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NHMS Radio Station: 87.9 FM. Live Unofficial Practice and Race Results: Race-Monitor.com. This rulebook takes precedence over the CCS rulebook for all race events held at New Hampshire Motor Speedway. SMI Properties, Speedway Motorsports, LLC, LRRS and NHMS are not responsible for omissions or errors.

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.

Since it is impossible to anticipate every possible circumstance, the officials responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense and fair play. The word of the Referee/Race Director on any gray areas will be considered. The Executive Director will have final say on changes and/or appeals.
1 DEFINITIONS

1.1 Race start: A race is considered started and under “Starter’s” control by the 5 board being displayed.

1.2 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.

1.3 Track proper: The racing surface (includes hot pit).

1.4 Half Way: When leader crosses Start/Finish, completing 50% of laps or 50% of the time in a timed race. Examples:
   A.) When leader completes lap 4 and starts lap 5 of an 8-lap race.

1.5 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. (See section 13.3 for details).

1.6 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.

1.7 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.

1.8 Administrative Rider Advancement: 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.

1.9 Rider Advancement Request: A rider submits a formal written document per the guidelines of Section 5 Rider Advancement.
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 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. Responsible for overseeing the issuance of all licenses.

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.

2.2.4 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.

2.2.5 Assistant Referee - 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.

2.2.6 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.
2.2.7 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.

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

2.2.9 Paddock/Grid Marshal - 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.

2.2.10 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.
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.

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 Moto 3, Super Singles, 300 classes, 500 classes and Motard).

3.2.1 Applicants under the age of 14 may apply through the Minor Rider Development Protocol. Consideration will be on a case by case basis.

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 either parent or legal guardian will not be attending an event, a notarized Minor Waiver must have been submitted to NHMS prior to the first racing event. Minor release forms and instructions are available at wsw.nhms.com or by contacting Loudon Road Race Series (603) 513-5734 or lrrs@nhms.com. At least one parent or legal guardian must be on premise during practice and/or racing to accompany the minor.

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 season’s competition license application prior to or received by the deadline date which has been set by CCS. Original signatures are required on the license application. Faxes are not acceptable as original signatures.

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 licensing season.

3.5.3 Available single digit numbers may be requested by riders who have two or more LRRS Expert class championships within the last five (5) years. The single-digit number is issued for a minimum of two years. Maintaining a single digit number requires scoring championship points at LRRS events each season. Riders who do not score points in two consecutive seasons will forfeit their single digit numbers.

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

3.5.4 Double digit numbers are reserved for Experts; 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 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.
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
- or you can see any of the persons named below:

  Jim Rich: Pre Grid/rider #62/Seacoast Sport Cycle garage 14 center  
  35 Granite St. Foxboro, MA 02035  
  Jrich62@gmail.com  508-369-4847

  Scott Greenwood: rider #4/garage 4 north

  Alan Hathway

  Jim Smith: rider #297/Seacoast Sport Cycle garage 14 south

  Bill Coolahan: rider #47/Pirelli garage


4 RIDER CLASSIFICATIONS

4.1 There are three rider classifications – Novice, Amateur and Expert. Classification is based on a minimum number of races, rider ability and lap times.

   4.1.1 Novice Classes - Please see Section 20 for class listings.

   4.1.2 Amateur Classes - Please see Section 19 & 20 for class listings.

   4.1.3 Expert Classes - Please see Section 19 & Section 20 for class listings.

4.2 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.

4.3 LRRS Officials reserve the right to change rider classification at any time. Administrative rider advancements may be required; Please see Section 5.

4.4 Combined Class Racing

   4.4.1 Where a class is defined as a “Combined Class”, e.g. SuperTwins (Combined Amateur and Expert). The Amateur and Expert Class racers will be defined as “the field”.

   4.4.2 The Field is gridded by individual points generated in this “Combined Class” race.

   4.4.3 Race results (position and points) will be for the “Field”.

   4.4.4 All Amateur racers scoring points in Combined races will have their points in these classes only counted in the “LRRS Team Championship”, with an Expert points factor. All points will also go towards the “Series Top Amateur Award” for eligible riders.

   4.4.5 LRRS reserves the right to add other model machines, with or without modifications.
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. No advancement will occur once onsite Registration opens for a race event.

5.3 No advancements may be made during an active LRRS event.

5.4 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 or Referee or Assistant Referee should be notified, and the requirements verified.

5.4.1 Novice to Amateur - Novice is considered a provisional class.

5.4.1.1 No minimum number of races required before advancement.

5.4.1.2 Novice riders must show a good safety record to be considered for advancement.

5.4.1.3 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.

5.4.1.4 The lap time thresholds for advancement may be adjusted at any time during the course of the season.

5.4.1.5 2020 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 300 – 1:30
5.4.1.6 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.

5.4.2 Amateur to Expert
5.4.2.1 Amateur riders must show a good safety record to be considered for advancement to expert.

5.4.2.2 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.

5.4.2.3 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 individual races over a minimum of two race weekends in the corresponding Expert class may petition bump to expert during the season. LRRS officials will have the final say.

5.4.2.3.1 112% 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
5.4.2.4 Any Amateur who runs times that meet or better 110% of the lap record (see 5.5.2.4.1) in a minimum of 5 races over a minimum of two race weekends in the corresponding Expert class may elect to stay Amateur for the remainder of the season but may be subject to administrative rider advancement (see section 1.8) for the following seasons.

