

2025 RULE BOOK

Version 1.0



NEMRR 2025 RULE BOOK

PROUD TO SUPPORT NEMRR
and ALL PIRELLI RIDERS!

Ian Beam

2024 Middleweight
Grand Prix Champion

Photo by Robert Near



CONGRATULATIONS TO THE 2024 PIRELLI CLASS CHAMPIONS

Ian Beam - EX Heavyweight Supersport, EX Middleweight
Superbike, EX Middleweight Grand Prix

David Dayon - EX Unlimited Supersport

Waylon Dempsey - 300 Superbike

Justin Landry - EX Formula 40 Middleweight

Sam Martin - EX GTU

Billy Saine - EX Lightweight Supersport

Michael Zoner - EX Super Singles, EX Ultralight GP,
EX Lightweight Sportman

Eric Erps - AM Thunderbike, AM Lightweight Supersport

Tommy Hynes - AM Ultralight Superbike, AM 500 Supersport

Nino Jordan - AM Middleweight Superbike

Bruce Marshall - AM Formula 50 Lightweight

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Foreword

I would like to welcome you to the 2025 NorthEast Motorcycle Road Racing Series (NEMRR). All our events are family friendly and a close-knit community of riders and family that support motorcycle racing year round. I look forward to seeing you at the track. Come join us.

For 2025 we continue to sanction, sponsor and host the historic Loudon Classic set for June 14, 2025. The best racers in the country will be there and so should you.

Sincerely,
John Grush
Executive Director NEMRR

The 2025 schedule features six weekends of NEMRR motorcycle racing and the Loudon Classic at New Hampshire Motor Speedway located in Loudon, NH.

Calendar of Events.

- April 26-27 New Hampshire Motor Speedway
- May 10-11 New Hampshire Motor Speedway
- June 13-15 New Hampshire Motor Speedway (Loudon Classic)
- July 12-13 New Hampshire Motor Speedway
- August 2-3 New Hampshire Motor Speedway
- August 23-24 New Hampshire Motor Speedway DOUBLE POINTS

All official business for NEMRR should be addressed to:

NEMRR
PO Box 189
Hampstead, NH 03841
603-738-2190
Email: admin@nemrr.com

Rules specific questions, comments and suggestions can go to:

nemrrrulebook@gmail.com

2025 NEMRR MOTORCYCLE RULEBOOK

A list of the rules and regulations you need to know to go racing with NEMRR.
A series of Rulebook Supplements covers the special rules for the Loudon Classic weekend.

The Rulebook revision found online at NEMRR.com is the official version. NEMRR may in its sole discretion and at any time amend any and all provisions of this Rulebook. These rules supersede all and any other previous regulations in place before the date of publication of these rules and any amendments. All revisions to Rulebook are posted at NEMRR.com and knowledge of all revision(s) made is the responsibility of the racer. Emergency rule changes during an Event may be posted and will be effective when posted and announced.



This Rulebook, if printed, should be used as a quick reference only as revisions will only be made to the online version.

NorthEast Motorcycle Road Racing LLC, SMI Properties, Speedway Motorsports LLC, and NHMS are not responsible for omissions or errors. NorthEast Motorcycle Road Racing LLC assumes no liability for any loss, theft, damage, or injury to property or persons whether arising in contract, negligence, equity or otherwise.

Rulebook Disclaimer

All riders, team personnel, and all the persons involved in any capacity participating in an NEMRR event are responsible to observe all provisions of this Rulebook as supplemented and amended from time to time as well as all the rules and regulations of the hosting facility. Riders may be penalized in accordance with the provisions of the Rulebook including for the actions of others. Determining the applicability of any rules is the responsibility of the Executive Director and/or his designee and those determinations are final. Some rules by their nature apply retroactively.

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Appendix A Previous Years' Champions

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REVISION HISTORY

- Changes in newer versions will normally be indicated in red type.
This latest version is issued on 8.12.2025

1 DEFINITIONS

1.1 Event: A NEMRR Event shall be deemed to commence at the scheduled date and time for Technical Inspection and onsite registration to open and finish after all the races are completed, the period for all protests has expired or midnight on the last day of racing whichever is the latest.

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

1.3 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.

1.4 Track: The racing surface (includes hot pit) and any runoff areas. The Track is ‘hot ‘when racing is in progress and ‘cold’ when racing has ceased for the day.

1.5 Half Way: When leader crosses Start/Finish, completing 50% of laps or 50% of the time in a timed race. Examples:

A.) When the race leader completes lap 4 and starts lap 5 of an 8-lap race.

B.) When the race leader crosses Start/Finish after 12m:30s of time in a 25-minute timed GT race.

1.6 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 within two minutes of the race winner whichever comes first. In some instances, a red flag may determine the end of a race. (See section 13.3 for details).

1.6 Lap and Time Penalties: One complete lap or laps will be deducted in the final number of laps for the penalized rider at the end of the race for a lap penalty. Time shall be added to the finish time of the racer for each time penalty assessed and the finish position shall be determined by the total time including penalties.

1.7 Administrative Rider Advancement: An advancement that is initiated and executed by NEMRR race officials when a rider is determined to be riding at an ability that warrants advancement to the next rider license 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.

2 NEMRR RACE OFFICIALS AND DUTIES

2.1 2024 NEMRR Race Officials (See Appendix B)

2.2 Description of Duties

2.2.1 Executive Director – Responsible for the overall management and coordination of the NorthEast Motorcycle Road Race Series. Final authority on all issues.

2.2.2 NEMRR Series Director – Manages the day-to-day operations of the NorthEast Motorcycle Road Race Series.

2.2.3 Race Control – Responsible for the management and operation of corner workers, flags when the track is in use and the general operation of the track when racing.

2.2.4 Referee – Manages rule interpretation, protests and assists in the overall operation of racetrack activities.

2.2.5 Safety Director – Manages the overall safety and setup of the race course.

2.2.6 Starter –Responsible for starting and finishing races and for displaying appropriate flags, or lights.

2.2.7 Chief Tech Inspector – Oversees Technical Inspection and rule interpretation with regard to motorcycle preparation.

2.2.8 Grid Marshal – Responsible for organizing pre-grid procedures and for ensuring that all riders are gridded according to the grid sheet.

2.2.9 Paddock Marshal - Responsible for insuring racers are directed to the appropriate destination when entering, exiting, or on the pit surface.

2.2.10 Timing and Scoring– Responsible for race timing. In races involving “race time” Timing and Scoring will have charge of the official clock and will be the sole judge of time.

2.2.11 Technical Director- Responsible for advising on issues of a technical nature.

2.2.12 Registration Manager- Responsible for all aspects of registration operations.

2.3 Substitution of Officials: In the event that any official is unavailable the NEMRR Executive Director shall appoint for the event, as necessary, individual Event officials who shall have the duties and authority of the replaced NEMRR Race Official. If the Executive Director is temporarily unavailable then the Series Director shall make any needed decisions.

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3

LICENSING

3.1 All racers and entrants in NEMRR events must have a current NEMRR road race license or a license accepted and approved by NEMRR; Racers may be required to have their license on their person for certain activities.

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. Riders in need of evaluation (as per below) must contact NEMRR prior to any on track activity to schedule an evaluation.

3.1.1.1 Non Expert riders who show a significant lapse in competition (5 years or more without participating in a race) will be required to re-qualify for a competition license by normal licensing procedures.

3.1.1.2 Expert riders who show a significant lapse in competition (3 years or more without participating in a race) will be required to re-qualify for Expert status by completing an NEMRR evaluation.

3.1.2 Licenses from other sanctioning bodies or race organizations may be honored on a case-by-case basis for NEMRR events. Please contact NEMRR for specific information... NEMRR may reclassify your license status for racing at NEMRR events based on the demonstrated level of experience and race results.

3.1.3 Participation in the Super Street classes requires a special license that is half the cost of a regular NEMRR license.

3.2 Applicants must be at least 16 years of age for a regular NEMRR license. Applicants ages 12-15 require special approval.

3.2.1 Applicants between the ages of 12 and 15 must have their license application reviewed by the Executive Director and be interviewed. Consideration will be on a case by case basis.

3.2.2 Applicants 12-15 years of age are limited to Moto 3, Super Singles, 300 classes, 500 classes and Motard.

3.2.3 Riders who are 15 years old and approved by the Executive Director may compete in all Lightweight Classes.

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 parents and/or all legal guardians. If any parents or legal guardians will not be available they must provide a notarized 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 NEMRR prior to the first racing event. Minor release forms and instructions are available at www.nemrr.com or by contacting NEMRR at (603) 738-2190 or

admin@nemrr.com. At least one parent or legal guardian must be on premise at all times during practice and/or racing to accompany the minor.

3.4 Each rider must fill out and file a medical form with NEMRR before they will be allowed to enter an event or race. Every rider taking part in NEMRR competition events must be medically fit and NEMRR reserves the right to deny entry for those individuals with concerning issues that are not resolved to the satisfaction of NEMRR and Track medical staff. Resolution may include but is not limited to (at the applicant's expense) independent medical evaluations and on track evaluations.

