  
 Unlimited Displacement  
**GTU** - (Amateur & Expert Divisions)  
 Displacement as per Middleweight Grand Prix  
**GTL** – (Amateur & Expert Divisions)  
 Displacement as per Lightweight Grand Prix

**19.7 SUPERTWINS - SuperTwins are two cylinder motorcycles, which meet the standards of Section 9, free from all other restrictions. SuperTwins are unlimited in displacement. (Amateur & Expert Divisions)**

**19.8 FORMULA FORTY** - All participants in Formula 40 must be at least 40 years of age.

**19.8.1** All machines legal for Lightweight Grand Prix or Thunderbike are legal for Lightweight Formula 40.

**19.8.2** All Middleweight Formula 40 machines must meet the requirements of Middleweight Superbike

**19.8.3** All Formula 40 machines must meet the requirements of Unlimited Superbike.

**19.8.4** Class displacement limits are absolute and are set as follows:

**LIGHTWEIGHT FORMULA 40 (Formula 40 Lights)** (Amateur & Expert Divisions)  
 Displacements as per Thunderbike  
**MIDDLEWEIGHT FORMULA 40** -(Amateur & Expert Divisions) Displacement as per



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Middleweight SuperBike NOTE: 250 GP machines are eligible for Middleweight F-40.

**FORMULA 40** (Amateur & Expert Divisions)  
All engine configurations, Unlimited displacement

### **20 LRRS SPECIFIC CLASS STRUCTURES**

(THE FOLLOWING CLASSES ARE LRRS CLASSES ONLY; THEY ARE NOT CCS CLASSES).

- 20.1 **FORMULA 300** – Formula 300 Motorcycles are based upon production models, sold by manufacturers and their dealers in the USA with appropriate DOT approval for on road use.
- 20.1.1 Only four stroke Motorcycles with a capacity no greater than 390cc will be considered.
  - 20.1.2 In their original form, Motorcycles must be capable of being registered for street use without any additions or modifications.
  - 20.1.3 Formula 300 class is based upon an approved list of Motorcycles.
    - 20.1.3.1 Approved Motorcycles fit into either one of four Categories, “A” or “B” or “C” or “D”.
    - 20.1.3.2 Category “A” Motorcycles can comply with, SUPERBIKE RULES, section 19.3, with the following modifications

to that rule.

- 20.1.3.2.1 Engine modifications only allowed to the Head, Piston, and carburetor/ ECU.
- 20.1.3.2.2 Single Cylinder Motorcycles must be a production street motorcycle with correct model engine and frame.
- 20.1.3.3 Category “B” Motorcycles must conform to Production class. Rules: see 19.1
- 20.1.3.4 Category “C” motorcycles must conform to Supersport Class rules: see section 19.2
- 20.1.3.5 Category “D” Twins with a maximum model year of 1976, any modifications other than those listed are not permitted. Engines must be stock with only the following modifications permitted:
  - 20.1.3.5.1 May replace the stock cam tensioner with a slipper style cam chain tensioner.
  - 20.1.3.5.2 May use aftermarket replacement pistons, Teflon ‘buttons’ and valves of OEM size and material. Changes to OEM valve configuration (i.e. multi-angle valve grinding) prohibited.
  - 20.1.3.5.3 Carburetor must be stock; air boxes may be removed or modified. Carburetors jets may be changed. Choke plates may be removed. Carburetors from any approved model are permitted.
  - 20.1.3.5.4 The Exhaust system may be changed.
  - 20.1.3.5.5 External gearing changes permitted.
  - 20.1.3.5.6 Stock frames and swing-arms only, the following modifications are allowed:
    - 20.1.3.5.7 Frame tabs may be removed.
    - 20.1.3.5.8 Non-structural tabs may be added to facilitate



mounting of foot pegs, steering damper, seat and gas tank.

- 20.1.3.5.9 Swing-arm bushings may be changed to aftermarket types. Frame seams may be welded. No bracing allowed.
- 20.1.3.5.10 Tapered bearings in steering head permitted.
- 20.1.3.5.11 Frame and/or swing-arm from any approved model permitted.
- 20.1.3.5.12 Forks: 35mm maximum fork tube diameter.
- 20.1.3.5.13 Brakes: Mandatory drum brakes front and rear. Aftermarket brake shoe linings permitted.
- 20.1.3.5.14 Clip-on handlebars permitted.
- 20.1.3.5.15 All street equipment must be removed. May retain stock fenders.
- 20.1.3.5.16 Ignition system:  
Unrestricted
- 20.1.3.5.17 Bodywork: Fairings prohibited aftermarket seats, fenders and gas tanks permitted.
- 20.1.3.5.18 Wheels: Wire-spoke wheels, minimum 17 inch diameter, maximum width 2.5" (WM-4) front, 3.0" (WM-5) rear.
- 20.1.3.5.19 Tires: maximum width of 140mm (as stamped by manufacturer on tire). Treaded tires only: no slicks, or slicks treaded after manufacture.