5.4.2.4.1 110% 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

**300 Class:**
- Record: 1:21
- Bump threshold: 1:26.0

*Does not adhere to the 110% Rule

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

5.4.2.4.3 Advancement eligibility will be based upon lap times, finishes, the bike classes most frequently entered and deportment.

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

5.4.2.3.5 A race is counted only if a rider completes the race.
5.5 An Amateur rider may elect to keep his Amateur standings until the end of the calendar year. It is the rider’s responsibility to follow the criteria regarding awards and contingencies. Please see Appendix C.

5.5.1 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.

5.5.2 Riders who meet the criteria of 5.4.2 AND have won an Amateur Championship may be given an Administrative Rider Advancement. If a Rider declines this advancement they will no longer be eligible for Amateur championships or any Points Fund money intended strictly for Amateurs.
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.

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 an 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, may result in punitive action being levied against all parties involved, up to and including disqualification and/or legal action.

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. Fines may be issued or competition or paddock licenses may be suspended or revoked and the person ejected from the event for conduct that is obnoxious, detrimental to the Series, Officials, Riders and/or the sport, disruptive, destructive, or dangerous to others or their property. This includes social media and social media posts.

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.

6.2.5.1  Burnout Zone – A Rider may perform celebratory burnout only in the following three areas. 1.) inside of the eyebrow curbing of Turn 1 and 2.) apron at the top of Turn 6 (“the bowl”) and 3.) Victory Lane/hot pit. If a Rider is found to be performing a burnout in the paddock, garage area or any other part of NHMS property a $1,000 fine may be levied, as a minimum. See illustration; green area indicates acceptable, red indicates prohibited area.
6.2.6 Wheelies and/or any other stunts are strictly prohibited in the paddock, pits and on cold pit road. All wheels must be on the ground at all times, on any machine, pit bike or other wheeled vehicle. Riders performing wheelies in an unsafe manner, as determined by an LRRS Official, may be subject to penalty.

6.2.6.1 Any violation of this rule will be dealt with by NHMS or LRRS Track Officials.

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.

6.2.11.1 Motorized Pit & Paddock Vehicles must display the number of the rider they are associated with at all times and display a NHMS Motorized Vehicle Permit. The permit shall be picked up and filled out at Loudon Road Race Series Registration. There is no fee for the permit. Failure to register the vehicle and display the permit could result in a first offense fine of $50.00 payable to the Karen Hornbecker Fund. Subsequent fines will increase by $100.00 each occurrence. The only exception is motorized vehicles which are legally and currently registered in a state or province to legally operate on a public roadway.

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 No open toed shoes are allowed on pit road.

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

6.2.16 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.

6.2.17 All riders must attend an introductory competitors meeting on their first LRRS event of each season, so that they become familiar with LRRS-specific rules and procedures.

6.2.18 Dogs and/or other pets: There are restrictions for having a dog or other pets in the garage and paddock areas.

6.2.18.1 All dogs and other pets must be on a leash and not allowed to run freely at any time.

6.2.18.2 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.

6.2.18.3 Dogs are not allowed on pit road at any time.

6.2.18.4 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.

6.2.18.5 The animal owner is subject to a $50 fine for not adhering to these rules.

6.2.18.6 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.)
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 current DOT plus Snell (USA) approval or the British Blue Label standard BSI Type A helmet standard or the European ECE 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 Rider’s helmets must be equipped with either factory installed removable cheek pads or a helmet EJECT system.

7.1.11 Breath masks that cover both the mouth and nose must be open on the bottom and not wrap around your entire chin.
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 full circumference zipper.

7.2.2 Taping the top to the bottom is not allowed.

7.2.3 Taped leathers are not allowed.

7.2.4 When in racing position on the motorcycle, the rider must not have any skin exposed.

7.2.5 Nylon, Kevlar or Cordura 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.
8 GENERAL EQUIPMENT RULES AND 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 at least 3 sets of numbers (see section 8.1.8 for number colors); 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 (see section 8.1.8 for background colors). Side numbers 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 should be displayed above the intake. There are no exceptions to this rule.

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 During racing: If a Rider is not using their own motorcycle the front number plate must display their racer number. Pre-Grid/Starter must be notified and grant approval before any rider can enter the track in these cases.

8.1.4.3 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. 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.

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

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>NOVICE</td>
<td>Yellow plates with red numbers</td>
</tr>
<tr>
<td>AMATEUR</td>
<td>Yellow plates with black numbers</td>
</tr>
<tr>
<td>EXPERT</td>
<td>White plates with black numbers</td>
</tr>
<tr>
<td>ELECTRIC</td>
<td>Green plates with white numbers</td>
</tr>
</tbody>
</table>

8.2 Fuel

8.2.1 All riders must use an approved spec fuel. The definition of approved spec fuel is fuel that is purchased at the track that race weekend. The fuel is measured to set the specification. Fuel purchased elsewhere may not meet the specification due to inherent variability. Therefore, everyone is strongly encouraged to only use the fuel from the track to assure compliance.