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, so it is received by the deadline date set by NEMRR. Original signatures are required on the license application. Faxes or emails etc. are not acceptable.

3.5.2 If a rider changes rider status or "bumps up" or is "bumped down" 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/NEMRR Expert class championships within the last five (5) years. A single digit number is issued for a minimum of two years. Maintaining a single digit number requires scoring championship points at NEMRR 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 and must be approved by the NEMRR Executive Director.

3.5.4 Available 2 digit numbers, which are reserved for Experts, shall be assigned to the rider who had the number the previous year provided they submit a license application for the current year by the deadline. Riders requesting a new two digit number must have accumulated Expert points during the previous racing season.

3.5.5 Retired. Certain numbers may be reserved and retired at the discretion of NEMRR and cannot be used by current racers.

3.6 All license fees are not refundable or creditable.

4

RIDER LICENSE STATUS

4.1 There are four rider license status: Super Street, Novice, Amateur and Expert. Status is based on a minimum number of races completed, rider ability and lap times.

4.1.1 Novice. Please see Section 20 for motorcycle class listings.

4.1.2 Amateur. Please see Sections 19 for motorcycle class listings.

4.1.3 Expert. Please see Sections 19 for motorcycle class listings.

4.1.4 Super Street. Please see Section 20 for motorcycle class listings.

4.2 The restrictions for the types of machines that may be used by racers for each status are outlined in Section 19 and Section 20.

4.3 NEMRR Officials reserve the right to change rider status 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".

4.5 Riders will be issued a license card with their current status which must be available upon request of any NEMRR official.

4.6 Any rider who has lost their current license card can obtain a duplicate from the Series Director at a cost of \$10.

5 RIDER ADVANCEMENT

5.1 A rider may request license status advancement at any time.

5.2 A Rider Status Advancement Request must be initiated by the rider in writing before pre-entry closes for the Event and no rider initiated advancements will be made during an active NEMRR Event. The request form will be available on NEMRR.com and is sent to the NEMRR Series Director.

5.3 A rider is responsible for keeping track of his or her own times, classes and number of races. Riders must show a good safety record and deportment both on and off the track to be considered for advancement.

5.3.1 **Novice to Amateur** - Novice is a provisional status.

5.3.1.1 No minimum number of races required before advancement.

5.3.1.2 Novice riders will be moved to Amateur as soon as they are consistently able to run lap times at or below the thresholds set by NEMRR for their particular status, have also shown the ability or experience for Amateur competition or at the sole discretion of the NEMRR officials.

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

5.3.1.4 2025 Novice 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

5.3.2 **Amateur to Expert**

5.3.2.1 Amateur riders will normally be moved to Expert as soon as they are consistently able to run lap times at or below the thresholds set by NEMRR for their particular status. NEMRR 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.

5.3.2.2 Any Amateur who regularly runs times that meet or better the Amateur Advancement Thresholds may petition to upgrade their License Status to Expert during the season.

5.3.2.3.1 2025 Amateur Advancement Thresholds

Unlimited Classes: 1:17.5

MW/HW Classes: 1:17.5

Lightweight Classes: 1:21.5

Ultra-Light Classes: 1:23.8

300 Classes: 1.25.0

5.3.2.4 Any Amateur who qualifies to advance to Expert License Status may elect to stay Amateur.

5.3.2.5 Amateur and Expert riders who have only competed in the 300 classes or Ultra-light classes may not switch to a non 300 class or non Ultra-light class motorcycle or enter other NEMRR classes without the approval of NEMRR.

5.3.2.6 Advancement eligibility will be based upon repeatable lap times, finishes, and the number of races entered.

5.4.2.7 Any Amateur rider who elects to keep his Amateur License Status until the end of the calendar year is responsible to follow the criteria regarding awards and contingencies.

5.4.2.7.1 Any Amateur rider who elects to keep their Amateur License Status when eligible to advance and who has won an Amateur Class Championship will not be eligible for Amateur championships or money/prizes intended strictly for Amateurs.

5.4.2.7 Downgrades. NEMRR reserves the right to change the status of any racer who needs to be racing in a different License Status.

5.3.3 Super Street Classes

5.3.3.1 Super Street Classes are intended for riders who have not previously held a motorcycle competition license as an introduction to NEMRR and motorcycle racing. The final decision for eligibility will be made by the Referee.

5.3.3.2 Former Expert road racers are not eligible for Super Street. Former Amateur road racers must have taken at least 5 years off to be eligible for Super Street. Former Novice Road Racers must have taken at least 3 years off to be eligible for Super Street.

5.3.3.3 Super Street Classes will not have any points tracking, championships or mandatory advancement.

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6.1 General Penalties

6.1.1 Unless specific penalties are otherwise expressly provided for in this Rulebook, NEMRR officials may levy penalties for any violation of the rules of competition, insubordination, or any other conduct detrimental to the NEMRR and the Event. Abuse of officials is a zero tolerance issue and penalties will be applied. A “penalty” or “penalties” include but are not limited to in-race intervention (ex. one lap, stop & go, etc.), fines ranging from \$25.00 to \$5,000.00, deduct points, disqualify, suspend any rider for the remainder of the event, or suspension from future NEMRR events.

6.1.1.1 Fined riders are barred from further competition pending payment of the fine and serving of any other penalty type.

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 or hand signals. Failure to comply constitutes conduct detrimental to the sport and the Referee or Executive Director will levy penalties accordingly. Such penalties are not subject to protest or appeal.

6.1.3 All riders must self-assess 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 themselves or their equipment in any way may be subject to suspension and penalties.

6.1.5 It is the responsibility of the rider to immediately inform NEMRR and the onsite EMS personnel of any new health or medical condition or any deterioration in their health or medical condition that may adversely affect their ability to ride or compete safely. Failure to do so will result in an immediate exclusion from competition and may lead to further sanctions. Permission to compete following such notification does not create an

assumption of liability on the part of the officials, medical staff, EMS or NEMRR.

6.1.6 All riders must enter races through the online registration system as explained in Section 10 of this rulebook.

6.1.7 All riders must sign and date a release for each Event prior to practicing or competing in that event. All persons concerned in any way with an entered motorcycle or present in any non-official capacity whatsoever in the paddock area must wear an appropriate armband at all times during the Event.

6.1.8 Participation of any form which results in an unlicensed or unregistered rider participating on the track in either practice or a race event, may result in penalties being levied against all parties involved, up to and including fines, suspension, 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 may be disqualified from that class and be subject to a fine.

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, competition or paddock access 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. Abuse of officials is a zero tolerance issue and penalties will be applied.

6.2.2 No alcoholic beverages may be consumed by any person (riders, crews, family, friends, and/or spectators) in the pit, garage, or paddock area during racing or practice hours. Anyone found in violation of this rule will be immediately ejected from the event and the related rider's license will be suspended.

6.2.3 No illegal drugs may be used by any person (riders, crews, family, friends, and/or spectators) on track premises at any time during the event. Anyone found in violation of this rule will be

immediately ejected from the event and the related 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 without signoff from the Medical Staff.

6.2.5 Unsafe or unsportsmanlike riding may result in a penalty.

6.2.6 Wheelies and/or any other stunts are expressly prohibited in the paddock, pits and on cold pit road. All wheels must be on the ground at all times, on any motorcycle, pit bike or other wheeled vehicle. Riders performing wheelies in an unsafe manner, as determined by an NEMRR Official, may be subject to penalty.

6.2.7 Riders may not stop on the course for any reason other than mechanical breakdown or in the interests of safety during a race, practice, warm-up or cool off lap.

6.2.8 Riders may not perform any action that impedes or distracts another rider on the track, including but not limited to dangerous weaving to block a passing rider.

6.2.9 The cold pit and paddock speed limit for all vehicles is limited to 15 mph. Lights are required on all vehicles moving at greater than walking speed after dusk. **Vehicles leaving the Tunnel when the track is 'cold' are required to be legal for operation on public roads and operated by persons properly licensed by a Governmental entity for the type of vehicle being operated. .**

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 suspended till conditions are met.

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 motorized vehicle within the confines of the pit, garage or paddock area that is capable of exceeding 10mph.

6.2.12 Children under the age of 18 must wear a helmet that is properly affixed when in control of or as a passenger on a pit bike or any wheeled vehicle other

than a car or truck currently registered to operate on a public roadway.

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 or visible red clothing above the pit wall are allowed on pit road.

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

6.2.15.1 Riders are responsible to ensure that all guests and crew members have an official NEMRR armband on at all times while on the racetrack property.

6.2.15.1.1 First offense for violation of 6.2.15.1 will be a \$50 fine and the rider will have to start at the back of the grid for the next race

6.2.15.1.2 Second offense will be a \$100 fine and the rider will have to start at the pit road for the next race.

6.2.15.1.3 Third offense will result in a \$500 fine and a one event suspension.

6.2.15.1.4 Riders or crew wearing a fake armband will result in a minimum of a \$500 fine and a minimum one event suspension.

6.2.16 Riders are required to attend the riders meeting on the day of their races. A roll call may be conducted and riders not present may be assessed a penalty.

6.1.16a Superstreet riders are required to also attend two Saturday SuperStreet meetings as well as any other mandatory all riders meetings.