**20.1.4** Approved list of machines as of 12/17/2016.

- 20.1.4.1 Additional Motorcycles to the approved list may be proposed for consideration in this class. LRRS reserves the right to include in either category or deny inclusion.
- 20.1.4.2 LRRS reserves the right to add, delete, or reclassify Motorcycles in the Formula 300 class.

Category	
Honda - CBR250R	A
Kawasaki - EX250	A
Yamaha - WR250R	A
Hyosung - GT250/R	A
KTM - 390	B
Yamaha - R3	B
Yamaha - WR250X	C
Kawasaki - EX300	C
Honda - CB350	D
Honda - CL350	D
Honda - SL350	D
Honda - CB360	D
Honda - CL360	D
Honda - CD360	D
Honda - CJ360	D

**20.1.5** Formula 3 Novice Racers are limited to participating in Novice 4 races until they meet a threshold of 1:45 and then able to also participating in Novice 3 races.

**20.2 ULTRA-LIGHT 300 (Formerly known as Ultra-Light Thunderbike)**

**20.2.1** Displacements and Rules per Formula 300

**20.2.2** Riders meeting the CCS contingency requirements will be eligible

**20.2.3** Riders will be eligible for the ROC in Daytona only if they have a legal CCS Ultra-Light Thunderbike motorcycle

**20.3 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. All machines must have unaltered VIN numbers.

**20.3.1** All machines must meet the equipment standards of Section 8 and 9, as well as the following:

**20.3.1.1** Frame, head(s), cylinders, and engine cases must be from the same production model motorcycle.

**20.3.1.2** 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.

- 20.3.1.3 Reducing engine size of machines from stock displacement to meet Sportsman class displacement limits is not allowed.
- 20.3.1.4 Fairings that meet the requirements of Section 8 and 9 may be use.
- 20.3.1.5 Liquid cooling is not allowed unless original equipment on the model is used.
- 20.3.1.6 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.

20.3.2 Sportsman Class displacement limits are absolute and are set as follows:

**20.4 LIGHTWEIGHT SPORTSMAN (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 SR & Aprilia RS machines are EXCLUDED from this class.**

**20.5 SUPERSINGLES** - (Amateur & Expert divisions) -Super Singles are four stroke, one-cylinder motorcycles, which meet the standards of Section 19, free from all other restrictions. Super Singles are unlimited in displacement.

**20.6 MOTARD** (Amateur and Expert divisions) -Any dirt or dual sport machines up to 700 cc.

**20.7 LIGHTWEIGHT FORMULA 50** (Formula 50 Lights) – Same rules as Lightweight Formula 40 (Formula 40 Lights) except that the rider must have reached his/her 50th birthday.

**20.8 Ultra-Light GP**

Single cylinder, unlimited displacement, street or GP

Frames only, no motards  
 Two stroke, liquid cooled, pre-1990 model year, 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 750cc  
 Twin cylinder, liquid cooled, non-desmodromic valves, pre-1999 model year, up to 800cc  
 Twin cylinder, liquid cooled, up to 550cc  
 Three cylinder, air cooled, up to 900cc  
 Four cylinder, liquid cooled, pre-1987 model year, up to 570cc  
 Four cylinder, liquid cooled, 1987 to 1996 model year, up to 500cc  
 Four cylinder, liquid cooled, up to 400cc  
 Four cylinder, air cooled, up to 750cc

**20.9 NOVICE ONLY: Formula 1; Rookie 1; Starter 1**

**20.9.1 Please see Unlimited Superbike rules in Section 19**  
 All engine configurations, unlimited displacement

**20.10 NOVICE ONLY: Formula 2; Rookie 2; Starter 2**

**20.10.1 Please see Middleweight Superbike rules in Section 19**  
 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 855cc  
 Three cylinder, up to 980cc  
 Four cylinder, liquid cooled, up to 660cc  
 Four cylinder, air cooled, 2 valve, up to 1200cc  
**NOTE: 250 GP machines are eligible for Middleweight SuperBike.**

**20.11 NOVICE ONLY: Formula 3; Rookie 3; Starter 3**

**20.11.1 Please see Lightweight Superbike rules in Section 19**  
 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. OR 250 GP Machines**