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 The only fuels allowed in LRRS competition are as follows: Sunoco 93 Premium purchased at the fuel island at NHMS only. Sunoco 260 GTX 98 Octane purchased at the fuel island at NHMS. And the following Sunoco approved fuels which can be purchased in cans: Sunoco Supreme (112 Octane, Leaded). Sunoco Standard (110 Octane, Leaded). Sunoco Optima (95

8.2.4 Fines may be imposed for non-compliance and severe penalties for using any non-approved 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 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)
- Engine Ice
- Evans TrackWater
- Liquid Performance Ice Water
- Non-Glycol Racing Coolant
- Maxima Cool-Aide
- Purple Ice (Made by Royal Purple)
- Red Line Water Wetter
- Silkolene Pro CCA Ultra

9.10.2 **Not Legal** for LRRS (Propylene Glycol)
- Evans NPG

9.11 On four 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.

9.12 If the air box is utilized, any drains from the air box must be removed and the air box sealed.

9.12.1 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.

9.13 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.

9.14 All brakes stay bolts and caliper mounting bolts must be lock wired.

9.15 Axles must be secured either by lock wiring the axle nut or by a cotter pin through the nut. Axle caps securing the front axle to the fork must be lock wired.
9.16 Exhaust systems must be securely mounted. All mounts and brackets must be wired and where possible, there should be a second means of securing the pipes.

9.17 Valve stem caps must be metal.

9.18 All lenses, reflectors, and any other glass or plastic, with the exception of windscreens, must be taped.

9.19 License plates, side and center stands, carriers, sissy bars, crash or roll bars, directionals, etc. must be removed.

9.20 Control levers and handlebars must be securely mounted. Throttles must snap back to the “off” position. Brake and clutch levers must have ball ends.

9.20.1 Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Such devices must be strong enough to function effectively and designed so that there is no risk to the rider to be injured or trapped by it, and must not be considered a dangerous fitting (at the sole discretion of the Chief Technical Inspector). FIM approved guards will be permitted without regard to the material.

9.20.1.1 The LRRS Chief Technical Inspector has the right to refuse any guard not satisfying this safety purpose.

9.21 All machines must have a functioning kill switch.

9.21.1 Electric machines have a “dead-man” kill switch and tether that attaches to the rider. This switch must kill all power to the machine.

9.22 Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.

9.23 All in-line four cylinder motorcycles that have crankshaft covers that contain oil must use approved race covers or case guards.
9.24 Fluid Catch Pans

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

9.24.2 Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention.

9.24.3 Machines not equipped with a lower OEM fairing may install a fairing in order to comply with this rule.

9.24.4 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.

9.24.5 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.)

9.24.6 A good rule of thumb: safety wire anything you would not want to come loose at speed. See diagram.
9.25 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 Transponders must be mounted according to the following:
   9.26.1 Transponders must be mounted at the front of the motorcycle as close to the axle vertical center-line as practical.
   
   9.26.2 They must be mounted vertically, with the fixing pin up, at a maximum of 120 cm or 4 feet from the race surface.
   
   9.26.3 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.
   
   9.26.4 The maximum temperature should not exceed 50c or 122F.
   
   9.26.5 Transponder holders must be affixed to the machine in a safe and workmanlike manner using tie-wraps or pop rivets.
   
   9.26.6 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; 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 be considered post entries. Pre entered Riders will not be charged post entry fees if they add entries during a race weekend (drop in entry fees do apply).

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 post 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 and/or you have practiced. There are 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 no later than by the close of business the Tuesday after competition.

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.

10.3.3.1 Once you’ve passed through Technical Inspection you will forfeit one race class entry credit.

10.3.4 No-shows will not be refunded or credited.

10.3.5 If you have received a complimentary infield pass 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.

10.4 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 online registration system does not accept 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 will 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.

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 entry credits are valid for one year and 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 Express Tech 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 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. 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 the Chief Referee.

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.

<table>
<thead>
<tr>
<th>Group L</th>
<th>Legends Cars</th>
<th>Legends Practice 20 minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 1</td>
<td>Amateur</td>
<td>Middleweight, Heavyweight &amp; Unlimited</td>
</tr>
<tr>
<td>Group 2</td>
<td>Expert</td>
<td>Middleweight, Heavyweight &amp; Unlimited</td>
</tr>
<tr>
<td>Group 3</td>
<td>Novice</td>
<td>Middleweight, Heavyweight &amp; Unlimited</td>
</tr>
<tr>
<td>Group 4</td>
<td>Amateur</td>
<td>Lightweight &amp; Ultra Lightweight</td>
</tr>
<tr>
<td>Group 5</td>
<td>Expert</td>
<td>Lightweight &amp; Ultra Lightweight</td>
</tr>
<tr>
<td>Group 6</td>
<td>Expert</td>
<td>Top Lightweight – 1:18’s or by Invitation Only by Chief Referee</td>
</tr>
<tr>
<td>Group 7</td>
<td>Novice</td>
<td>Lightweight &amp; Ultra Lightweight</td>
</tr>
<tr>
<td>Group 8</td>
<td>Expert</td>
<td>Top Expert – 1:15’s or by Invitation Only by Chief Referee</td>
</tr>
</tbody>
</table>
2020 Loudon Road Race Series - Practice Sessions Schedule (times are approximate)

