



Enthusiast Racing Series
2008
Rulebook

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Note: Blue text signifies changes to the 2007 rulebook

Introduction

Welcome to the Ohio YSR League (OYL), a club devoted to promoting the sport of mini-motorcycle road racing in the Ohio region. We are an independent, non-profit corporation operated entirely by volunteers, and are not affiliated with any other club, organization or business. Our goal is to provide riders with organized mini-motorcycle road racing in Ohio. We offer competitive racing for 50cc to 185cc motorcycles, and 250cc (max displacement) two stroke scooters. Racing is divided into Modified Stock, Supersport, Formula One, Formula two, Automatic 50 (Juniors and Seniors), and Scooter Stock, Scooter Specials, and Moped classes. New for the 2008 Season is the NSR 50 Cup. All classes are open to Novice and Expert divisions. Excluding exhibition classes, riders in each class compete for series points, trophies and awards. Track workers and medical personnel are present at all race events to support an enjoyable race experience for all participants.

Disclaimer

The Ohio YSR League has adopted the following rules and regulations for the 2008 Enthusiast Racing Series. These rules and regulations shall govern the conditions of all League events to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

By receiving an OYL competition license, participants are agreeing to comply with all rules and regulations covered within this rulebook. The League shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in the opinion of League officials, do not alter the minimum acceptable requirements.

No expressed or implied guarantee of safety shall result from compliance with these rules and regulations. No express or implied warranty of safety shall result from publications of, or compliance with these rules and regulations. These rules are a guideline of the sport and are in no way a guarantee against injury or death to participants, spectators or event personnel.

The Ohio YSR League does not provide medical insurance.

By signing the entry forms, license applications and liability waivers, every

competitor agrees to be subject to the rules outlined in this book. Because it is impossible to anticipate every possible circumstance, the official responsible for the operation of the event shall rule on any area of dispute by using common sense and fair play. The decision of the Race Director shall be final.

Definitions

O.E.M.: original equipment manufactured for a particular make and model.

D.N.F.: did not finish.

D.N.S.: did not start.

BEGINNER: No or little motorcycle road racing experience.

NOVICE: Some experience with motorcycle racing, Novice license with another motorcycle road racing club or sufficient points accumulated from OYL in Beginner class.

EXPERT: Expert license with another motorcycle road racing club or sufficient points accumulated from OYL in novice class.

DISPLACEMENT EQUIVILANCY: 50 cc two stroke = 100cc four stroke.

Competition License

All riders are required to read the OYL rulebook completely before applying for a race license, as well as parents and legal guardians of participants that are younger than 18 years of age. All participants must purchase a competition license in order to compete at Ohio YSR League events. All riders must meet minimum legal age of 18 years or older when purchasing competition license. The Race Director may permit (if both the track owner and insurance carrier agree) riders ages 7-17 to compete if they are accompanied at each event by a legal parent or guardian who authorizes their participation. Riders 7-9 are ONLY permitted in the Automatic 50 Junior class. Riders 10-12 are ONLY permitted in the Stock Modified class, Automatic 50 Senior class, and limited Exhibition classes. All age requirements are subject to change by the Race Director and/or the Board of Trustees upon further review of the rider's skill level, race experience, and maturity in race conditions. Ages 12 and older are permitted in any class. Riders may purchase an OYL season license before or at any time during the racing season. Riders can also purchase a one-time single event license at a reduced rate, but do not receive series points. Riders wishing to compete in more than one event are required to purchase a season

license. All participants in season events must present a valid competition license at event registration in order to compete. Only the OYL Race Director or a member of the Board of Trustee has the authority to issue a license.

License

Beginner License

All riders applying for a League racing license (season or temporary) are issued a Beginner license unless they possess a valid license from another approved road racing organization.

Beginner riders must wear a bright orange vest (provided by OYL) over their leathers at all times they are on the racetrack. Beginner riders will start from the back row for their first heat race in each class in which they are entered. They will be gridded in their second heat according to their finish position. The Beginner division utilizes a "bump up" system that has no championship potential. Points are awarded for the top three finishers in each Beginner sprint race (1st – 3, 2nd – 2, 3rd – 1). Once a Beginner racer accumulates 19 points, they are automatically moved up to the Novice division and awarded a Novice license. Beginner points are carried over from one season to the next, provided the racer renews their Beginner license. Any Beginner racer with 12 points accumulated may apply to the Racing Director for transfer to the Novice division.

OYL also reserves the right to review and bump up an overqualified Beginner racer to the Novice division.