**20.12 NOVICE ONLY: Formula 4; Rookie 4; Starter 4**

**20.12.1 Please see Ultralight Superbike rules in Section 19**  
 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, up to 650cc  
 Twin cylinder, liquid cooled, non-desmodromic  
 valves, 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 650cc is EXCLUDED from this class at Loudon Road Race Series (LRRS) events.**

**OR** Two stroke, single cylinder, up to 125cc, four stroke, single cylinder, up to 250cc.

## APPENDIX A: PREVIOUS YEARS' CHAMPIONS



### 2016 LOUDON ROAD RACE SERIES CHAMPIONS

125 Grand Prix	Champion - Shawn Spear 2nd Place - Jake Vader 3rd Place - Kevin Perry
Formula 300	Champion - Gunnar Ouellette 2nd Place - Chris Woodman 3rd Place - Riley Rodgers
Formula 40 Unlimited	Champion - Eric Wood 2nd Place - Mike Clark 3rd Place - Dave Tasker
Formula 40 Lights	Champion - Charles Sandoz 2nd Place - Ted Temple 3rd Place - Gerald Randall
Formula 50 Lights	Champion - Chris Reynolds 2nd Place - Gerald Randall 3rd Place - John Grush
GTL	Champion - Charles Sandoz 2nd Place - Sam Greenwood 3rd Place - Kris Hopkins
GTO	Champion - Scott James 2nd Place - Cory Hildebrand 3rd Place - Richard O'Connor

GTU	Champion - Scott Greenwood 2nd Place - Alex Guilbeault 3rd Place - Declan Fitzpatrick
Heavyweight Superbike	Champion - Scott Greenwood 2nd Place - Cole Hall 3rd Place - John Van Lenten
Heavyweight Supersport	Champion - Scott Greenwood 2nd Place - Joel Allen 3rd Place - Tim Barber
Lightweight Grand Prix	Champion - Charles Sandoz 2nd Place - Sam Greenwood 3rd Place - Seth Hahn
Lightweight Sportsman	Champion - Kevin Allen 2nd Place - Adam Clark 3rd Place - Chris Woodman
Lightweight Superbike	Champion - Charles Sandoz 2nd Place - Peter Gaboriault 3rd Place - Samuel Witham
Lightweight Supersport	Champion - Peter Gaboriault 2nd Place - Sam Greenwood 3rd Place - Kris Hopkins
Motard	Champion - Kevin Allen 2nd Place - Adam Clark 3rd Place - Jake Laforge
Middleweight Formula 40	Champion - Scott Greenwood 2nd Place - John Van Lenten 3rd Place - Gino Falconieri
Middleweight Grand Prix	Champion - Scott Greenwood 2nd Place - Joel Allen 3rd Place - Cory Hildebrand
Middleweight Superbike	Champion - Scott Greenwood 2nd Place - Cole Hall 3rd Place - Joel Allen
Middleweight Supersport	Champion - Scott Greenwood 2nd Place - Joel Allen 3rd Place - Cole Hall
Super Singles	Champion - Kevin Allen 2nd Place - Adam Clark 3rd Place - Eric Shaw
SuperSport 500	Champion - Branch Worsham 2nd Place - Chris Woodman 3rd Place - Coleman Larlee
SuperTwins	Champion - David Dayon 2nd Place - Richard O'Connor 3rd Place - Tim Hogan
Thunderbike	Champion - Charles Sandoz 2nd Place - Seth Hahn 3rd Place - Timothy DiLorenzo

Ultralight Grand Prix	Champion - Jake Vader 2nd Place - Shawn Spear 3rd Place - William Morey
Ultralight Superbike	Champion - Peter Gaboriaultt 2nd Place - Riley Rodgers 3rd Place - Ted Temple
Ultralight Thunderbike	Champion - Gunnar Ouellette 2nd Place - Chris Woodman 3rd Place - Daniel Rosato
Unlimited Grand Prix	Champion - Eric Wood 2nd Place - Cory Hildebrand 3rd Place - Declan Fitzpatrick
Unlimited Superbike	Champion - Eric Wood 2nd Place - Dave Tasker 3rd Place - Mike Clark
Unlimited Supersport	Champion - Eric Wood 2nd Place - Dave Tasker 3rd Place - Declan Fitzpatrick
2016 LRRS Amateur Achievement Award – Fred McCullough	
2016 LRRS Vanson “Rookie of the Year” – Shawn Barron	

## **APPENDIX B: CURRENT YEAR LRRS RACE OFFICIALS – 2017 OFFICERS**

(REVISED DE. 18, 2016)