### Round 1 - 8 minutes per group

<table>
<thead>
<tr>
<th>Group</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group L</td>
<td>Legends</td>
</tr>
<tr>
<td>Group 1 &amp; 2 Combined</td>
<td>Amateur &amp; Expert Middleweight, Heavyweight and Unlimited</td>
</tr>
<tr>
<td>Group 3</td>
<td>Novice Middleweight, Heavyweight and Unlimited</td>
</tr>
<tr>
<td>Group 4 &amp; 5 Combined</td>
<td>Amateur &amp; Expert Lightweight and Ultra Lightweight</td>
</tr>
<tr>
<td>Group 6</td>
<td>Expert Top Lightweight – 1:18’s</td>
</tr>
<tr>
<td>Group 7</td>
<td>Novice Lightweight and Ultra Lightweight</td>
</tr>
<tr>
<td>Group 8</td>
<td>Top Expert – 1:15’s</td>
</tr>
</tbody>
</table>

### Round 2 - 12 minutes per group

<table>
<thead>
<tr>
<th>Group</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 1</td>
<td>Amateur Middleweight, Heavyweight and Unlimited</td>
</tr>
<tr>
<td>Group 2</td>
<td>Expert Middleweight, Heavyweight and Unlimited</td>
</tr>
<tr>
<td>Group 3</td>
<td>Novice Middleweight, Heavyweight and Unlimited</td>
</tr>
<tr>
<td>Group 4</td>
<td>Amateur Lightweight and Ultra Lightweight</td>
</tr>
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<td>Group 5</td>
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<td>Group 6</td>
<td>Top Lightweight – 1:18’s</td>
</tr>
<tr>
<td>Group 7</td>
<td>Novice Lightweight and Ultra Lightweight</td>
</tr>
<tr>
<td>Group 8</td>
<td>Top Expert – 1:15’s</td>
</tr>
</tbody>
</table>

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

12.1 All pre-entered riders will be gridded by the current points standing for each race class (at the first event, points will be taken from the previous year’s points standing for each race class). 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. Entries received after the close of registration will be considered “Drop-In Entries” and will be gridded to the back of the grid. The Rider is responsible for notifying Pregrid via the Late Entry Form. This form must be delivered to Pregrid prior to the start of the respective race. Drop-In Entries will not be considered or processed until grids are posted for the entire day. A 2-race buffer will be adhered to for proper processing (for example: a drop-in entry will not be accepted for race 3 if we are on race 2). Drop-In Entries must be made in person. Online entries will not be accepted. Drop-in entry fee for any sprint race is $80 and for any GT race is $105.

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 AND 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 rider has departed pre-grid.

13.1.2.1 Practice starts attempted after the rider has departed pre-grid 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 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 show the number 1 board. At this point all riders should be ready with their machines in gear.

13.1.10.1 The number 1 board will go sideways, then all the red lights will be turned on.

13.1.10.2 The race will start when the Starter turns out the red lights, generally within 2 seconds of the lights being turned on.

13.1.11 In the event that there is a malfunction with the lights the start will go back to a flag start.

13.1.11.1 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 may 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.

13.2.1.1 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 by the Referee at the conclusion of the race once the total race time is available.

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

13.3 Interruption of a Race (formerly called “Restarts”)
13.3.1 If LRRS Officials decide to interrupt a race at any point from the start of the warm up lap onwards, then red flags and/or red lights will be displayed at the finish line and at all marshals’ posts. All scoring and timing results frozen.

13.3.1.1 If the race interruption results show that less than two laps have been completed by the leader of the race, then there is a complete restart of the race.

13.3.1.2 If the race is interrupted before half-way (see 1.4) a restart will be performed (if time permits).

13.3.1.3 If it is found impossible to restart the race, then the race will be declared final based on the last completed lap.

13.3.1.4 Races scheduled for 8 laps or less will always restart from the original grid positions. If time allows races scheduled for longer than 8 laps will be
regridded according to the running order at the time of the race interruption.

13.3.1.5 If the race is interrupted after half way (see 1.3). The race is considered complete. Race results taken from the last Start/Finish crossing.

13.3.1.6 If the race is interrupted after the checkered flag then; 1) for all the riders to whom the checkered flag was shown before the interruption, their results stand, and 2) for all the riders not shown the checkered before the interruption, their finishing position will be based on the last scoring crossing prior to the interruption without the red flag being displayed.

13.3.1.7 The Loudon Classic will not be declared final until 80% of the laps have been completed.

13.3.1.8 Race restarts will be the remaining laps or time to complete the original race laps or time. LRRS Officials do have the right to modify laps or time to end of race.

13.3.1.9 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.

13.3.2 Any racer(s) who are the obvious cause for the red flag, any racer(s) who did not continue with forward motion at the time of the red flag, or racers whose action caused debris on the racetrack to precipitate a red flag will:

13.3.2.1 Start at the back of the grid for their wave on a re-start.
13.3.2.2 Racer's restart grid position is based upon their positions as of their last timing loop crossing.
13.3.2.3 For laps completed, this is determined by the definition, “Lap”. (See section 1.2)
13.3.2.4 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 re-enter the course in a safe manner that does not gain competitive advantage. Track re-entry 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. Re-entry 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 rider’s 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 re-entry 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 re-enter the racing surface using NASCAR turn 4. Riders must get up to speed prior to re-entry and be able to safely blend into the race line. Failure to do so is considered unsafe track
re-entry 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 the racing surface, get up to speed and blend into the racing line. Failure to do so is considered unsafe track re-entry 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 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 results 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, GTU and GT500 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 rider during a race deciding to stop and make repairs or adjustments must be made on pit road.

