Rider & Classes

1. Riders will be defined as Amateur and Expert

2. Certain classes may be divided into groups by lap times or by FMRRA discretion.
   2.1. Example: Expert SuperStock 600 will be run as one race but may be divided into PRO and Expert groups based upon lap times during qualifying Overall points and class championships will be awarded as one class but podium winners of each group will be awarded trophies.

3. Classes:
   3.1. SuperStock 1000: 2, 3, or 4 cylinders
   3.2. SuperBike 1000: 2, 3, or 4 cylinders
   3.3. SuperStock 600: 2, 3, or 4 cylinders
   3.4. SuperBike 600: 2, 3, or 4 cylinders
   3.5. SuperStreet 300: 1 or 2 cylinders
   3.6. SuperStock 400: 1 or 2 cylinders
   3.7. Formula Twins: 2 cylinders
   3.8. Production Twins: 2 cylinders
   3.9. MOTO 3: 1, 2, 3, or 4 cylinders
   3.10. Formula 40 (Age Group): 2, 3, or 4 cylinders
      3.10.1. SuperBike 1000 (AM/EX)
      3.10.2. SuperBike 600 (AM/EX)
   3.11. Formula 50 (Age Group): 2, 3, or 4 cylinders
      3.11.1. Same as Formula 40
   3.12. Euro Cup
      3.12.1. Same as SuperBike 600 and SuperBike 1000
   3.13. Vintage Cup

4. Overall Championships
   4.1. All races eligible except for Formula 40 600, Formula 40 1000, and Formula 50 1000.

5. Overall Master's Championships
   5.1. All race are eligible except for Women's Championship.
   5.2. The master's championship is an age restricted championship based upon the Formula 40 age rules.

6. Overall Women's Championship

6.1. All races eligible except for Formula 40 600, Formula 40 1000, and Formula 50 1000.

7. Promotion From Amateur To Expert
   7.1. FMRRA promotes amateurs racers to expert based generally on the winners of FMRRA amateur overall racing classes.
   7.2. FMRRA will also consider rider petitions for expert status.

Technical Requirements for Motorcycles

1. Brakes
    1.1. Front brake master cylinder may be altered or replaced from those fitted to the OEM motorcycle.
    1.2. Brake pads or shoes may be altered or replaced from those fitted to the OEM motorcycle.
    1.3. Brake hoses and brake couplings may be altered or replaced from those fitted to the OEM motorcycle. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
    1.4. Brake discs may be altered or replaced from those fitted to the OEM motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy materials for brake calipers (i.e. aluminum beryllium, carbon etc.) is not allowed.
    1.5. The Anti-Lock Brake System (ABS) may be used only if installed in the OEM model for road use. However, it must be completely standard (any mechanical or electronic part must remain as OEM, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified.
    1.6. The Anti-Lock Brake System (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

2. Handlebars and hand controls
    2.1. Handlebars may be replaced.
    2.2. Handlebars and hand controls may be relocated.
    2.3. Throttle controls must be self-closing when not held by the hand.
    2.4. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle.
    2.5. Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
    2.6. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
    2.7. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

3. Foot rest / Foot controls
    3.1. Foot rest/foot controls may be relocated but brackets must be mounted to the frame in the original mounting points.
    3.2. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
    3.3. The end of the foot-rest must have at least an 8 mm solid spherical radius.

4. Fuel tank
    4.1. Fuel tank must begin as originally produced by the manufacturer for the motorcycle.
        4.1.1. If the standard tank is of insufficient capacity to achieve full race distance then with the prior agreement with FMRRA, the tank may be modified to increase its fuel capacity, but must maintain its original external appearance.
    4.2. All fuel tanks may be filled with fire retardant material (foam, open celled mesh, i.e. Explosafe→).
    4.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
    4.4. Fuel caps may be changed. Fuel caps when closed must be leak proof.
    4.5. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

5. Fairing / Bodywork
    5.1. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc.).
    5.2. The material may be changed. The use of carbon fiber or carbon composite materials is allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
    5.3. Overall size and dimensions must be the same as the original part.
    5.4. Wind screen may be replaced with an aftermarket product.
    5.5. Motorcycles that are not originally equipped with streamlining are not allowed to add streamlining in any form