**Executive Director** – Thomas “Tommy” W. Blanchette

**LRRS Series Director** –

**Race Director** – Steve Aspland

**Assistant Race Director** – Alan Hathway

**Chief Referee** – Graham Pattison

**Assistant Referee** – TBA

**Safety Director** – Eric Wood

**Starter** – Ryan Ux

**Chief Course Marshall** – Chris Daignault

**Asst. Chief Course Marshall** – Scott Sewade

**Chief Tech Inspector** – Charles “Chuck” Brighenti

**Manager of Registration** – Mary Dufresne

**Series Operations Coordinator** - Sandy MacPherson

**Paddock/Grid Marshall** – John “Johnny B” Butler

**Chief of Timing and Scoring**- Andy Barrett

**Assistant to Timing & Scoring** – Nancy Cole

**IT Director** – Deitrich Dumas

**Announcer** – TBA

**Trophy Coordinator** – Betty “Bluenose” Danilowicz

## **APPENDIX C: CONTINGENCIES**

- a. Each rider is responsible for making sure that all the appropriate forms and paperwork are turned in and accurate for each contingency.
  - Contingency forms must be signed at every event.

- VIN numbers and Social Security numbers are required on each form.
  - All products checked on contingency form must also be listed on sponsor form.
  - Contingency and sponsor forms are available and completed in Tech.
  - Decals and stickers are available in Tech.
  - Contingency forms are required for EACH bike.
- b. Each rider is responsible for making sure the machine, tire or other equipment is appropriate for the prospective contingency.
- c. Each rider is responsible for making sure the proper sponsor information is entered accurately both in the online registration system and on file with CCS (sponsor form). Spelling counts! If in doubt, please look at the sticker or equipment for the proper spelling.
- A rider can change their sponsors in the online registrations system at any time; however, this will affect the payout money
  - A new sponsor form must be submitted to CCS when changes are made for the contingency money to be received.
- d. It is the riders' responsibility to ensure that all appropriate labels and stickers are displayed on the machine. Failure to do so may result in loss of contingency money or awards.
- e. Each rider is responsible for checking the preliminary race results within 60 minutes of posting to ensure bike and other information is accurately depicted on the results.
- f. Any discrepancies should be addressed or reported to a referee immediately within the 60 minutes following the preliminary results.
- g. There are no guarantees that errors or omissions are adjustable at that time.
- h. There will be no changes made to the results of any kind once the weekend event has concluded and the results are made official.

#### **Available Contingencies for 2017:**

**VANSON "ROOKIE OF THE YEAR":** The Vanson Rookie of the Year is presented to a rider that earns the most points during the current LRRS race season on the criteria listed as follows:

1. The rider must start the 2017 season as a Novice.
2. The rider must advance to the next rider level when advancement criteria are met



according to the rules in Section 5 of the 2017 LRRS Rulebook.

3. Novice points are not counted.
4. All Amateur points will be counted
  - a. Amateur points will be counted until you have met the bump to expert requirements (section 5.5.2). If a rider does not bump when requirements are met, amateur points accumulated after that time will not be counted.
5. All Expert points will be counted
  - a. If the eligible rider wins a first place position in his first expert race the rider will then earn an additional 10 point bonus; these points are only counted toward the Vanson Rookie of the Year award and are not counted as LRRS season points.
6. Expert points outweigh any amateur points
  - a. I.E. 1 expert point outweighs any amount of amateur points
7. A panel of officials will review all the candidates at the conclusion of the season and will make the determination based on the following:
  - a. Rider's conduct with officials
  - b. Rider's conduct and awareness of the track and race procedures.
  - c. Personal appearance, demeanor and deportment.
  - d. Sportsmanship with other riders on and off the track.
  - e. The panel may penalize any rider for any conduct that may be determined detrimental to LRRS, its officials, riders and attendees.

Michelin/MotoRace "Dash for Cash": Middleweight Grand Prix (Expert/Amateur)\* – The following payouts are available for placing in the designated positions:

1st place (First) overall	\$500
2nd place (Second) overall	\$325
3rd place (Third)overall	\$200
4th place (Fourth) overall	\$125
5th place (Fifth) overall	\$100
6th place (Sixth) overall	\$75
7th place (Seventh) overall	\$50
8th place (Eighth) overall	\$25
1st place (First) Amateur	\$100

\*This payout schedule is not valid for the 2017 Loudon Classic – the Loudon Classic payout will be announced at a later date.

For more information on available contingencies for the 2017 Season please see the CCS/ASRA link or see Sandy MacPherson in LRRS Tech: <http://www.ccsracing.us/sponsors.html>

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