13.6.5 Any rider during a race deciding to take their machine and enter the paddock area will not be allowed to re-enter the race.

13.6.6 Any rider that is directed to leave the track at any location must proceed directly to pit road.
13.6.7 No rider may decide to change machines once the race has started. The only exception. During an Interruption to a Race (13.3) prior to race reaching half-way due to either; a.) extended time required for track cleanup, b.) weather related, or c.) other related safety concerns. If officials send racers and machines back to their garage it will be for a minimum of 15 minutes. Racers can either put their tires on warmers, change to wet race tires or change to a “B” bike. After the mandated 15 minutes stoppage the third and final call can come at any time.

13.6.8 If a crashed machine is picked up by a crash truck and the rider wishes to re-enter 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 to get back in and complete the race he may do so, but it is the rider’s 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 riders 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 decide to change machines once the race has started. The only exception. During an Interruption to a Race (13.3) prior to race reaching half-way due to either; a.) extended time required for track cleanup, b.) weather related, or c.) other related safety concerns. If officials send racers and machines back to their garage it will be for a minimum of 15 minutes. Racers can either put their tires on warmers, change to wet race tires or change to a “B” bike. After the mandated 15 minutes stoppage the Third and final call can come at any time.

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.
THANK YOU RIDERS! GOOD LUCK DURING THE 2020 SEASON!

TWO GREAT NASCAR WEEKENDS!

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301
JULY 17-19

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SEPTEMBER 11-12
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14  FLAGS AND COMMUNICATION

14.1  Operational Flags

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

14.1.2  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.

14.1.2.1  Index To Red Flag related sections:
   1.2 Definition of completed lap
   1.5 End of race
   13.3 Interruption of a Race
   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. Riders suspected of leaking fluids will have this flag pointed at them by the corner marshal. A Rider receiving this flag with the Black Flag MUST get off the racing surface as soon as possible.

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.
14.2.3.1.2 Riders who violate this rule will be assessed a one lap penalty or a fine dependent upon circumstances.

14.2.3.1.3 The violation must be reported by a Corner Marshall or Official.

14.2.3.1.4 Rider complaints may be considered if the Referee believes it is warranted and justifiable.

14.2.3.1.5 Two verified violations on any given weekend from any source will result in a one event suspension.

14.2.3.1.6 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 and Green Flag Crossed – Indicates Half Way (see rule 1.4). At Half Way “we have reached half-way” will be announced by starter & control, and racers shown the half way flag at Start/Finish, NOTE: Per 1.4. Official race Half Way was as the “leader” completed half way.
TIMING AND 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 or X2 transponder(s), either self-powered, or hard-wired to the machine electrical system.

Tranx260 Transponders – are identified as entirely red or red with a black base with Tranx260 stamped on the case. Either square casing, rounded casing or smaller rectangular shaped with attached battery power cable.

X2/TR2 Transponders – are identified as X2/TR2 for Car / Bike with a Red horizontal stripe and icon of race car on the left and road bike on the right (see below). Any other transponder found to be in use will result in disqualification of the rider. The rider will not be timed or scored.

15.2.1 Riders are required to supply the correct transponder number. If a transponder is changed, it is the responsibility of the Rider using said transponder to confirm with Registration that it has been properly documented in the online race management system and not assigned to another Rider. This must be done prior to practice or racing to be considered race ready. If you are deemed not to be race ready, a $25 fine will be levied. Fine must be paid in full prior to any practice or racing.

15.2.2 Riders who do not have their own transponder will be required to pay a $30 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 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.
15.2.2.2.1 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.

15.2.2.2 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 All transponders must be assigned to the correct rider by Registration before being used on any machine.

15.6 All machines will be checked for a correctly attached functional transponder at Tech Inspection, and again at pre-grid.

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 race track proper.

15.14 If a temporary transponder is provided by a Pre-Grid Marshal, Timing and Scoring will be notified of the change immediately.

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 to 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 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 AND AWARDS

17.1 Points

17.1.1 Classes are frequently combined when conditions permit to expedite the racing schedule. All classes are scored separately, except classes that are designated as Combined Classes (i.e., SuperTwins).

17.1.2 Points are awarded according to the following schedule:

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
<th>Position</th>
<th>Points</th>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>36</td>
<td>9th</td>
<td>16</td>
<td>17th</td>
<td>8</td>
</tr>
<tr>
<td>2nd</td>
<td>30</td>
<td>10th</td>
<td>15</td>
<td>18th</td>
<td>7</td>
</tr>
<tr>
<td>3rd</td>
<td>26</td>
<td>11th</td>
<td>14</td>
<td>19th</td>
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<td>23</td>
<td>12th</td>
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<td>20th</td>
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<td>13th</td>
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<td>14th</td>
<td>11</td>
<td>22nd</td>
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<tr>
<td>7th</td>
<td>18</td>
<td>15th</td>
<td>10</td>
<td>23rd</td>
<td>2</td>
</tr>
<tr>
<td>8th</td>
<td>17</td>
<td>16th</td>
<td>9</td>
<td>24th</td>
<td>1</td>
</tr>
</tbody>
</table>

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.