Novice and Expert License

Only applicants who present a valid license from one of the recognized YSR-based racing clubs in North America, or present proof of significant motorcycle road racing experience at the Novice or Expert level are granted a Novice or Expert license.

Single Event License

A single event license can be purchased for each OYL event. Race numbers cannot be reserved. Race points cannot be accumulated towards the end of the season points. If a Season License is purchased after a single event license, all race points from your previous race will be put towards the season points total.

License Fees

Season License	\$35 .00
Single Event License	\$5.00

Plate Numbers

Riders can request specific plate numbers when applying for a competition license. Numbers are given out on a first-come, first-served basis, with a special reservation for the number one (1) plate. Each licensed rider in the League receives only one number regardless of the number of classes contested.

If more than one rider competes on the same bike, the number plates must be changed. The League is not responsible for any error in scoring or the season point totals due to improper numbers applied to racers' bikes.

All competing racers are required to display their assigned OYL race numbers on their race bikes. Numbers must be displayed with a minimum height of 5 inches on the front and 3 inches on each side of the tail section and must be a contrasting color to the plate background. Numbers must be legible from a reasonable distance at speed.

Competition Classes

OYL provides competitive racing for many makes and models of 50cc to 185cc motorcycles. The most popular bike in 50cc racing is the Yamaha YSR 50, and many of the class rules are based upon this model.

OYL offers distinct racing classes for the 2008 Enthusiast Racing Series. Stock Modified, Supersport, Formula Three, Formula Two, Formula One, and exhibition classes. All classes are open for both novice and expert. The Race Director reserves the right to combine any classes at any race event.

The following modifications for each class are allowed after all safety requirements are met. All motorcycle components (frame, wheels, engine parts, etc.) must be stock and in place unless noted otherwise. Only the specified modifications are allowed for each class. Any additional Modifications will be grounds for disqualification. Refer to the Technical Inspection Motorcycle Requirements section of the rulebook for all mandatory modifications regardless of class. All bikes must be properly

safety wired and prepped before being permitted onto the racetrack.

These components must be removed:

Headlights; taillights; turn signals and reflectors; license plate and license plate bracket; mirrors; side-stand; kick-start arm; and battery.

These components can optionally be replaced, removed or otherwise modified:

Seat; fenders; fairings (after-market bodywork allowed); fairing brackets and stays; throttle (must be self closing); handlebars; grips; foot pegs (rear sets allowed); brake and clutch levers; clutch perch; brake pads and shoes; sprockets; chain; carburetor needle and jets; speedometer (including cable and drive hub); oil injection system; horn; helmet lock; chain guard; battery box; brake light switch; ignition; and wiring harness. Chain guides and tensioners may be used. Fork braces, steering damper and upper triple clamps may be added. Any swingarm bushing or bearing may be used. The integrity of the frame must be maintained, but tabs and non-load-bearing brackets may be removed. Cutting the case covering the front drive sprocket is allowed for facilitating sprocket removal. Foot pegs may be cut but must be sanded smooth. A functioning kill switch must be mounted on either handlebar.

50cc Stock Modified Class

Must have U.S. Spec Original Equipment Manufacturer (OEM-YSR 50cc) **air-cooled engine**, carburetor, frame, fork tubes, swingarm, brake system, exhaust system and fuel tank. Must utilize original shock mounting on frame and swingarm. No air induction or other aftermarket cooling components allowed. No removal of metal allowed from reed block, cylinder ports or cylinder head. **Riders 10 and older are allowed to participate in this class.**

Engine

Engine cylinder may be bored to extend cylinder life and remove wear marks with a 57cc maximum limit, based on a Yamaha YSR 50 with 43mm bore. May use any manufacturer's piston and rings, but must retain the OEM crankshaft and rod. The crankshaft may be balanced and welded.

- OEM cylinder head. No alterations allowed (polishing, milling, grinding, reshaping, sanding, etc.).

- OEM cylinder. No alterations allowed (port cleaning, milling, grinding, sleeves, etc.).
- All internal engine components must be unaltered OEM pieces except as mentioned above.
- OEM exhaust as provided with no modifications. Any welding, other than original factory welding, of a stock pipe may disqualify the pipe as being stock.
- Aftermarket clutch plates and springs allowed, but OEM clutch basket must remain.
- OEM Ignition system components only. No offset flywheel key permitted.
- May use any spark plug with 14mm threads. Cannot add any adapters to the spark plug. Aftermarket spark plug leads and caps allowed.
- Oil pump and oil reservoir removal permitted. Must fill hole with effective oil seal.
- Kickstarter shaft and gear removal permitted. Must fill hole with effective oil seal.
- Aftermarket reeds allowed, but no modifications permitted to the reed cage
- Gaskets must match stock specifications.
- No oxygenated race fuels permitted.