5.6. The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
5.7. The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fiber composites and other exotic materials are forbidden. Particle grills or “wire-meshes” originally installed in the openings for the air ducts may be taken away.
5.8. The lower fairing must to be constructed to hold, in case of an engine breakdown minimum 6 liters. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
5.9. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.
5.10. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors’ logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centers, circle centers and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
5.11. Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tire clearance.
5.12. Rear mudguard fixed on the swing arm may be modified, changed or removed.
5.13. Motorcycles may be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

6. Seat
6.1. Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the motorcycle. The appearance from front, rear and profile must conform to the OEM shape.
6.2. The top portion of the rear bodywork around the seat may be modified to a solo seat.
6.3. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

7. Fasteners

7.1. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
7.2. Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.
7.3. Thread repair using inserts of different material such as helicoils and timeserts.
7.4. Fairing / bodywork fasteners may be replaced with the quick disconnect type.
7.5. Aluminum fasteners may only be used in non-structural locations.

8. Assorted
   8.1. The following items MAY be altered or replaced from those fitted to the homologated motorcycle
   8.2. Any type of lubrication, brake or suspension fluid may be used.
   8.3. Gaskets and gasket materials.
   8.4. Instruments, instrument bracket(s) and associated cables.
   8.5. Painted external surface finishes and decals.
   8.6. Material for brackets connecting non original parts (fairing, exhaust, instruments, etc.) to the frame (or engine) cannot be made from titanium or fiber reinforced composites.
   8.7. Protective covers for the frame, chain, footrests, etc. may be made in other materials like fiber composite material if these parts do not replace original parts mounted on the OEM model.

9. The following items MAY BE Removed
   9.1. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).
   9.2. Tachometer.
   9.3. Speedometer.
   9.4. Chain guard as long as it is not incorporated in the rear fender.
   9.5. Bolt-on accessories on a rear sub frame.

10. The following items MUST BE Removed
    10.1. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
    10.2. Rear-view mirrors.
    10.3. Horn.
    10.4. License plate bracket.

10.5. Toolkit.
10.6. Helmet hooks and luggage carrier hooks
10.7. Passenger foot rests.
10.8. Passenger grab rails.
10.9. Safety bars, center and side stands must be removed (fixed brackets must remain).

11. The following items MUST BE Altered
    11.1. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine, the button or switch must be RED.
    11.2. All drain plugs must be wired. Except fuel and radiator.
        11.2.1. All oil caps must be secured and safety wired.
        11.2.2. All oil, fuel, and coolant hoses must be secured.
        11.2.3. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means.
    11.3. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
    11.4. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained: no direct atmospheric emission is permitted.

12. Number plate colors
    12.1. The background colors for EXPERT may be any color other than yellow. Border colors or number design is personal choice. Please make number and plate designs easily distinguishable from Amateur competitors.
    12.2. The background colors and figures (numbers) for Amateur are yellow background with black numbers.
    12.3. The sizes for all the front numbers are approximately: (the sizes listed are FIM standards as a basis or template. We ask competitors to at least make the numbers and design easily visible).
        12.3.1. Minimum height: 140 mm
        12.3.2. Minimum width: 80 mm
        12.3.3. Minimum stroke: 20 mm
        12.3.4. Minimum space between numbers: 10mm
    12.4. The size for all the side numbers is:
        12.4.1. Minimum height: 120mm

12.4.2. Minimum width: 70mm
12.4.3. Minimum stroke: 20mm
12.4.4. Minimum space between numbers: 10mm

12.5. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:
12.5.1. Once on the front, either in the center of the fairing or slightly off to one side.
12.5.1.1. No advertising within 25mm in all directions.
12.5.2. One on each side of the motorcycle.
12.5.2.1. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centered on the white background.

12.6. In case of a dispute concerning the legibility of numbers, the decision of the FMMRA personnel will be final.

13. Fuel
13.1. All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90.
13.2. FMRRA allows only Sunoco 93 pump gas in all classes and Sunoco APEX in Superbike unless otherwise specified.
13.3. FMRRA reserves the right to nominate a control fuel.

14. Tires
14.1. Race slicks and DOT race tires are approved for use in any class. Any modification or treatment (cutting, grooving) is forbidden.
14.2. Non-DOT approved rain tires may be used with no modification of their original molded tread pattern.