17.1.3.3 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 End of season Expert first, second and third place points holders will have their winnings automatically entered into the LRRS Registration system for the following season. Winnings have no actual cash value and can only be applied to race entries as credits.

17.2.3 Tie Breaker – If points are the same, resulting in a tie in each Class Championship, awards will be determined based on the following: Number of victories, next: number of second place finishes, next: number of third place finishes and if necessary, number of Top 5 finishes.

17.3 LRRS Points Fund. For 2020 the traditional LRRS Points Fund for specific classes will be replaced with a Team Championship that includes all Riders.

17.3.1 Teams of up to 7 riders. All teams must have at least one Amateur or Novice rider to start the season.

17.3.1.1 Riders who advance mid-season will have their points counted with the new points factor after advancement.

17.3.1.2 Combined Classes will score all Riders with an Expert points factor.

17.3.1.3 Teams will drop the contribution of the lowest points scoring Rider each round.

17.3.2 Total points for all the Riders on each team counts towards the championship.

17.3.3 Double points at the last round.

17.3.4 Any of the Top 3 overall Expert Riders from the prior season are not allowed to be on the same team the following season.

17.3.5 Points Factor: Amateur points are worth 0.75X Expert points. Novice points are worth 0.5X Expert Points.

17.3.6 Riders may switch teams once per season. Points scored on a prior team remain with that team.
17.3.7 Teams competing for the Top Amateur/Novice Team must start the season with no Experts on their team. These teams are not allowed to “add” an Expert Rider at any time.

17.3.8 Advancement - If an existing Rider advances during the season, that Rider will score points as an Expert (or Amateur for Novice Advancements) for the remainder of the season and the Team will remain eligible for all purses (including Top Amateur/Novice team).

17.3.9 Team Championship purse

<table>
<thead>
<tr>
<th>Team Championship Purse</th>
<th>Will be divided equally between all team members at the end of the season</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Place</td>
<td>$4,200</td>
</tr>
<tr>
<td>2nd Place</td>
<td>$2,800</td>
</tr>
<tr>
<td>3rd Place</td>
<td>$1,400</td>
</tr>
<tr>
<td>Top Amateur/Novice Only Team</td>
<td>$1,400</td>
</tr>
</tbody>
</table>

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 lineup 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 - Scoring protests do not need to have rulebook references but must still be made in writing.

18.10.2 Safety or Procedure Protests – Protests regarding safety or race procedures will not be accepted from any competitor. Safety and race procedure protests must be initiated by a Race Official.

18.10.3 Fuel – Properties of fuel used in competition - Competitors may protest the fuel utilized by another competitor by submitting the protest in writing along with a deposit of $100. If the fuel is found to be legal the protesting rider must reimburse LRRS for any costs related to the testing. 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. A fuel sample will be drawn by LRRS Tech personnel and tested; if necessary it will be submitted to a laboratory for analysis. The findings of LRRS Tech personnel and/or the laboratory will be considered final.

18.10.4 Class suitability - 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. Protests regarding equipment, which does not require any mechanical disassembly, only visual inspection, do not require payment of a fee. If the protest is regarding internal engine discrepancies the following rules apply:

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

18.10.4.2 LRRS personnel or subcontractors will make all required measurements.
18.10.4.3 Class suitability internal protests require payment of fees as follows:

<table>
<thead>
<tr>
<th>TYPE OF PROTEST ACTIONS</th>
<th>FEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protests requiring the removal of bodywork, including but not limited to fuel tank, fairing, seat, cowling and air box cover.</td>
<td>$25.00</td>
</tr>
<tr>
<td>Protests requiring the removal of valve covers</td>
<td>$75.00</td>
</tr>
<tr>
<td>Protests requiring the removal of the oil pan (Included in disassembly of cases)</td>
<td>$100.00</td>
</tr>
<tr>
<td>Protests requiring the removal of cylinder heads or cylinders</td>
<td>$300.00</td>
</tr>
<tr>
<td>Protests requiring the disassembly of cases</td>
<td>$500.00</td>
</tr>
</tbody>
</table>

18.10.4.4 Should the protest be upheld the protesting rider will be refunded the protest fee(s). 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 **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. *Where required by class rules, original equipment (OEM) means specific to the make, model and year of the machine as delivered by the manufacturer. Superceded parts may be used only if the manufacturer no longer produces the original part.* Proof of compliance rests with the competitor entering the machine.

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

19.1.1.1 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.

19.1.1.2 KTM RC390 Cup machines are allowed to compete in SuperSport.

19.1.2 All motorcycles must meet the following requirements in addition to the applicable requirements in Section 9.

19.1.2.1 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.

4.) Original equipment brake calipers may be modified.
to allow the use of quick change equipment.

19.1.2.2 Brake rotors may be replaced but must be the same dimensions as the original model or smaller 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.

19.1.2.3 Aftermarket brake cooling ducts or wind deflectors are prohibited in SuperSport.

19.1.2.4 Any fairing may be used provided meets the requirements in Section 9. 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 make, model and year machine. Aftermarket air filter units that replace part of the OEM air box are required to maintain the exact original size and number of air inlet openings as the stock unit for that specific make, model and year machine.

19.1.2.4.1 Aftermarket filters that replace part of the air-box must remain as produced by the manufacturer of the aftermarket units. Attempting to modify the aftermarket unit by attaching parts from the OEM unit is strictly prohibited.