Carburetor

- OEM carburetor only. No modifications allowed to carburetor except jets and needle. Carburetor jetting must be no larger than 20% of OEM or #144 Yamaha main jet or a #112 Dynojet main jet.
- Complete OEM air box. Any filter element that fits as stock in the OEM air box may be used. Air box may be cut or drilled to allow $5 \frac{1}{2}$ square inches (the equivalent of $12 \frac{3}{4}$ inch diameter filter vents) of filtered airflow. Noise suppression cover part #2AL-14414-00-00 and duct (snorkel) part #30W-14476-00-00 can be removed from air box assembly. No cool air induction to the engine allowed.

Chassis

- Final drive gearing (countershaft and rear sprockets) changes allowed.
- OEM swing arm with no modifications. No braces if not originally equipped. Any bushings or bearings may be used.
- OEM fork tubes and triple Tree. Fork springs and oil may be changed or altered. Spring may be added to opposite fork if not originally equipped. Internal spring pre-load allowed.
- Steering dampeners allowed.
- Aftermarket TOP triple clamp allowed.
- Aftermarket fork caps and bars allowed (Must meet OEM spec ; Must mount ABOVE triple clamp)
- After market rear shock mounted in OEM original position allowed. Spring or coil lifters permitted. Any bushing may be used, NO bearings.
- After market rims and hubs allowed.
- Aftermarket DOT approved tires. No slicks allowed.
- Tapered steering head bearings may be used.
- Hardware may be replaced with like material (i.e. steel) and grade (i.e. grade 8). Aluminum bodywork fasteners may be used.

50cc Supersport Class

All rules and restrictions pertaining to the Modified Stock class also govern the 50cc Supersport class with the exception of the following:

- Aftermarket exhaust with effective silencer.
- Aftermarket rear shock and swing arm brace allowed.
- After market rims and hubs allowed.
- After market ignition allowed.
- Ram air-cooling permitted.
- Exhaust heat wrap or heat shielding allowed.
- Aftermarket upper triple clamps and fork braces may be used on stock fork tubes and sliders.
- Hardware may be replaced with aluminum in non-stress locations. No titanium allowed.

- K&N air cleaner (or equivalent) can be used without the top of the air-box. The bottom of the air-box shall remain as an OEM part without any modifications.
- OEM forks required, but dampening maybe modified.

Formula Three Class

This class applies for any motorcycle that does not fall within the guidelines of the above listed classes. Riders may bump up into this class with any of the above-mentioned racing class machines. Motorcycles must not exceed the following guidelines:

- Unlimited modification to frame
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to exhaust with sufficient silencer.
- Unlimited modification to carburetor.
- Engine displacement must not exceed 100cc for all 4-Strokes, 65cc for air cooled 2-strokes, 50cc liquid cooled 2-strokes, 112cc for auto 4-stroke, and no liquid cooled 4-strokes.

Formula Two (Superbike) Class

This class applies for any motorcycle that does not fall within the guidelines of the above listed classes. Riders may bump up into this class with any of the above-mentioned racing class machines. Motorcycles must not exceed the following guidelines:

- Unlimited modification to frame
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to exhaust with sufficient silencer.
- Unlimited modification to carburetor.
- Engine displacement must not exceed 80cc for air cooled 2-Strokes, 65cc for liquid cooled 2-strokes, 140cc air cooled 2-valve 4-strokes, and no liquid cooled 4-strokes.

Formula One Class

This class applies for any motorcycle that does not fall within the guidelines of the above listed classes. Riders may bump up into this class with any of the above-mentioned racing class machines. Motorcycles must not exceed the following guidelines:

- Unlimited modification to frame.
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to Exhaust with sufficient silencer.
- Unlimited modifications to carburetor.
- Engine displacement must not exceed 100cc for all 2-strokes, 150cc for liquid cooled for 4-strokes and 200cc for air cooled 4-strokes.

Exhibition Classes

Other classes may be created or combined at a event, per the Race Director, to accommodate different bikes, number of riders or the time restraint of the event. These classes may be offered at selected events. A significant number of riders (4 min) must be present for consideration of offering these classes. Season points will not be accumulated for these events and they will have no bearing on the final outcome of the championship series.