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

6.2.18 Dogs and/or other pets in the pit, garage, and paddock areas.

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

6.2.18.2 Pets are allowed in the garage areas during the race day activity only if they are not able to infringe on another garage or step outside the garage bay.

6.2.18.3 Pets 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 pet need to be taken care of immediately and properly.

6.2.18.5 Pet owners are subject to a \$50 fine for each instance of not adhering to any of these rules.

6.2.18.6 If a violation occurs multiple times with the same pet/owner, NEMRR or the property owner reserves the right to ban the pet from the property.

6.2.19 All campsites and garages shall be maintained at a reasonable sound level from 10pm to 7am. This includes all internal and external sound systems, generators, race bike engines and any other apparatus or gathering that makes noise levels above normal conversational levels.

6.3 Race Penalties

6.3.1 All race position penalties will be applied by class, not overall.

6.3.2 When applying a race position penalty, points will be awarded based on penalty position regardless of total riders (e.g. 5th place rider with a three (3) position in class penalty and will be awarded 8th place points regardless of total finishers.)

7 RIDER EQUIPMENT & APPAREL

7.1 Helmets

7.1.1 All helmets must pass tech inspection based on the requirements of this Section. A sticker will be applied to the helmet that must remain visible for the duration of the Event.

7.1.2 Helmets must have a manufacture date in or on the helmet and may not be more than five (5) years old as determined by the date of manufacture.

7.1.3 The helmet must meet current DOT plus Snell 2015 or newer approval, or the British Blue Label standard BSI Type A helmet standard (BSI 6658-A), or the current European ECE standard (ECE 22-050 or newer). The appropriate approval stickers must be attached.

7.1.4 Helmets must be full coverage with an attached face shield. **Tear offs are permitted in dry races only.**

7.1.5 Quick release helmet straps are not allowed unless original equipment of an approved helmet.

7.1.6 The rider's number must be displayed on the helmet in at least two places separated by a minimum of four inches.

7.1.7 Polycarbonate or injection molded helmets are not allowed even if they meet the requirements of 7.1.3.

7.1.8 Cameras of any kind (ex. camcorders, digital cameras, etc.) are not permitted to be mounted to any helmet at any time. Cameras or recording devices found mounted to helmets may result in a penalty described in Section 6.1.

7.1.9 Rider's helmets must be equipped with either factory installed removable cheek pads or a helmet EJECT system.

7.1.10 Breath masks that cover both the mouth and nose must be open on the bottom and not wrap around the rider's entire chin.

7.1.11 No significant scratches or evidence of impact allowed.

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. Nylon, Kevlar or Cordura suits are not allowed.

7.2.2 Taping the top to the bottom is not allowed.

7.2.3 Damage to leathers must be properly repaired. Tape of any kind is not considered a proper repair.

7.2.4 When in racing position on the motorcycle, the rider must not have any skin exposed except at the neck between the helmet and leathers.

7.3 Gloves must have leather protecting the fingers and palms. Gloves must be of sufficient length to cover the wrists and overlap the arms of the leather jacket.

7.4 Protective Gear

7.4.1 Boots must be of leather and long enough to cover the ankle and overlap the pant leg. 8" is the minimum length.

7.4.2 High top leather sneakers are not allowed.

7.5 Back protectors are required and must be a "hard surface" or CE1 / CE2 Type certified full-length spine protector.

7.6 Any question concerning the condition and suitability for use of the Riders Equipment shall be decided by the Chief Technical Director, whose decision on this is final and such equipment shall be repaired or replaced before being permitted on the track.

GENERAL EQUIPMENT RULES AND REQUIREMENTS

8.1 Number Display Regulations

8.1.1 The NEMRR overall champion (Expert Rider of the Year) from the previous season may display the number 1 on his/her motorcycle, although it is advisable to display their assigned number on the sides to expedite scoring.

8.1.2 Numbers will be assigned in accordance with Section 3.5.

8.1.2.1 Super Street Classes must have front numbers only and are not otherwise subject to sections 8.1.2 and 8.1.3.

8.1.3 All motorcycles must have at least three (3) sets of numbers: one on the front and one on each side displaying the licensed riders assigned number. Numbers must be a minimum of 6" high, spaced 1/2" apart, and allow 1/2" of number plate color. Side number plates must be behind the rider on the motorcycle's tail section or on the lower fairing on the side of the motorcycle and must be visible when the rider is in position on the motorcycle.

8.1.4 All sets of numbers displayed on a motorcycle must match and must be the correct number for the rider while on the track proper, except as provided for in 8.1.4.1 below.

8.1.4.1 During practice: If a rider is using another rider's motorcycle and the number on the motorcycle does not reflect the number of the rider, there must be a 'X' of tape through the numbers on the motorcycle to indicate that the rider is not the rider reflected by the number on the motorcycle. The starter must be notified and must grant approval before the rider can enter the track in these cases.

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 current tech sticker. Number display approval shall be at the sole discretion of the Chief Tech Inspector

8.1.7 Colors used in NEMRR are as follows:

NOVICE	Yellow plates with black numbers and a special NEMRR "N" sticker on the front plate
AMATEUR	Yellow plates with black numbers
EXPERT	White plates with black numbers
STREET	White plates with red numbers (front only)

8.2 Fuels used for competition is open to all commercially available gasoline fuels subject to 8.2.1.

8.2.1 All gasoline must remain as commercially produced for sale to the general public without additives except as specified by these rules. Allowable gasoline's are those whose characteristics meet the following standards:

- A. Specific gravity must range between .695-.775 at 60 degrees F.
- B. Dielectric constant of a competitor fuel sample must read within +/- 0.4 of a baseline sample provided by the commercial fuel manufacturer on the Kavlico FT-K01-R Fuel Analyzer. (Meter is calibrated in cyclohexane.)
- C. Two stroke oil is the only permitted additive.

8.2.2 Fuel may be checked before, during and after practice, qualifying or final events at the discretion of NEMRR officials. Competitors must furnish gasoline manufacturer and product information to officials whenever a fuel sample is checked. Field test results of a competitor's fuel shall not be conclusive, and samples for lab analysis may be taken from a competitor's fuel tank at the discretion of officials. If a competitor is in doubt as to the legality of their fuel, it is recommended that it be checked by officials before use in competition.

8.2.3 Only ambient air may be mixed with the fuel as an oxidant.

8.3 Transponders: All riders are required to have a functional MyLaps Tranx260 or X2 transponder(s). The responsibility for a functioning transponder rests solely with the Rider.

8.4 Recording devices

8.4.1 All recording devices must be securely mounted and tethered to the motorcycle including a secondary method of retention . Any recording devices, cameras, camcorders, etc. must be presented to Tech, registered with Tech, and cannot be mounted to a motorcycle without approval by Tech in writing prior to every event. All recording devices of any kind, and any recorded data, are subject to confiscation by NEMRR and its officials in conjunction with the investigation of any racing incidents.

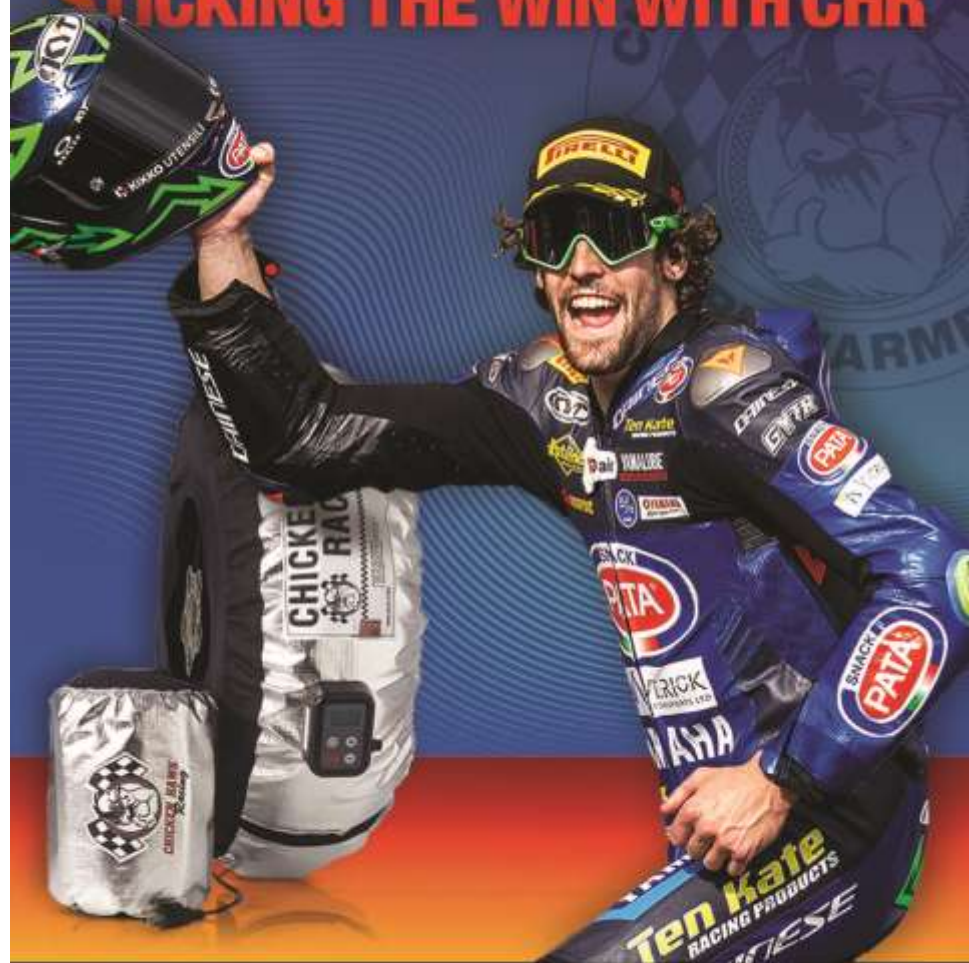
8.4.2 Recording devices, including cameras cannot be mounted anywhere inside the front number plate.