19.1.2.5 Engine modifications include the following:

1.) Aftermarket pistons may be used but must be same size, compression ratio and weigh no less than OEM pistons.
   (a.) On machines with optional OEM pistons, those pistons may be used as long as they are no larger than 1mm over stock size and have the same compression ratio and weigh no less than the OEM pistons.

2.) Original equipment cylinders must be used.
3.) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head.

4.) Original equipment cases, crankshaft, and connecting rods must remain as produced.
   
   (a.) On machines that incorporate the cylinders into the cases, only the gasket surface of the cylinders may be machined. All other areas must remain as produced.

5.) Original equipment transmission gears must be used and must remain as produced.

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

19.1.2.6 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 class displacement limits are not exceeded.

19.1.2.7 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. 6.1.2. D. is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year.

19.1.2.8 Tire choice is open to the competitor, DOT approved, racing slicks or commercially available wet weather tires are permitted. Competitors are responsible for evaluating the individual product and assess the suitability for the event.
19.1.3 Displacement limits are absolute and are set as follows:

**300 SUPERSPORT**  
(Amateur & Expert)  
Single cylinder, four-stroke liquid cooled, up to 390cc  
Twin cylinder, four-stroke liquid cooled, up to 325cc  

**500 SUPERSPORT**  
(Amateur & Expert)  
Single cylinder, up to 600cc  
Twin cylinder, 2-stroke, up to 400cc  
Twin cylinder, liquid cooled, non-desmodromic valves, up to 525cc  
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)  
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)  
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, liquid cooled, up to 770cc
Four cylinder, liquid cooled, up to 640cc
Four cylinder, air cooled, 2 valve, up to 775cc

**HEAVYWEIGHT SUPERSPORT**
*(Amateur & Expert)*
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)*
Unlimited displacement

19.2 **SuperBike** - SuperBikes are based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers. CCS reserves the right to declare unusual or limited production machines eligible for SuperBike competition. All machines must meet the standards of Section 9 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. **NOTE:** KTM RC390 Cup machines are allowed to compete in SuperBike.

19.2.1 All machines must meet the equipment standards of Section 9, as well as the following:
19.2.1.1 Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine.

19.2.1.2 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.
19.2.1.3 Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is a Heavyweight in origin cannot be re-sized for Middleweight competition.

19.2.1.4 Any fairing may be used if it meets the requirements of Section 9.

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

19.2.2 SuperBike Class displacement limits are absolute and are set as follows:

**300 SUPERBIKE**
*(Amateur & Expert)*
Single cylinder, four-stroke liquid cooled, 390cc
Twin cylinder, four-stroke liquid cooled, up to 325cc
**NOTE:** 125GP, MD 250 and NSF250 machines are not eligible for 300 SuperBike. LRRS reserves the right to add other model machines, with or without modifications.

**500 SUPERBIKE**
*(Amateur & Expert)*
Single cylinder, up to 600cc
Twin cylinder, 2-stroke, up to 400cc Twin cylinder, liquid cooled, non-desmodromic valves, up to 525cc 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.
ULTRA-LIGHT SUPERBIKE
(Amateur & Expert)
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)
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)
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 valves per cylinder, up to 855cc
Three cylinder, liquid cooled, up to 770cc
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)
Twin cylinder, liquid cooled, 4 valve per cylinder, up to 1150cc
Four or more cylinders, liquid cooled, up to 820cc
All other engine configurations, unlimited displacement
NOTE: 250 GP machines are eligible for Heavyweight SuperBike.

UNLIMITED SUPERBIKE
(Amateur & Expert)
All engine configurations, unlimited displacement
NOTE: 250 GP machines are eligible for Unlimited SuperBike.
19.3 **GRAND PRIX** - Grand Prix machines are unrestricted in all areas as long as they meet the standards of Section 9. 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.

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

**MOTO 3**  
( Amateur & Expert)  
Two stroke, single cylinder, up to 125cc  
Four stroke, single cylinder, up to 450cc  
Four stroke, twin cylinder, up to 400cc

**LIGHTWEIGHT GRAND PRIX**  
( Amateur & Expert)  
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)
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 valve per cylinder, up to 855cc
Three cylinder, liquid cooled, up to 770cc
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)
Unlimited Displacement
19.4 **THUNDERBIKE** - Thunderbike machines, except single cylinder machines, are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder and 250 GP machines are exempt from production and street use requirements except where specifically prohibited. All machines must have unaltered VIN numbers. **NOTE:** BMW HP2 and Buell XBRR machines are excluded from this class.

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

19.4.1.1 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.

19.4.2 All machines must meet the equipment standards of Section 9, as well as the following:

19.4.2.1 Frame, cylinder head(s) and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use any frame and engine except where specifically prohibited.

19.4.2.2 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.
19.4.2.3 Reducing engine size of machines from stock displacement to meet Thunderbike class displacement limits is not allowed.

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

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

19.4.2.6 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.

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

**THUNDERBIKE**
(Amateur & 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
19.5 **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 machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification. Class displacement limits are absolute and are set as follows:

**GTO**
*(Amateur & Expert)*
Unlimited Displacement

**GTU**
*(Amateur & Expert)*
Displacement as per Middleweight Grand Prix

**GTL**
*(Amateur & Expert)*
Displacement as per Lightweight Grand Prix

**GT500**
*(Combined Amateur & Expert)*
Displacement and all class rules as per 500 SuperBike
19.6 FORMULA FORTY - All participants in Formula 40 must be at least 40 years of age (Amateur & Expert).