Scooter Classes

(Exhibition class)

Scooters are divided into two classes, Stock and Specials. They will be governed by the ESRA Rulebook. This can be found at: www.ohioysr.org/rules.htm (if you can't get to the ESRA rulebook online, please contact an OYL Official). Otherwise all OYL safety regulations, race formats and point systems will apply. The gearbox must be shielded with a metal bracket if the gearbox is exposed. Any parts, bolts, nuts, or screws retaining fluids must be safety wired. This class is open to any and all modifications with exception to the following:

- Maximum displacement is limited to 250cc.
- All lights, turn signals, and mirrors must be removed.

- A contrasting competition number must be displayed on each side (3" min) and the front of the machine (5"min).
- Any tires, including slicks are allowed.
- Engine may be air or water-cooled.

Automatic 50, Junior Class

(Exhibition class)

The Automatic class is specifically designed for riders 7-9 years of age but is open to all riders. Only riders 7-9 years of age will receive points in this class. All rules and restrictions pertaining to the Automatic 50 class are as follows:

- ONLY Automatic clutches allowed. (i.e. : no manual clutch lever)
- Maximum displacement is limited to 50cc 2-stroke and 4-stroke engines. Exhaust restrictor plates encouraged for younger, inexperienced riders.
- No modifications to engine, frame, carburetor, exhaust, suspension.
- Modifications to pegs and mounting allowed.
- After market bars allowed, mounted in OEM configuration.
- Any tires and rims allowed.

Automatic 50, Senior Class

(Exhibition class)

The Automatic 50 senior class is specifically designed for riders 10-12 years of age, but is open to all ages. Only riders 10-12 years of age will receive race points.

- Only automatic clutches allowed. (i.e.: no manual clutch lever)
 - Maximum displacement is limited to 50cc 2-stroke and 4-stroke engines. No internal engine modifications.
 - Unlimited modification to frame.
 - Unlimited modification to suspension.
 - Unlimited wheel size.
 - Unlimited modification to braking system.
 - Unlimited modifications to Exhaust with sufficient silencer.
 - Unlimited modifications to carburetor.
- Any final drive sprockets and chain allowed.

Motard 4-Stroke Class

(exhibition class)

This class applies for 4-stroke Motard setup. Motorcycles must not exceed the following guidelines:

- Unlimited modification to frame.
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to Exhaust with sufficient silencer.
- Unlimited modifications to carburetor.
- Engine displacement must not exceed
- 200cc for air cooled 4-strokes and 150cc for liquid cooled 4-strokes.

Competition Format

The Ohio YSR League race day format consists of two sprint races per class. Each sprint race consists of a set number of laps around the designated road course. The Racing Director

1 st	30	6 th	18	11 th	13	16 th	8	21 st	3
2 nd	27	7 th	17	12 th	12	17 th	7	22 nd	2
3 rd	25	8 th	16	13 th	11	18 th	6	23 rd	1
4 th	22	9 th	15	14 th	10	19 th	5	& Up	1
5 th	20	10 th	14	15 th	9	20 th	4		

determines both the track layout and the number of laps for each event. Each sprint race awards points from the championship points tables for the Expert and Novice divisions.

Grid positions for the first sprint race of the year will be determined by drawing numbers at the time of registration. If a rider enters after registration officially closes, they are positioned at the back of the starting grid. Grid positions for the second sprint race of the day are determined by the finishing order from the first race. After the first race of the year, the grid will start in conjunction with the previous week's points standing. The person with the most points in the class will get the #1 grid position, the second highest gets #2 grid position, and so on... Points will NOT be carried over from one class to the next.

Championship Points

Points are awarded for every sprint race at each race event held in the Enthusiast Racing Series

season. Points for the 2008 race year will be taken from a riders top two classes. If a rider enters more than two classes, the lowest points earned will be thrown out and only the best two classes will be tallied.

Novice and Expert Division

Each sprint race in the Novice and Expert divisions award points from the following points table. The racer accumulating the highest point total at the completion of the two sprint races for the day is awarded first place in each class for the event. The order of finish in the second sprint race of the day decides ties. No points are given for riders scoring a DNS (Did Not Start) or DQ (Disqualified). Last place points will be given to riders whom score DNF (Did not finish), provided they complete at least one lap during the race.

A rider's points from all sprint races run in a given class during the season accumulate toward the year-end championship points total.

Total accumulated points through the final event will determine the season championship for each Novice and Expert classes.

Total accumulated points for the two highest tallied classes will determine the winner of the overall point's champion

The number of first place finishes determines championship tie

Novice and Expert Points Table

Beginner Division

Riders competing in the Beginner division earn points for only the top 3 places in each sprint race. The Beginner classes utilize a "bump up" system that has no championship potential. Points are awarded from the point's table below. No points are given for riders scoring a DNS (Did Not Start), DNF (Did Not Finish) or DQ (Disqualified).