15. Frame Body and Rear Sub Frame
15.1. The frame must remain as originally produced by the manufacturer for the motorcycle.
15.2. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
15.3. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
15.4. Nothing else may be added or removed from the frame body.
15.5. All motorcycles must display a vehicle identification number punched on the frame body (chassis number).

15.6. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
15.7. Front sub frame / fairing mount may be changed or altered.
15.8. Rear sub frame may be changed or altered, but the type of material must remain as homologated, or material of a higher specific weight.
15.9. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
15.10. The paint scheme is not restricted

Class Technical Specifications

SuperStock

1. Technical Specification

1.1. SuperStock is based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

1.3. If rules in the SuperStock section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperStock rules take precedence.

1.4. Engine

1.4.1. Fuel injection system

1.4.1.1. Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

1.4.1.2. The original OEM fuel injection system must be used without any modification.

1.4.1.3. The fuel injectors must be stock and unaltered from the original specification and manufacture.

1.4.1.4. Bell mouths must remain as originally produced by the manufacturer.

1.4.1.5. Butterfly valves cannot be changed or modified.

1.4.1.6. Variable intake tract devices cannot be added if they are not present on the motorcycle and they must remain identical and operate in the same way as the OEM system. All the parts of the variable intake tract device must remain exactly as produced.

1.4.1.7. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

1.4.1.8. Electronically controlled throttle valves, known as ‘ride-by-wire’, may be only used if the OEM model is equipped with the same system.

1.4.1.9. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

1.4.2. Cylinders

1.4.2.1. No modifications are allowed.

1.4.3. Cylinder Head

1.4.3.1. No modifications are allowed.

1.4.3.2. No material may be added or removed from the cylinder head.

1.4.3.3. The gaskets may be changed.

1.4.3.4. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, rocker arms, spring base and spring retainers must be as originally produced by the manufacturer for the motorcycle.

1.4.3.5. Only normal maintenance interventions as prescribed by the Manufacturer in the service manual of the motorcycle are authorized.

1.4.3.6. Valve spring shims are not allowed.

1.4.4. Camshaft

1.4.4.1. No modifications are allowed.

1.4.4.2. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift may be measured.

1.4.5. Cam sprockets or gears

1.4.5.1. Cam Sprockets may be slotted to allow the adjustment of cam timing.

1.4.5.2. Pressed on cam sprockets may be replaced with an adjustable boss and cam sprocket.

1.4.5.3. The cam chain must remain as homologated.

1.4.6. Pistons

1.4.6.1. No modifications are allowed (including polishing and lightening).

1.4.7. Piston rings

1.4.7.1. No modifications are allowed.

1.4.8. Piston pins and clips
1.4.8.1. No modifications are allowed.

1.4.9. Connecting rods
1.4.9.1. No modifications are allowed (including polishing and lightening).

1.4.10. Crankshaft
1.4.10.1. No modifications are allowed (including polishing and lightening).

1.4.11. Crankcase / Gearbox housing
1.4.11.1. Crankcases must remain as OEM. No modifications are allowed (including painting, polishing and lightening).

1.5. Lateral covers and protection
1.5.1. Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
1.5.2. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be either replaced by a ‘heavier’ engine cover or protected by a second cover made from metal such as aluminum alloy, stainless steel, steel or titanium, or an approved cover.
1.5.3. Any secondary covers must cover a minimum of 1/3 of the original cover.
1.5.4. It must have no sharp edges to damage the track surface. These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.
1.5.5. Plates or crash bars made from aluminum or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
1.5.6. FMRRA approved covers will be permitted without regard of the material or dimensions.

1.5.7. These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.
1.5.8. No oil containing engine case may be secured with Aluminum bolts.
1.5.9. FMRRA personnel have the right to refuse any cover not satisfying this safety purpose.

1.6. Transmission / Gearbox
1.6.1. No modifications are allowed except shimming.
1.6.2. Quick-shift systems are allowed (including wire and potentiometer)
1.6.3. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
1.6.4. The sprocket cover may be modified or eliminated.
1.6.5. Chain guard as long as it is not incorporated in the rear fender may be removed.

1.7. Clutch
1.7.1. No modifications are allowed.
1.7.2. Only friction and drive discs may be changed, but their number must remain as original.
1.7.3. Clutch springs may be changed.