8.4.3 NEMRR is not responsible for the recovery or return of any recording devices lost during any event.

8.4.4 It is strictly prohibited to post crash footage on social media or any public forum without the permission of NEMRR. Any violation of this rule may be subject to fines or license suspension.

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9 TECHNICAL REQUIREMENTS

9.1 Riders that participate at other venues must make sure that their motorcycles meet the requirements of NEMRR.

9.2 All motorcycles must pass through Technical Inspection before entering the racing surface. Should the Tech Inspector miss any non-conformity, it is still the rider's responsibility to see that their motorcycle meets all the technical requirements. Motorcycles will be issued a Tech Inspection sticker for each event and it must be visibly displayed on the motorcycle to enter the racing surface.

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 motorcycles must have their lower fairings removed for Tech inspection and must accompany the motorcycle to Tech inspection.

9.6 All plugs, caps, or fittings from which oil or water could be filled or drained must be safety wired. R clips, safety clips, cotter pins, clevis pins and other removable and reusable options except for band clamps on oil filters are not permitted. All safety wire shall be installed properly (i.e. to tighten the fastener).

9.6.1 All external oil filters must be wired.

9.6.2 Radiator caps do not require safety wire.

9.7 The routing of oil lines should be approached with care. Certain motorcycles, particularly four-cylinder models, can either wear through the lines if they are routed to the outside of the frame or melt the line if they come in contact with the exhaust pipes. The former is most likely to occur when a motorcycle has its lower fairing removed.

9.8 Inspection covers must be secured with a dab silicone sealant.

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 of ethylene glycol-based coolant. Only water or an approved product or additive may be used. The use of ethylene glycol anti-freeze is subject to a \$100 fine. In addition to water the approved coolants and additives are listed in 9.10.1

9.10.1 **Legal** for NEMRR (Ethylene Glycol Free)

Engine Ice

Evans TrackWater

Evans NPG

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 NEMRR are any other products. If the manufacturer alters the composition of the product it may be removed from the approved list. Competitors may submit requests for additional products to amend 9.10.1 (must include product ingredients and Safety Data Sheet) to the Chief Tech Inspector and any such additions will be noted in the Tech Garage and the next rule book update.

9.11 On four stroke motorcycles, 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.

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

9.11.2 If a catch can is used, catch can vent tubes must be routed into the intake area so that any overflow from the catch pan will be drawn into the engine.

9.12 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.

9.13 Front caliper mounting bolts must be lock wired. R clips, safety clips, cotter pins, clevis pins and other removable and reusable options are not permitted.

9.14 Axle nuts that are not captive inside the fork lower or swingarm must be secured by a cotter pin or similar safety clip through the nut. Removable axle caps securing the front axle to the fork must be lock wired.

9.15 Exhaust systems must be securely mounted and where possible there should be a second means of securing the pipes.

9.16 Valve stem caps must be metal. Wheel weights must be taped.

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

9.18 License plates, side and center stands, carriers, sissy bars, crash or roll bars, directional's, etc. must be removed.

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

9.19.1 Motorcycles must be equipped with handlebar brake lever protection, intended to protect the 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.

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

9.20 All motorcycles must have a functioning kill switch mounted within reach of the hand while on the hand grips and the switch must be red in color.

9.21 Tires must be suitable for racing.

9.22 All in-line four-cylinder motorcycles that have crankshaft covers that contain oil must use approved and reinforced race covers or case guards approved by Tech inspection.

9.23 Fluid Catch Pans

9.23.1 All motorcycles must be equipped with a fluid catch pan of sufficient size and heat-resistant material to contain the contents of the crankcase plus 10% in the event of an engine or crankcase failure unless an alternative arrangement is approved by the Chief Tech Inspector.

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

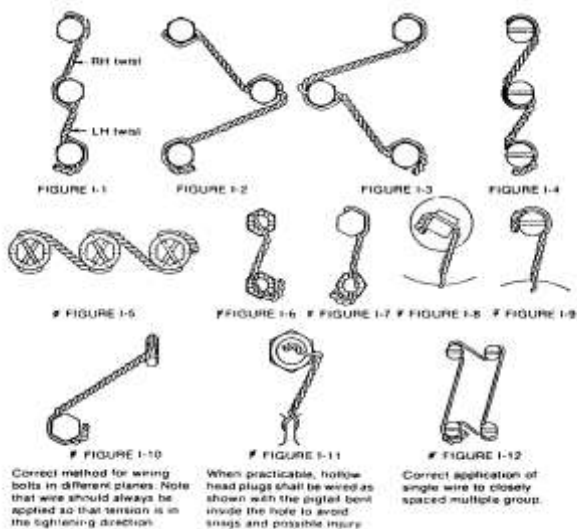
9.23.3 Motorcycles not equipped with a lower OEM fairing may install a fairing in order to comply with this rule.

9.23.4 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.

9.23.5 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 workman-like mounting.)

9.24 A good rule of thumb: safety wire anything you would not want to come loose at speed. See diagram.



9.25 NEMRR shall have the power to disqualify any motorcycle that it 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

9.26.1 Transponders must be mounted at the front of the motorcycle as close to the axle vertical centerline 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 (metal or carbon fiber) between the transponder and the racing surface.

9.26.4 The maximum temperature should not exceed 122F.

9.26.5 Transponder holders must be affixed to the machine in a safe and workman like manner using tie-wraps or pop rivets.

9.26.6 The fixing clip must be pushed through as far as possible.

9.27 Self Closing Throttle – throttle must snap shut from all handlebar positions.

9.28 Chain Master Links – All clip style master links must be secured by RTV or wire.

9.29 Oil Filters – OEM spin on oil filters required unless the Non OEM filter is allowed at the discretion of the Chief Technical Inspector.

9.30 Superstreet Motorcycles are exempt from the requirements of section 9 except for 9.2, 9.3, 9.16, 9.17, 9.19, 9.20, 9.21, 9.25, and 9.26. In addition SuperStreet motorcycles are subject to the following additional requirements:

9.30.1 Center stands and kick stands need not be removed but must be secured in a manner approved by Tech. If not removed the kickstand safety switch must be operational. We do recommend the removal of center stands and side stands because of the potential for ground clearance issues.

9.30.2 The motorcycle must be fluid tight no leaking fork seals, filters, oil lines and fittings, brake lines and fittings, coolant and all connectors must be secure. Any motorcycle leaking fluids on the track will be disqualified for the weekend.

ENTRIES**10.1 Entries**

10.1.1 All riders must have a valid NEMRR racing license or a license accepted and approved by NEMRR in order to enter a race.

10.1.2 All riders must have an online registration account set up by NEMRR administration.

10.1.3 All NEMRR pre entries must be through the online registration system;

10.1.4 Pre-entries must be completed by 9 pm on the Monday prior to the specific NEMRR event. Entries made after that time will be considered post entries. Post entries will be accepted at the discretion of NEMRR and only at posted times and must be made in person at registration. Post entries are charged a onetime fee of \$50. Pre-entered Riders who have entered three or more races will not be charged post entry fees if they add entries during a race weekend. First time licensees are not subject to the post entry fee for their first race weekend.

10.1.5 Payment for all pre-entries must be received by the 9 pm deadline of the Monday prior to the specific NEMRR event or pre-entries will be canceled.

10.2 There will be no credits due to weather unless NEMRR/NHMS declares the race surface unsuitable for racing or if there are other extenuating circumstances and racing is not possible.

10.3 "No shows" will not be eligible for a refund, cancellation, or credit of any kind.

10.4 Cancellations

10.4.1 Cancellations for both pre-entries and post entries must be made in writing. Cancellation of pre-entries must be made by Thursday at 3pm prior to the NEMRR event and such cancellations shall be subject to a \$50 onetime fee. Post entries are not cancellable.

10.4.2 There will be no cancellations or credits once a rider and/or the motorcycle has passed through technical inspection and/or the rider has practiced.

10.4.3 All non race entry fees are not refundable or creditable.

10.5 Credits

10.5.1 Riders seeking a credit for a missed race due to injury or mechanical failure due to crash or track incident must complete and submit a complete Request for Action form to a NEMRR registration at the track or email to nemrrreg@gmail.com no later than the close of business the Tuesday after the Event.