Beginner Points Table

1 st	3	2 nd	2	3 rd	1
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Once a Beginner racer accumulates 19 points, they are automatically moved up to the Novice division and awarded a Novice license. Beginner points are carried over from one season to the next, provided the racer renews their Beginner license. Any Beginner racer with 12 points

accumulated may apply to the OYL Racing Director for transfer to the Novice division.

Event Procedures

Ohio YSR League provides organized events, including practice sessions and controlled races. Club officials, track workers and medical personnel are present at every event to help ensure an enjoyable racing experience.

Registration

Registration opens at the beginning of the event day shortly after the track gates open. All riders must register and pay all fees for the event before being allowed to participate. Riders must possess an approved racing license, or purchase a license at registration. Registered riders receive a Tech Card to present at the Technical Inspection of their riding equipment and motorcycle(s).

Riders are allowed to participate in more than one race class per event. Riders sign-up for race classes at registration. The motorcycle raced in any given class must meet the League rules for that particular class.

Entry Fees (sprint race)

First Class	\$25.00
Second Class	\$20.00
Additional Classes	\$10.00

Riders whose checks do not clear forfeit all race points and trophies for that event. Additionally, they are held responsible for making good on the bad check plus charges of \$25.00.

Two or more riders may ride the same motorcycle in separate classes by paying the required additional entry fees. Each rider must display his or her own number on the bike for the separate classes they contest.

Novice rider's participation in their first race events are placed at the back of the grid.

Registration closes prior to the start of the first practice session

Technical Inspection

Tech inspection closes prior to the completion of the practice session. Riders who do not pass tech inspection prior to the beginning of first race session are placed at the back of the grid for the first race of each class they compete in that day.

Riders must present their racing apparel along with their motorcycle(s) for tech inspection, presenting a completed tech card to the Technical Inspector. Motorcycles need only to be inspected once per event. The only exception to this rule being for motorcycles that are black-flagged for mechanical reasons or are involved in a crash. A crash is defined as when your handlebar touches the ground. If a crash occurs, only a Beginner rider will score a DNF and must wait until the conclusion of the race to push their bike back to the pits. These motorcycles must be re-inspected after the motorcycle is repaired. The Technical Inspector has the discretion to allow a temporary fix for non-safety related problems for the remainder of the race event. If a crash occurs in a Novice or Expert race, the rider is responsible for teching their own bike before reentering the race. Immediately after the race, the riders involved in a crash will be stopped at the exit of the track and teched by the technical inspector, or a designated official. If it is deemed that the bike was unsafe to continue in the race by the tech inspector or the official, a fine will be applied AND no points will be accumulated for the ENTIRE weekend in ALL classes that the rider is participating in.

Things that riders WILL be fined for are as follows: broken clutch or brake levers, leaking of fluids, **PIECES FALLING OFF OF THE BIKE**, loose or broken handlebars, and/or anything else that may be deemed a hazard to other riders.

The Technical Inspector reserves the right to request any motorcycle be brought to Tech Inspection at any time to check for compliance. This is only done if there is reasonable suspicion that the League safety rules are being violated.

The Technical Inspector places a small sticker on the motorcycle once it successfully passes inspection. All requirements are mandatory for both rider and motorcycle. Riders or bikes not in compliance with the rules will not pass inspection and will not participate.

Rider Requirements

- Full race leathers (one piece or 2-piece zipped together) in good condition for maximum protection. Equivalent full-coverage synthetic, protective, street-riding apparel allowed subject to acceptance by the technical inspector.
- Approved back protector worn under the riding suit.

- SNELL 95/00 approved full-face helmet, undamaged and in good condition.
- Helmet face shield, eyeglasses or goggles, made of shatterproof material. No tear-offs allowed.
- Full-fingered leather gloves in good condition, with no holes or other openings except for ventilation.
- Leather boots covering the ankles. Athletic or canvas shoes are not acceptable.
- Knee pucks securely attached.

Motorcycle/Scooter Requirements

General

- Competition numbers on front (5") and both sides (3") must be legible. Numbers must be contrasting in color to the background color(s).
- Bodywork securely attached. If any bodywork is removed, all bracing and fairing stays must be removed from the exposed area.
- Headlights, taillights, turn signals and reflectors removed.
- License plate and license plate bracket removed.
- Mirrors removed
- Side-stand removed.
- Kick-start arm removed.
- Battery removed.