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

19.6.2 All Middleweight Formula 40 machines must meet the requirements of Middleweight SuperBike.

19.6.3 All Formula 40 machines must meet the requirements of Unlimited SuperBike.

19.6.4 Class displacement limits are absolute and are set as follows:

**LIGHTWEIGHT FORMULA 40**
(Amateur & Expert)
Displacement as per Lightweight Grand Prix or Thunderbike

**MIDDLEWEIGHT FORMULA 40**
(Amateur & Expert)
Displacement as per Middleweight SuperBike
**NOTE:** 250 GP machines are eligible for Middleweight Formula 40.

**FORMULA 40**
(Amateur & Expert)
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 50 LIGHTS** - Same rules as Formula 40 Lights, except that the rider must have reached his/her 50th birthday.

20.2 **FORMULA 60 LIGHTS** – (Combined Amateur & Expert) Same rules as Formula 40 Lights, except that the rider must have reached his/her 60th birthday.

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

20.4 **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.

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

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

20.4.1.2 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.

20.4.1.3 Reducing engine size of machines from stock displacement to meet Sportsman class displacement limits is not allowed.

20.4.1.4 Fairings that meet the requirements of Section 8 and 9 may be used.
20.4.1.5 Liquid cooling is not allowed unless original equipment on the model is used.
20.4.1.6 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.

20.4.2 **SPORTSMAN CLASS** displacement limits are absolute and are set as follows:

**LIGHTWEIGHT SPORTSMAN**  
*(Amateur & Expert)*
- 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 RS & Aprilia RS machines are excluded from this class.

20.5 **SUPER SINGLES** displacement limits are absolute and set as follows:

**SUPER SINGLES**  
*(Amateur & Expert)*
- Single cylinder, four stroke, unlimited displacement

**NOTE:** Super Singles machines must meet the standards of Section 9 and are free from all other restrictions.
20.6 **SUPERTWINS** displacement limits are absolute and are set as follows:

**SUPERTWINS**  
(Combined Amateur & Expert)  
Twin cylinder, unlimited in displacement.  
**NOTE:** SuperTwins machines must meet the standards of Section 9 and are free from all other restrictions.

20.7 **ULTRALIGHT GRAND PRIX** displacement limits are absolute and are set as follows:

**ULTRALIGHT GRAND PRIX**  
(Combined Amateur & Expert)  
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

20.8 **NOVICE 1 (Formula 1, Racer 1, Starter 1)**

All engine configurations, unlimited displacement

**NOTE:** See Unlimited SuperBike rules in Section 19.
20.9 NOVICE 2 (Formula 2, Racer 2, Starter 2)

- 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 valves 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. See Middleweight SuperBike rules in Section 19.

20.10 NOVICE 3 (Formula 3, Racer 3, Starter 3)

- 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. See Lightweight SuperBike rules in Section 19.
20.11 **NOVICE 4 (Formula 4, Racer 4, Starter 4)**

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 LRRS events. See Ultralight SuperBike rules in Section 19.
## Appendix A: PREVIOUS YEARS’ CHAMPIONS

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2020 LRRS Amateur Achievement Award – Vicente Frontinan
2020 Vanson Rookie of the Year – Brianna McHugh
Appendix B: 2020 LRRS Officials

Co-Executive Director – John Grush
Co-Executive Director, Safety Director – Eric Wood
Series Director – Anne-Marie Zube
Race Director – Steve Aspland
Chief Referee – Graham Pattison
Chief Tech Inspector – Charles “Chuck” Brighenti
Manager of Registration – Mary Dufresne
Paddock/Grid Marshall – John “Johnny B” Butler
Chief of Timing and Scoring – Andy Barrett
Announcer – Nick Huff
Trophy Coordinator – Betty “Bluenose” Danilowicz
Contingency Coordinator – Sandy MacPherson

Appendix C: LRRS Rider Advisory Board Members

Chris Bouchard
Bill Coolihan
Rick Doucette
Paul Duval
Scott Greenwood
Scott Mullin
Jesse Sandoz
Sto Smead
Appendix D: 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.
Contingencies for 2020:

**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 2020 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 2020 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 5.4.2). 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:

<table>
<thead>
<tr>
<th>Place</th>
<th>Category</th>
<th>Overall</th>
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<tr>
<td>1st</td>
<td>overall</td>
<td>$500</td>
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<tr>
<td>2nd</td>
<td>overall</td>
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<td>$200</td>
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<td>5th</td>
<td>overall</td>
<td>$100</td>
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<td>6th</td>
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<td>overall</td>
<td>$50</td>
</tr>
<tr>
<td>8th</td>
<td>overall</td>
<td>$25</td>
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<tr>
<td>1st</td>
<td>Amateur</td>
<td>$100</td>
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</tbody>
</table>

*This payout schedule is not valid for the 2020 Loudon Classic. The Loudon Classic payout will be announced at a later date.

For more information on available contingencies for the 2020 season please see the CCS/ASRA link or see Sandy MacPherson in LRRS Tech.
http://www.ccsracing.us/sponsors.html
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