10.5.2 Riders seeking a credit due to an injury sustained from a crash must have a member of the track medical personnel sign the Request prior to submitting the form to NEMRR. Riders taken to the hospital should provide written proof of the visit with the date seen within seven (7) days of the incident.

10.5.3 Once a rider passed through Technical Inspection, they will forfeit one race class entry credit when calculating any credit due.

10.6 Payment

10.6.1 A rider must pay by a method acceptable to NEMRR for entries.

10.6.2 Riders whose payment is dishonored, returned, or subsequently disputed and not credited to NEMRR must provide an alternate acceptable method of payment and is responsible for paying a fee of \$50 in addition to the payment amount.

10.6.2.1 Failure to resolve issues on a payment will result in the rider being suspended from racing until the situation is remedied to the satisfaction of NEMRR.

10.6.2.2 NEMRR reserves the right to refuse a future payment by a rider of the type that has been dishonored, returned, or disputed and arrangements for an acceptable payment type need to be approved by NEMRR

10.7 Pre-Entry Tech:

Pre-Entry Tech is the ability to forego checking in at the registration office and going directly to Tech Inspection during regular Tech Inspection hours. To be eligible to use Pre-Entry Tech:

10.7.1 The rider must have processed an online entry by the deadline for pre-entry.

10.7.2 The rider must have their transponder number entered into the system and must not need to have a transponder rented from NEMRR.

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

10.7.4 Riders who need to change a motorcycle or race entry after their pre-entry is processed forfeit their ability to use Pre Entry Tech for that Event and must visit Registration to make these changes and get a new tech sheet.

10.7.4.1 Riders with a “rain bike” or a back-up motorcycle must visit Registration for a tech sheet for that motorcycle.

10.8 Race Schedule

10.8.1 NEMRR reserves the right to adjust the schedule of races. In the event a race cannot be run in the current Event it may be rescheduled for a different Event. In the case where a scheduled race cannot be run at any time in the NEMRR season NEMRR will credit race entry fees paid.

11 PRACTICE

11.1 Practice groups are determined by motorcycle displacement and configuration.

11.2 The group a rider belongs in will be determined by the Chief Tech Inspector, except for Groups 6 & 8 which will be determined by lap times and the Referee. Failure to achieve lap times consistent with the Group norms will result in removal from Groups 6 & 8.

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

Group 1	Amateur	Middleweight, Heavyweight & Unlimited
Group 2	Expert	Middleweight, Heavyweight & Unlimited
Group 3	Novice	Middleweight, Heavyweight & Unlimited
Group 4	Amateur	Lightweight & Ultra Lightweight
Group 5	Expert	Lightweight & Ultra Lightweight
Group 6	Expert	Top Lightweight – 1:18's and by Invitation by Referee
Group 7	Novice	Lightweight & Ultra Lightweight
Group 8	Expert	Top Expert – 1:15's and by Invitation by Referee
Group 9	Super Street	Super Street

2024 NEMRR Race Series - Practice Sessions Schedule (times are approximate*)

First Practice - 8 minutes per group

Group 1 & 2 Combined	Amateur & Expert Middleweight, Heavyweight and Unlimited
Group 3	Novice Middleweight, Heavyweight and Unlimited
Group 4 & 5 Combined	Amateur & Expert Lightweight and Ultra Lightweight
Group 6	Expert Top Lightweight – 1:18's
Group 7	Novice Lightweight and Ultra Lightweight
Group 8	Top Expert – 1:15's
Group9	Super Street

Second Practice - 12 minutes per group

Group 1	Amateur Middleweight, Heavyweight and Unlimited
Group 2	Expert Middleweight, Heavyweight and Unlimited
Group 3	Novice Middleweight, Heavyweight and Unlimited
Group 4	Amateur Lightweight and Ultra Lightweight
Group 5	Expert Lightweight and Ultra Lightweight
Group 6	Top Lightweight – 1:18's
Group 7	Novice Lightweight and Ultra Lightweight
Group 8	Top Expert – 1:15's
Group 9	Super Street

NOTE: Sunday will be one round of practice with each group (1-9) getting one 15-minute session.

*Practice times and session lengths are subject to change.

GRIDDING

12.1 All paid 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 order entry was received. Superstreet riders will be gridded by heat race results. Riders who do not pass tech inspection by the close of NEMRR registration on that race day will lose their grid position.

12.2 Champions from the previous year will be gridded on pole for the class that they won the championship for the first weekend of the season. Remaining weekends will be gridded by current points.

12.3 Riders that advance from Novice to Amateur or Amateur to Expert will lose any accumulated points towards gridding.

12.4 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 entry receipt.

12.5 It is the rider's responsibility to notify Registration of any errors on the grid sheets within 30 minutes of posting. In the event that Registration is not able to correct any errors in the grid sheets within 30 minutes of the Start of a given race riders shall start in the posted position. Correction of, and the manner of correction, is at the sole discretion of NEMRR registration whose decision is final.

12.6 Calls will be made as a courtesy for each race while the preceding race is underway. All riders must come to pre-grid during the calls for their race. 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 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 a rider has departed pre-grid will result in a fine of half the cost of the race entry fee.

13.1.3 No rider may enter the track for the start of a race at any location other than pit out.

13.1.4 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 #3 board has been shown.

13.1.5 When Race Controls decides they will close the grid to all competitors signaled by displaying the #3 sign at start/finish.

13.1.5.1 At this point the grid is closed to any late riders. Any late riders will be started from pre-grid by the Grid Marshal.

13.1.6 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.

13.1.6.1 Riders are not allowed to move up to "fill in" empty grid positions. They must start from their assigned grid position as posted on the grid sheet.

13.1.6.2 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.

13.1.7 When the Starter displays the #2 board:

13.1.7.1 The grid must be cleared of all mechanics and team personnel other than the rider.

13.1.7.2 All riders must be in their correct grid position.

13.1.7.2.1 Any rider that is not lined up in their correct grid position may be subject to a penalty at the discretion of the Referee.

13.1.7.3 Any rider that causes the countdown to stop will be pulled from the grid and directed to start from the rear of the grid.

13.1.7.4 A stop of the countdown will be indicated by the Starter lowering the display board. The countdown will continue once the problem is resolved.

13.1.8 When ready for the start, the Starter will show the # 1 board. At this point all riders should be ready with their motorcycles in gear.

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

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

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

13.1.9.1 Flag start procedure – The Starter will turn the number 1 board and, at the starter's discretion, the green flag will be waved to start the race.

13.1.10 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.

13.1.10.1 Any rider that cuts through or crosses these cones may receive a 60 second penalty.

13.2 False Starts

13.2.1 Jump Start: If a rider's rear axle crosses the grid box after the "1" board is shown and prior to the green flag waving or start light is extinguished, they will be assessed a 30 second penalty.

13.2.1.1 If a rider leaves the grid position on the wrong wave, they will be assessed a 60 second 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: If a rider's motorcycle moves within the grid box once the #1 board is displayed and/or start light sequence initiated, they will be assessed a 5 second penalty. 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 NEMRR 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 are frozen. Riders shall signal they are slowing, slow down,

separate and proceed to the pit road as directed at a safe speed for the conditions and deviations including leaving the racing surface, wheelies, weaving etc. will carry penalties for those that do not comply.

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 after two laps have been completed but before Half Way a restart will be performed (if time permits).

13.3.1.2.1 Race restarts will be the remaining laps or time to complete the original race laps or time. NEMRR Officials have the right to modify laps or time to the end of race. After 3 red flags any race will be stopped and rescheduled if possible otherwise it will be considered complete.

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

13.3.1.4 Races scheduled for eight (8) laps or less will always restart from the original grid positions. If time allows, races scheduled for longer than 8 laps will be re-gridded according to the running order at the time of the race interruption. Racer's restart grid position is based upon their positions as of their last timing loop crossing.

13.3.1.5 If the race is interrupted after Half Way the race is considered complete, and race results are 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 time of the red flag is determined by the time recorded by Race Control.

13.3.2 The Referee will determine if rider, track conditions or other circumstances caused the red flag.

13.3.2.1 If less than half the scheduled laps are completed and it is determined that a rider(s) caused the red flag they shall restart from the back of the grid.

13.3.2.3 If the race is declared complete, the rider(s) who are determined to have caused the red flag will be penalized 60 seconds.

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 Marshal whenever possible. Any rider who enters the paddock, the garage or cold side of the pitlane will be considered to have withdrawn from the race and may not re-enter the race or take part in any re-started race. Unless directed by officials.

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. Failure to do so is considered unsafe track re-entry and is subject to penalty. Re-entry will be verified by corner marshals.

13.4.3 3/10 Split: May only be used for avoiding an incident, a mechanical issue with a rider's motorcycle, or as directed by Corner Marshals. The 10 side directly joins the racing surface and re-entry must be done under direction of the Corner Marshal; failure to do so is considered unsafe track re-entry and is subject to penalty.

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.

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 is 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.

13.4.5.1 Continuing down the pit road at speed is considered cutting the course and violators will be penalized.

13.5 Riders leaving the course are not allowed to gain positions as a result of doing so and must reenter in no better position than they left the track. Failure to do so will result in a time penalty.