Controls

- Self-closing throttle.
- Functioning engine kill switch.
- Bar end plugs or grips on both handlebars.
- Clutch and brake levers with ball ends.
- Rear brake lever in free working order.
- Shift lever secure.
- Front and rear brakes function properly.
- Footrests rounded on end (no sharp edge).

Chassis

- Wheel rims and tires in good condition, with valve stem caps in place.
- Front and rear axles pinned (R clips must have ends wired shut).

- Disc brake caliper stays bolts safety wired.
- Drum brake brace pinned (2 bolts).
- Forks and shock leak-free and in good condition.
- Exhaust pipe securely mounted, with bolts safety-wired and sufficient silencer.
- Master link clip in chain secured with Permatex or similar sealer.

Engine

- Engine surfaces free of oil, grime and dirt.
- No leaking fluids.
- Oil drain and filler plugs drilled and safety wired.
- Fuel, oil, water and any other lines carrying fluid clamped on each fitting or safety wired.
- Oil-injection reservoir cap taped or safety wired, or oil reservoir removed.
- 6-oz. catch-can for carburetor and fuel tank vent lines.
- Liquid-cooled engines:
- 6-oz. (minimum) radiator overflow tank.
- Radiator cap drilled and safety-wired.
- Only pure water or Redline "water-wetter" used as radiator coolant. No anti-freeze.

Riders Meeting

A riders meeting takes place before the first sprint race of the day. Attendance will be taken, and attendance by all riders is mandatory. Riders not answering to the attendance call will be fined, and may be withheld from competition at that race meet. Sending an alternate is not acceptable.

New Rider Orientation

All new riders, regardless of classifications, are required to attend New Rider Orientation. This orientation is conducted immediately following the Riders Meeting and before the first practice session. The orientation will include instruction on track flags and starting procedures, track etiquette, racing lines, and rider safety. The orientation also includes a track walk and practice session with the designated New Rider Orientation Leader.

Corner Workers Meeting

There will be a mandatory meeting for all corner worker personnel immediately follow the riders meeting. The meeting will cover the general aspects of corner working.

Practice Sessions

The schedule of practice sessions is announced at the beginning of the race day. Practice sessions are announced over the PA prior to running.

Practice sessions may be organized by racing classes and divisions. Classes with small fields may be combined with another racing class, and Novice classes may practice in the same session with Experts, depending upon the number of entries.

Race

The schedule of races is announced at the riders meeting and posted at pre-grid. Races are given First, Second, and Final Call over the PA session prior to running. Shortly after Final Call, the track will be opened for racers to take their practice lap. The track will stay open until the starter displays the 2-minute board. If a racer has not entered the track prior to the display of the 2-minute board, he must start the race from the pre-grid area, at the instruction of the Race Official, after the has been started.

Riders cannot change bikes after staging on the pre-grid.

All riders must complete their warm-up lap in a timely manner. No weaving with be tolerated. Riders must stage their bikes in their assigned position on the grid. It is the rider's, not the Race Official's, responsibility to ensure they are in the proper grid position. Riders starting from the improper grid position will be disqualified. Riders must not change their starting grid position, even if a grid position ahead of them ins vacant.

Riders must be set in their assigned grid position when the 2-minute board is displayed. If a rider is not in his assigned grid position when the 2-minute board is displayed, they must start behind all other riders on the grid, regardless of the number of classes or waves on the grid.

Shortly after the 2-minute board is displayed, a 1-minute board is displayed. Riders should be alert and ready to go. Shortly after the 1-minute board is displayed, the 1-minute board will be turned sideways. After the board is turned sideways, the green flag will drop anytime from

within one to five seconds. The green flag is the official start of the race.

A rider's machine must not move prior to the green flag. Any rider whose machine is in motion prior to the green flag will be docked one lap.

All riders must complete ONE lap of their assigned race under power to the checkered flag to receive points. Riders who fail to meet start requirements will receive a "DNS". Riders who fail to complete the race receive a "DNF"; Riders Not completing at least ONE full lap will not receive any championship points. A rider whose bike is replaced due to mechanical failure with a bike of the same class must start at the back of the grid. Riders who fail to notify race officials of the change will receive a "DQ".

Awards

Trophies for the top 3 overall finishers for each class shall be presented at the conclusion of the race day.

Disqualification Rules

The Race Director has the final word on all disqualification decisions. Riders may be disqualified from all points, awards and even further participation in events for, but not limited to, the following reasons:

- Participation in practice sessions or races when not properly entered.
- Participation in practice sessions or races on a motorcycle that has not passed technical inspection. All motorcycles must properly display their tech inspection sticker.
- Entering or participating in any race event under a name other than one's own.
- Allowing another person to use one's license, or allowing another person to practice or race in your place.
- Disregarding of any flag signal or directive by any race official, whether intentionally or not.
- Consumption of any alcoholic beverage or controlled substance in the pit area, or being under the influence thereof. No open alcohol containers allowed in the pit area.
- Operating a motorcycle or any other vehicle in an unsafe manner, or

allowing someone to operate a vehicle at an excessive speed in the pit area or racetrack area. Riders are ultimately responsible for the actions of their pit crews.

- Foul, unfair or dangerous riding at a race event. Any rider observed riding dangerously will be black-flagged and reprimanded.
- Poor conduct on or off the racetrack during a race event.
- Unfit physical or mental condition.
- Repeated violation of any League rule or regulation.
- Dishonored checks.

Protests

Only racers competing in the same race class can submit protests. Protests for equipment violations must be submitted to the Race Director within 30 minutes after the posting of the provisional results. Protests regarding rough riding must be made immediately to the Race Director following the practice or race in which the questionable riding occurred.

Riders submitting protests for equipment violations are required to deposit the protest fee – cash only -- with the Race Director (see schedule). The protested rider is responsible for providing a mechanic to disassemble and reassemble their bike as required by the Race Director or his appointed official. If the Official does not find any infractions with the protested bike, the protest fee is paid to the protested rider. If the Technical Inspector does identify any violations, the protest fee is refunded to the protesting rider, and the guilty rider must pay the protest fee and show valid proof of any corrections at the next OYL event.

Repeated, unfounded protests are not tolerated.

Rough riding

Rough riding is not tolerated at OYL events. Any rider found guilty of rough riding will be disqualified from further participation in the event and will forfeit all entry fees. The rider will also lose any points, prizes or trophies already accumulated during this event. The Ohio YSR League reserves the right to ban any rider from any further participation at any League event if repeated infractions occur. For first offense for engaging in rough riding tactics

during a race, the Flagman warns the rider with a rolled-up black flag. On the second offense the Flagman warns the rider again with an open black flag and is motioned to report to the pit area for a stop-and-go penalty. If the rider fails to obey the Flagman, or officials observe a third infraction, the rider is disqualified from further participation in the event.

There are two additional ways for a rider to be accused of rough riding. Either another Race Official directly observes the questionable riding and recommends it, or two or more riders protest the practice or race on the grounds of rough or dangerous riding.

Riders judged guilty of rough riding following protests are disqualified from that race class for the event.

Tear Downs

Once a protest is filed, Race Officials shall immediately impound the protested motorcycle. If the machine is entered in more races during the meet, Race Officials may mark or seal the parts in question. Any tampering with the protested parts will result in immediate disqualification of the rider and the protest will automatically be upheld.

Inspections/tear-downs will normally take place at the end of the race meeting. The Race Director, or a Race Official appointed by him, observes the tear down performed by the bike rider/owner. If an inconsistency is found, or the protested rider refuses to submit their bike for inspection, the protested rider is considered to be in violation of the rules and loses all points, prizes and awards for the day's event. Protests are normally settled at the event, but OYL has up to 10 days to determine the validity of a protest. The burden of proof in regards to eligibility lies with the protest rider/owner. The Race Director has the final decision on what is a cosmetic or performance inconsistency.

Riders whose bikes are found to be in violation must prove corrective measures were made before being allowed to participate in the next race event. Disqualified riders will also have their bikes visually inspected at the next race event.

Visual Inspection

Bike checked for external evidence of class rule infractions.

Cost: \$10.00

Stage One

Bike checked for external evidence of class rule infractions.

- Air box checked for unapproved modifications.
- Reed block assembly removed to check for modifications.
- Intake checked for porting
- Ignition cover removed for inspection.
- Check carburetor needle and jets.

Cost: \$20.00 (Covers cost of intake reed and carburetor gaskets.)

Stage Two

Same as stage one with the addition of the following:

- Removal of exhaust pipe.
- Removal of cylinder head to check bore and stroke to ensure maximum cc limit is not exceeded.

Cost: \$30.00 (Covers reed, exhaust and head gaskets cost.)

Stage three

Same as stages one and two with the addition of the following:

- Removal of the cylinder to check rod length, transfer port matching and top end engine case modifications.

Cost: \$60.00 (Covers reed, exhaust, head and base gaskets. Covers cost of new rings and honing)

Fuel Requirements

Only commercially available race gas or pump gas with additives is allowed for all classes. However, all additives must be commercially available to the general public and must be brought to the track in their original containers for inspection by track officials upon demand. The use of nitrous oxide, alcohol or any other fuels is prohibited in all classes. No Oxygenated fuels will be permitted in the Modified Stock, Supersport, or Automatic 50 classes.