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 Executive Director or Referee may shorten Events or races without prior announcement due to time constraints, changing weather conditions or any other reason deemed necessary. There will be no financial relief for Events or races shortened.

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, which begins when the starter displays the #5 board.

13.6.2 Should a red flag interrupt the GT event, the race clock will be continue.

13.6.2.1 If any rider of a GT race has not completed one lap after the time clock expires the race will then be restarted as a sprint race, if time allows.

13.6.2.2 If any rider has completed at least one lap after the time clock passes the halfway point, the race will be considered complete.

13.7 During a red flag situation, all motorcycles must return to pit road.

13.8 During a race, any rider needing to make repairs or adjustments must do so on pit road.

13.9 During a race, any rider who takes their motorcycle back into the paddock area will not be allowed to re-enter the race.

13.10 Any rider that is directed to leave the track at any location must proceed directly to pit road.

13.11 No rider may change motorcycles once the race has started, except during an Interruption of a Race (Section 13.3) prior to race when the grid marshals send the riders back to the paddock.

13.12 Crashes

13.12.1 If the crash occurs during a race or practice and the rider is able to restart and complete the race or practice they may do so, after checking for any leaks or damage to the controls and assuring the motorcycle is in race worthy condition before continuing on. This provision is subject to the agreement of any Corner Marshal or NEMRR official that has inspected the

motorcycle and whose judgment on the ability to continue is final and not appealable.

13.12.2 Any motorcycle that has crashed on the course shall be required to pass Tech Inspection prior to reentering the Track.

13.13 When a race is 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.

13.14 No rider may take the checkered flag on pit road.

13.15 A rider may not attempt to shorten the course by any means unless directed by a Corner Marshal.

13.16 Races will be categorized as either wet or dry. If no announcement is made, the race is automatically declared dry. A race classified as dry may be interrupted by the Chief Referee or designee if he considers that conditions affecting the surface of the track make it likely that riders need to adjust their motorcycles for safety.

13.17 A race initially classified as wet, usually commenced in wet conditions, will not be interrupted for climatic reasons except for extraordinary events affecting safety like local lightning

13.18 If after starting the Race as a dry race if it is stopped for climatic reasons, then the restart will automatically be a wet race. If the Race is started in the dry and subsequently declared wet there will be a delay for riders to adjust their motorcycles and setup at their discretion.

14 FLAGS AND COMMUNICATION

14.1 Operational Flags

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

14.1.2 Red Flag – Indicates the race or practice session has been stopped. Riders are to signal and reduce their speed and proceed to pit road. Wheelies or burnouts 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

13.13 When a race is considered complete

14.2 Warning Flags

14.2.1 Yellow with Red Stripes - Debris or fluid on track surface - exercise caution. Riders suspected of safety issues will have this flag pointed at them by the Corner Marshal. A rider receiving this flag *or* 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 station(s) displaying the waving yellow flag until past the incident.

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

14.2.3.1.3 The violation must be reported by a Corner Marshal or NEMRR 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.

14.2.4 White Flag with Red Cross - Indicates that a safety or emergency vehicle is on the course - exercise caution while race continues.

14.2.5 Black Flag - Indicates a mechanical problem with your equipment. Riders are to 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 Marshal.

14.2.5.2 Pay particular attention to the Corner Marshals; 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 Race Control decides that the rider needs information immediately or to advise the rider that he or she will be disqualified.

14.3 Courtesy Flags at Starter Position – 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 – Indicates the final lap.

14.3.2 White and Green Flag Crossed – Indicates Halfway

15 TIMING AND SCORING

15.1 The primary scoring method is electronic, using MyLaps (formerly AMB) transponders.

15.2 All riders are required to have a functional MyLaps Tranx260 or X2 transponder(s), either self-powered, or hard-wired to the machine's electrical system, properly assigned and correctly attached, while on the race track proper. This includes practice sessions, warm-up laps, races, or any other purpose.

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 to Registration and Tech Inspection. If, subsequently, a different transponder is installed, the rider must 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, or a \$50 fine will be levied. Fine must be paid in full prior to any practice or racing.

15.2.2 New Novice riders, out of region riders may rent one from NEMRR on a daily basis for the then current rental fee. If available other riders may rent a transponder but NEMRR does not guarantee one will be available. Riders who need a transponder for emergency use and are given one on pre-grid will be charged a fee of \$20 per race.

15.3 The rider is responsible for the maintenance, repair, battery charging, mounting (see Section 9.26), and use of their transponder(s).

15.4 A rider may have multiple transponders, e.g. for multiple machines but must correctly document them with registration.

15.5 As a courtesy all machines may be checked for a correctly attached functional transponder at Tech Inspection. The racer is

responsible for ensuring the transponder is working and has sufficient battery capacity etc. to provide timing signals for scoring.

15.6 Any machine that enters the track without a proper working transponder may not be scored and maybe penalized.

15.7 Transponders may be purchased, sold, rented, or loaned to/from other competitors and Registration must be notified before entering the track.

15.8 Two riders may not use the same transponder during the same Event, if both of them are competing. Violations of this rule will result in a fine of \$100 for both riders.

15.9 NEMRR reserves the right to impose a fine to any rider for not having a proper working transponder mounted to the machine upon entry to pit road or the racetrack surface.

15.10 Practice sessions may be timed to provide practice lap times. Lap times may be provided to the riders via an available App.

RESULTS

16.1 Official Results

16.1.1 Every effort will be made to post the “Preliminary Results” as quickly as possible.

16.1.2 It is the rider’s responsibility to check the preliminary results sheet within 60 minutes of posting. **NOTE:** Results on any timing app are “informational only” and are neither preliminary nor final.

16.1.3 If a protest has been made in accordance with Section 18, a pending stamp will be placed on the preliminary results while the review is performed.

16.1.4 Any errors or omissions must be reported to a NEMRR official within the 60 minute period.

16.1.4.1 At the end of the 60 minute period, the result sheet will be posted as “Unofficial Results”.

16.1.4.2 The results will remain “Unofficial” until 1:00 pm on the Tuesday immediately following the Event. At that time, after all reviews, protests and penalties have been assessed by NEMRR, results will be considered “Official Results” and no further changes or adjustments will be considered.

16.1.4.3 Posting results for contingencies, if any, will be handled by the Technical Director and all questions and issues should be addressed to him.

16.1.5 If it is found that a machine was ineligible for a class in which it was entered the rider will be disqualified from the Official Results.

16.1.6 Electronic scoring does not change the definition of finishing order. In the case of a close or disputed finish, all information available will be used by scoring and the Referee to determine the race winner **and any other positions**. The final finishing order is determined by the order with which the competing motorcycle's front tires break the vertical plane of the finish line except as adjusted by decisions of the Referee.

16.1.7 The results will be based on the order in which the riders cross the start/finish line and the number of laps completed.

16.1.8 In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

16.1.9 In the event scoring technical issues, errors or omissions affect the results NEMRR reserves the right to adjust results in the most equitable manner.

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.

17.1.2 Points are awarded according to finishing position as listed in the following schedule:

Position	Points	Position	Points	Position	Points
1st	36	9th	16	17th	8
2nd	30	10th	15	18th	7
3rd	26	11th	14	19th	6
4th	23	12th	13	20th	5
5th	21	13th	12	21st	4
6th	19	14th	11	22nd	3
7th	18	15th	10	23rd	2
8th	17	16th	9	24th	1

17.2 CLASS Championships

17.2.1 All Expert and Amateur riders are eligible to compete for Class championships based on the number of points scored in their respective class.

17.2.2 There are no championship points for Novice or Super Street classes.

17.2.3 A rider needs to complete at least one lap in a race to receive points for that race.

17.2.4 The final race Event of the season will award double points.

17.2.5 In the event of a tie in the number of points, the final positions will be decided based on the number of best results in the races (number of first places, number of second places etc.) and if necessary, number of Top 5 finishes..

17.3 Overall Championship

- 17.3.1 The Expert rider who accumulates the most number of points as provided under 17.3.3 shall be awarded the #1 plate for the following season.
- 17.3.2 The Amateur rider who accumulates the most number of points under 17.3.3 shall be deemed the Scott Briody Amateur Achievement Award- champion.
- 17.3.3 Overall Championship points are accumulated as follows:
 -
 - 17.3.3.1 Only the six best race results shall gain points from each race Event in the overall.
 -
 - 17.3.3.2 Finishes in races with more than 14 starters shall be awarded 120% of the standard points normally earned in that race. Finishes in races with less than 5 starters shall be awarded 80% of the standard points normally earned in that race.
 -

17.4 Awards

17.4.1 Event race awards are provided for the top 3 in all classes except the rookie race. These must be picked up at the end of each race Event.

17.4.2 Any end of season awards that take a form of entry credits will be automatically entered into the NEMRR Registration system for the following season. Winnings have no actual cash value and can only be applied to race entries as credits.

PROTESTS

18.1 Protest time period – All protests must be delivered, in writing, to a NEMRR official within the 60 minutes of the posting of race results. Protests are considered public information and all protestors will be identified to all the involved parties. The protestor must attempt to have the person protested present at the time of the protest.

18.1.1 All Protests require a non refundable \$25 filing fee. Protests requiring an additional fee (see Section 18.10) must be accompanied with the appropriate funding in cash at the time of delivering the protest.

18.2 Protests must specify the rules and/or procedures that are in question or that have been violated. This must include the relevant article number from the rulebook.

18.3 Protests among participants are limited to those riders within the same class and the same Event.

18.4 The NEMRR official who receives the protest must sign it and note the time it was received.

18.5 Protest documentation – The protested party must produce documentation regarding the factory specifications of the protested component for his/her machine for use in determining class suitability.

18.6 Protest withdrawal – Once made, a protest may not be withdrawn without permission of the Referee or Executive Director.

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, stop & go penalties and time penalties.

18.8 The NEMRR officials will not accept any protest determined to be frivolous or malicious.

18.9 NEMRR officials will make all decisions regarding protests, including any penalties levied in the event that the protest is upheld.

18.10 Protest types

18.10.1 Scoring or Race Operations – Scoring protests do not need to have rulebook references but must still be made in writing using the NEMMR “Request for Protest” form and in a timely fashion.

18.10.2 Safety or Procedure Protests – Protests regarding safety or race procedures will not be accepted from any

competitor. Safety or race procedure protests must be initiated by a Race Official.

18.10.3 Class suitability – Protests regarding class suitability are limited to participants in the race involved. Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Referee, or a representative of either of the riders involved. Protests regarding equipment do not require payment of an additional fee if they require only visual inspection with no mechanical disassembly. If the protest requires mechanical disassembly:

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

18.10.4.2 NEMRR personnel or subcontractors will make all required measurements.

18.10.4.3 Payment of fees in accordance with Section 18.1.1 and as follows:

TYPE OF PROTEST ACTIONS	FEES
Protests requiring the removal of bodywork, including but not limited to fuel tank, fairing, seat, cowling and air box cover.	\$50
Protests requiring the removal of valve covers	\$100
Protests requiring the removal of the oil pan (Included in disassembly of cases)	\$500
Protests requiring the removal of cylinder heads or cylinders	\$500
Protests requiring the disassembly of cases	\$750

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.

18.10.5 Once a class suitability protest has been filed the protested motorcycle will be impounded to the Tech garage. The protested riders shall deliver the motorcycle to the impound area immediately upon notice. Failure to do so will automatically result in the protest being upheld. The protested rider may use the machine for any remaining races entered provided that the machine travels directly from the Tech garage to the race surface and returns at the completion of the race. If the machine travels elsewhere the protest shall be deemed upheld.

18.11 NEMRR reserves the right to protest motorcycles and components used in competition at any time during an Event and until one hour after the last race for conformity to these rules. Failure to provide access to the motorcycle or component may result in loss of points or payouts for those races in which the motorcycle was entered. Motorcycles found to not be compliant with the applicable rules will be penalized at the discretion of NEMRR and potentially disqualified and any point(s) accumulated may be removed, fines assessed, finish positions adjusted, or penalties waived. NEMRR has the final authority in case of a dispute on the conformity in question. In the event disassembly is required to determine conformity of the component in question and such component or motorcycle is determined to be legal NEMRR will credit the competitor per 18.10.4.3.

NEMRR CLASS STRUCTURES

CLASSES - Machines are classified for competition as SuperSport, SuperBike, SuperTwins, Grand Prix, Thunderbike, Formula 40, Sportsman and GT. NEMRR reserves the right to re-factor and reclass machines at any time. NEMRR will normally publish a revision of the rulebook as a notification for class structure changes prior to an Event unless the change is deemed for safety reasons in which case a separate posting may be made. Changes will take effect from the date of publication unless a different period is included in the notification. Motorcycles affected by a re-factor or reclass during the season may petition NEMRR for a temporary exception which shall be acted upon promptly.

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. Superseded 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. NEMRR will maintain a list of non-standard approved models and that list will be available at each Event

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

19.1.2 All motorcycles must meet the equipment standards of Section 9, as well as the following:

19.1.2.1 Original equipment wheels, brake calipers, forks, frame, engine, fuel induction or fuel injection system including throttle bodies, fuel injectors, intake track devices, fuel pumps, and swing arm must be used, except:

- 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 diameter as the original model or smaller and must be made of a ferrous material (max. carbon content 2.1 % wt.), 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 it meets the requirements in Section 9. Original equipment air box must remain as produced. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices) may be removed. 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.

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 its 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 500cc, no Motards

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 pre-1995

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

EXCEPTION: 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

EXCEPTION: BMW HP2, Ducati/Bimota/BMW Supermono & Woods Rotax are excluded from the Lightweight class.

MIDDLEWEIGHT SUPERSPORT

(Amateur & Expert)

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 712cc
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
Three cylinder, liquid cooled, 4 valve per cylinder, up to 950cc
Four or more cylinders, liquid cooled, up to 775cc
All other engine configurations, unlimited displacement. Single cylinders are not permitted; minimum displacement for all other engine configurations is 500cc.

UNLIMITED SUPERSPORT

(Amateur & Expert)

Unlimited displacement

Single cylinders are not permitted; minimum displacement for all engine configurations is 500cc.

19.2 SuperBike – SuperBikes are based upon production models, sold by manufacturer and their dealers in North America for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers. NEMRR reserves the right to declare unusual or limited production machines eligible for SuperBike competition. All machines must meet the standards of Section 9.

19.2.1 All motorcycles must meet the equipment standards of Section 9, as well as the following:

19.2.1.1 Frame and engine cases must be from the

same model of production, street use motorcycle except as otherwise permitted by superbike class rules.

KTM RC390 Cup machines are allowed to compete in SuperBike.

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 motorcycles from stock displacement to meet lower class displacement limits is not allowed. (i.e., a motorcycle that is a Heavyweight in origin cannot be re-sized for Middleweight competition).

19.2.1.4 Any fairing may be used provided 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, up to 390cc

Twin cylinder, four-stroke liquid cooled, up to 325cc

EXCEPTION: 125GP, MD 250 and NSF250 machines are not eligible for 300 SuperBike

500 SUPERBIKE

(Amateur & Expert)

Single cylinder, up to 500cc, no Motards

Twin cylinder, liquid cooled, non-desmodromic valves, up to 525cc

Twin cylinder, 2-stroke, up to 400cc

Twin cylinder, air cooled, up to 650cc

Four cylinder, liquid cooled, up to 400cc pre 1995 model year

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

EXCEPTIONS: 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, liquid cooled up to 400cc

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, air cooled, 2 valve, up to 750cc

Harley-Davidson Sportsters of unlimited displacement

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

MIDDLEWEIGHT SUPERBIKE

(Amateur & Expert)

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 712cc

Three cylinder, air cooled, up to 1000cc

Four cylinder, liquid cooled, up to 640cc

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

EXCEPTION: 250 GP machines are eligible for Middleweight SuperBike.

HEAVYWEIGHT SUPERBIKE

(Amateur & Expert)

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

Three cylinder, liquid cooled, 4 valve per cylinder, up to 950cc

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

All other engine configurations, unlimited displacement except single cylinder machines are prohibited and other engine configurations have a minimum displacement of 500cc.

For the 2025 season the Kramer GP2 890 will be allowed in Superbike.

EXCEPTION: 250 GP machines are eligible for Heavyweight SuperBike.

UNLIMITED SUPERBIKE

(Amateur & Expert)

All engine configurations, unlimited displacement, except single cylinder machines are prohibited and other engine configurations have a minimum displacement of 500cc.

EXCEPTION: 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 NEMRR reserves the right to re-factor machines at any time.

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 425cc

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

MIDDLEWEIGHT GRAND PRIX

(Amateur & Expert)

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 712cc
Three cylinder, air cooled, up to 1000cc
Four cylinder, liquid cooled, up to 640cc
Four cylinder, air cooled, 2 valve, up to 1200cc

HEAVYWEIGHT GRAND PRIX

(Amateur & Expert)

Twin cylinder, liquid cooled, 4 valve per cylinder, up to 1150cc
Three cylinder, liquid cooled, 4 valve per cylinder, up to 950cc
Four or more cylinders, liquid cooled, up to 820cc

All other engine configurations, unlimited displacement except single cylinder machines are prohibited and other engine configurations have a minimum displacement of 500cc.

UNLIMITED GRAND PRIX

(Amateur & Expert)

Unlimited Displacement except single cylinder machines are not

permitted and other engine configurations have a minimum displacement of 600cc.

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 NEMRR will maintain a list of non-standard approved models and that list will be available from the Referee.

Note: as of February 1, 2025 there are currently no individually approved exceptions to 19.4. It is highly recommended that any entrant wishing to compete on a motorcycle requiring approval contact the NEMRR well in advance to determine class eligibility.

19.4.1.1 NEMRR reserves the right to re-factor machines at any time.

19.4.2 All motorcycles 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 NEMRR 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. NEMRR reserves the right to re-factor machines at any time. Class displacement limits are absolute and are set as follows:

GTO
(Amateur & Expert)

Unlimited Displacement except single cylinder machines are prohibited and other engine configurations have a minimum

displacement of 500cc.