Multiple Crash Rule

In the interest of safety, all Beginner riders are monitored during their practice and racing sessions. In the event a Beginner rider crashes their bike on two occasions during the event, they may be withdrawn from further

participation during that event. Racing fees will not be refunded. The rider may participate in the next event, and their progress will be evaluated. The rider must grid at the back of the field in their next race.

Track Regulations

The track owner/operator governs the track regulations. The Race Director has final authority in ensuring everyone at the event complies with the track regulations.

- Riders must observe the "dead engine" pit rule. Riders must walk their bikes back to the pit area after the stop line on the track exit lane. Riders can only start bikes in the pre-grid area, with the exception of bikes started in the paddock area for warm-up or static testing. No riding allowed in the pit area.
- All riders must keep a functional dry-chemical or CO2 fire extinguisher readily available in their pits.
- No motorized vehicles may operate in the pit area.
- No roller blades, skateboards or bicycles permitted in the pit area.
- Individuals entering the pit area must have a Pit Pass.
- Individuals entering the pre-grid must have a Participant Pass.
- Only riders and starting personnel permitted on the starting grid.
- Crewmembers cannot enter the racing surface without permission by Race Officials.
- Riders must obey all flags while on the racetrack.
- Riders must signal by hand/arm motion or other distinctive action when exiting the racing surface.
- Riders must conduct themselves in an orderly manner and observe the rules of good sportsmanship.
- Participants are responsible for the conduct of their crewmembers and guests.
- Participants are responsible for cleaning up their pit area before leaving.
- No alcohol consumption permitted so long as the racing surface is open.

- No illegal drug use or drug abuse.

Flag Definitions

The following flags are used at the Start/Finish and selected corners to control race traffic and to warn riders of danger ahead. These flags are used at all events. Regardless of what flag was showing at the previous station, the flag in sight is the flag to obey. There is absolutely no excuse for "not seeing a flag".

- A waving **GREEN** flag indicates the start of the race. During the race or practice sessions, the standing green flag indicates an active track.
- A stationary **YELLOW** flag signifies the rider to exercise caution in that section. The track is not blocked. You may "Pass with Caution" under a stationary yellow flag.
- A waving **YELLOW** flag indicates there is danger in the form of motorcycle/riders/oil/ obstacles on the track. Slow and be alert. You may not pass under a waving yellow flag! Any rider caught passing under a waving yellow will be black-flagged. If the rider does not surrender the pass, they will be docked the number of positions they overtook during the waving yellow.
- The **RED** flag indicates that the race is stopped. There is immediate danger on the racetrack. Racers should immediately raise their left hand to acknowledge the flag and to notify their fellow riders and immediately slow to a speed of no greater than 5 mph. Racers must be prepared to encounter motorcycles, debris, riders, or safety personnel on or near the racing surface. Racers should exit the track at pit-in (or wherever directed by a Race Official). Racers should stay in the hot grid area until instructed further by a race official. Riders must not return to the pit area unless instructed by a Race Official – racers that do will be disqualified. If the race has two or less laps to complete, the finishing order will be determined from the last completed lap with the person(s) causing the red flag placed at the rear. If the race has three or more laps to complete, it will restart,

shortened by the number of laps already completed. Gridding will be determined from the last completed lap, with the person(s) causing the red flag, gridded at the rear.

- A **BLUE** flag signals to a specific rider that they are about to be lapped by race leaders. If you are shown the blue flag, please maintain your line and allow the riders to pass.
- The **BLACK** flag is for individual riders only. If you see a rolled up black flag pointed at you, this is your first warning and indicates that you have committed an infraction (i.e. rough riding, intentional bumping, unsafe riding). If you see an open black flag pointed at you, this indicates a second offense and you must return to the pits for a stop and go penalty. If the Flagman waves a third black flag at you, this indicates that you have committed an infraction for the third and final time and must return to the pits for the remainder of the event. Riders with equipment problems will receive a waving black flag. They must pull into the hot pit immediately and may not re-enter the track until the motorcycle has been inspected and approved by a Race Official
- Crossed **WHITE** and **CHECKERED** flags indicate the race is half over. This is a courtesy flag and may not be shown at each and every race.
- The waving **WHITE** flag indicates that the race has one remaining lap. This is a courtesy flag and may not be shown at each and every race.

The waving **CHECKERED** flag indicates the race is over. You must complete a cool-down lap before exiting the racing surface and returning to the pits. Do not stop on the track on the cool-down lap for any reason.