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, except single cylinder machines are prohibited and other engine configurations have a minimum displacement of 500cc.

19.7 FORMULA 50 LIGHTS – Same rules as Formula 40 Lights, except that the rider must have reached his/her 50th birthday.

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

19.9 **MOTARD** – (Amateur and Expert) – Any off road dirt motorcycle converted to race on asphalt, dual sport machines or a production supermoto up to 700 cc.

19.10 **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.

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

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

19.10.11.2 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.

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

19.10.11.4 Fairings that meet the requirements of Section 8 and 9 may be used.

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

19.10.11.6 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.

19.10.11.7 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

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

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

SUPER SINGLES

(Amateur & Expert)

Single cylinder, four stroke, unlimited displacement

Super Singles machines must meet the standards of Section 9 and are free from all other restrictions.

19.12 **SUPERTWINS** displacement limits are absolute and are set as follows:

SUPERTWINS

(Combined Amateur & Expert)

Twin cylinder, unlimited in displacement.

SuperTwins machines must meet the standards of Section 9 and are free from all other restrictions.

19.13 **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 650cc

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 pre-1995 model year

Four cylinder, air cooled, up to 750cc

For 2025 on a provisional basis that will be reevaluated each weekend and may be changed at any time:

Four cylinder, liquid cooled, up to 400cc

20 NEMRR-SPECIFIC NOVICE CLASS STRUCTURES

The following classes are NEMRR novice classes only.

20.1 **NOVICE 1 “Unlimited” (Formula 1, Racer 1, Starter 1)**

All engine configurations, unlimited displacement
See Unlimited SuperBike rules in Section 19.

20.2 **NOVICE 2 “Middleweight” (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, liquid cooled, up to 712cc
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.

20.3 **NOVICE 3 “Lightweight” (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

EXCEPTION: BMW HP2 machines are excluded from the Lightweight class.
See Lightweight SuperBike rules in Section 19.

20.4 NOVICE 4 “Ultralightweight” (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, liquid cooled up to 400cc

Four cylinder, air cooled, up to 750cc

Harley-Davidson Sportsters of unlimited displacement

See Ultralight SuperBike rules in Section 19.

20.5 SUPER STREET CLASSES

20.12.1 Super Street will be broken into two classes. Super Street Lightweight will have the same rules as Lightweight GP. Superstreet Unlimited will have the same rules as Unlimited GP. Further divisions may be implemented for any race weekend if a class is deemed too large by the NEMRR.

20.6 ELECTRIC MOTORCYCLES

20.6.1 Electric motorcycles are not permitted.

21. THE DASH FOR CASH (the “DASH”

21.1 The DASH shall be a race run each Event simultaneously for MWGP and HWGP motorcycles in both Expert and Amateur classifications which accumulates both points in class and offers a cash payout.

21.2 Championship points shall be awarded by finish position in each class of the combined Event (this is not a “Combined Race” for points).

21.3 Grid positions shall be defined by points in the DASH independent of which class was entered

21.4 Cash Payouts are as follows:

Overall finish (Expert Race only)

1 st	\$400
2 nd	\$200
3 rd	\$100

Finish within Class (Expert Race only)

1 st	\$300
2 nd	\$150
3 rd	\$75
4 th	\$50
5 th	\$25

Amateur Winner (Amateur Race only)

1 st	\$100
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As a courtesy to Vanson NEMRR is providing the qualifications for the VANSON “ROOKIE OF THE YEAR” (this is not a NEMRR award)

The Vanson Rookie of the Year is presented to a rider that earns the most points during the current NEMRR race season on the criteria listed as follows:

1. The rider must initially be licensed in the 2025 season as a Novice and have no prior racing licenses in another region.
2. The rider must advance to the next rider level when advancement criteria are met according to the rules in Section 5 of the 2025 NEMRR Rulebook.
3. Novice points are not counted.
4. All Amateur points will be counted until the rider bumps to expert in accordance with 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 earn an additional 10 point bonus toward the Vanson Rookie of the Year award; these bonus points are not counted as NEMRR season points.
6. Expert points outweigh any Amateur points
 - a. i.e., 1 expert point outweighs any amount of amateur points
7. Only the top 4 finishes for each rider for each Event weekend will be accumulated toward the Rookie of the Year Award points.
8. A panel of officials will review all the candidates at the conclusion of the season and will make the final determination based on the following:
 - a. Points accumulated (sections 1-7)
 - b. Rider's conduct with officials
 - c. Rider's conduct and awareness of the track and race procedures.
 - d. Personal appearance, demeanor and deportment.
 - e. Sportsmanship with other riders on and off the track.The panel may penalize any rider for any conduct that may be determined detrimental to NEMRR, its officials, riders and attendees.

2025 NEMRR Officials

Executive Director – John Grush

Series Director – Noelle Doucette

Referees – Chris Bouchard and John Donald

Race Control – Laura Cole

Safety Director – Scott Sewade

Chief Tech Inspector – Charles “Chuck” Brighenti

Starter – Scott Cole

Paddock Marshal – John “Johnny B” Butler

Grid Marshal – Jim Rich

Timing and Scoring – Mandy Saine

Announcer – Dana Pierce

Technical Director- Eric Wood

Registration Manager- Jena Bouchard

2024 CLASS CHAMPIONS –

GTL	1	Brett Guyer
	2	Rick Doucette
	3	Adam Guyer
GT 500 Combined	1	Renee Franco
	2	Nathan Bettencourt
	3	Trase Boudreau
GTO	1	Semir Fazlic
	2	Chris Arrighi
	3	Michael Lee
GTU	1	Sam Martin
	2	Geoffrey Bonnard
	3	Kyle Thompson
Super Singles	1	Michael Zoner
	2	Tom Law
	3	Thomas TJ Bibeau
300 SuperSport	1	Rick Doucette
	2	Lukas Doucette
	3	Thomas Sands
Formula 40 Unlimited	1	Eric Wood
	2	Roger Ealy
	3	David Dayon
Heavyweight SuperSport	1	Ian Beam
	2	Justin Landry
	3	Harlan Hildebrand
Lightweight SuperBike	1	Adam Guyer
	2	Isaac Maycotte
	3	Joseph Ciesnik

Lightweight Grand Prix	1	Brett Guyer
	2	Rick Doucette
	3	Adam.Guyer
Unlimited Grand Prix	1	Eric Wood
	2	Roger.Ealy
	3	Geoffrey Bonnard
Formula 50 Lightweight	1	Brett Guyer
	2	Rick Doucette
	3	Michael Zoner
500 SuperSport	1	Renee Franco
	2	Adam Muscaro
	3	Trase Boudreau
Ultralight Superbike	1	Adam Muscaro
	2	Trase Boudreau
	3	Nathan Bettencourt
Middleweight Grand Prix	1	Ian Beam
	2	Eli Block
	3	Justin Landry
Formula 40 Middleweight	1	Justin Landry
	2	Kyle Thompson
	3	Paul Duval
Formula 40 Lightweight	1	Brett Guyer
	2	Rick Doucette
	3	Michael Zoner
Unlimited SuperSport	1	David Dayon
	2	Semir Fazlic
	3	Alex Dumas
Middleweight Superbike	1	Ian Beam
	2	Jacob Crossman

	3	Harlan Hildebrand
Motard	1	Adam Muscaro
	2	Ty Fazekas
	3	Ben Gloddy
Ultralight Grand Prix Combined	1	Michael Zoner
	2	Renee Franco
	3	Nathan Bettencourt
300 Superbike	1	Waylon Dempsey
	2	Rick Doucette
	3	Lukas.Doucette
Unlimited Superbike	1	Eric Wood
	2	David Dayon
	3	Semir Fazlic
Thunderbike	1	Brett Guyer
	2	Timothy Hogan
	3	Adam.Guyer
Middleweight SuperSport	1	Jacob Crossman
	2	Ian Beam
	3	Paul Duval
Supertwins Combined	1	Brett Guyer
	2	Adam Guyer
	3	Timothy Hogan
Formula 60 Lightweight Combined	1	John Grush
	2	Tom Law
	3	David White
Moto 3	1	Nathan Bettencourt

	2	Rick Doucette
	3	Lukas Doucette
Heavyweight Superbike	1	Eric Wood
	2	Ian Beam
	3	Rick Doucette
Lightweight SuperSport	1	Billy Saine
	2	Josh Stewart
	3	Michael Lee
Lightweight Sportsman	1	Michael Zoner
	2	Thomas TJ Bibeau
	3	Anthony Brock
500 Superbike	1	Renee Franco
	2	Adam Muscaro
	3	Nathan Bettencourt

2024 Overall Champion -Rick Doucette

Vanson Rookie of the Year- Michael Gleason

Scott Briody Amateur Achievement Award- Tony Wells

Scott Mullin Legacy Award- Tom Bibeau

Outstanding Service Award- Micheal Girard

Corner Marshall of the Year- Chris Smith

NEMRR Spirit Award- Amanda Moore

John Bettencourt Award-Paul Duval