1.8. Oil pumps and oil lines
1.8.1. No pump modifications are allowed.
1.8.2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

1.9. Radiator, cooling system and oil cooler
1.9.1. The only liquid engine coolants permitted will be water or water mixed with ethyl alcohol.
1.9.2. Protective meshes may be added in front of the oil and/or water radiator(s).
1.9.3. The cooling system hoses and catch tanks may be changed.
1.9.4. Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.
1.9.5. Radiator cap is free.

1.9.6. An additional water radiator may be fitted but the appearance of the front, the rear and the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

1.10. Air box

1.10.1. The air box must remain as originally produced by the manufacturer on the homologated motorcycle but the air box drains must be sealed.

1.10.2. The air filter element may be modified or replaced but must be mounted in the original position.

1.10.3. The air box drains must be sealed.

1.10.4. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the air box.

1.11. Fuel supply

1.11.1. Fuel pump and fuel pressure regulator must remain as homologated.

1.11.2. The fuel pressure must be as homologated.

1.11.3. Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.

1.11.4. Quick connectors or dry break connectors may be used.

1.11.5. Fuel vent lines may be replaced.

1.11.6. Fuel filters may be added.

1.12. Exhaust system

1.12.1. Exhaust pipes and silencers may be modified or changed.

1.12.2. Catalytic converters may be removed.

1.12.3. The silencer(s) must be on the same side(s) of the OEM model.

1.12.4. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

1.12.5. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

1.12.6. There are no noise limits at Palm Beach International Raceway and Homestead Miami Speedway. FMMRA reserves the right to invoke sounds limits based upon local track conditions.

1.13. Electrics and electronics

1.13.1. Ignition / Engine Control System (ECU)

1.13.1.1. The engine control system (ECU) must be an ECU (Kit or OEM) applicable to the specific OEM model. The ECU may have its software changed, but the ECU may not be physically modified.

1.13.1.2. Central unit (ECU) may be relocated.

1.13.1.3. Optional equipment sold by the motorcycle manufacturer and aftermarket manufacturers for the OEM model are allowed (Power Commander, Bazzaz, etc.)

1.13.1.4. No extra sensors may be added for control strategies except shift rod sensor and wheel speed sensors.

1.13.1.4.1. Wheel speed sensors must be included in the Kit ECU and Harness package if required.

1.13.1.5. The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

1.13.1.6. The addition of a GPS unit for lap timing/scoring purposes is allowed.

1.13.1.7. Telemetry is not allowed.

1.13.1.8. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running or the bike is moving.

1.13.2. Harness:

1.13.2.1. The main wiring harness may be replaced by the kit wire harness as supplied for the Kit ECU model, produced and/or approved by the manufacturer of the motorcycle.

1.13.2.2. The Kit wiring harness may incorporate the data logging harness.

1.13.2.3. A kit harness that incorporates the data logging harness may only accommodate 7 additional sensors.

1.13.2.4. The key/ignition lock may be relocated, replaced or removed.

1.13.2.5. Cutting of the original main wiring harness is allowed.

1.13.2.6. The original speedometer and tachometer may be altered or replaced

1.14. Spark plugs may be replaced.

1.15. Battery may be replaced.

1.16. Generator, alternator, electric starter
    1.16.1. No modifications are allowed.
    1.16.2. The electric starter must operate normally and always be able to start the engine during the event.

1.17. Front Forks
    1.17.1. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the motorcycle.
    1.17.2. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the motorcycle.
    1.17.3. Steering stem pivot position must remain in the homologated position (as supplied on the production bike).
    1.17.4. If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.
    1.17.5. A steering damper may be added or replaced with an after-market damper.
        1.17.5.1. The steering damper cannot act as a steering lock limiting device.
    1.17.6. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set)
    1.17.7. Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
    1.17.8. Mechanical Forks
        1.17.8.1. Original internal parts of the homologated forks may be modified or changed. After market damper kits or valves may be installed.
    1.17.9. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
    1.17.10. Electronic Forks
        1.17.10.1. No aftermarket or prototype electronically-controlled suspension parts may be used.
        1.17.10.2. Electronic suspension may be used if such suspension is already present on the production model of the motorcycle, and it must remain completely standard (all mechanical and

electronic parts must remain as OEM) with the exception of shims and springs.

1.17.10.3. The original suspension system must work safely in the event of an electronic failure.

1.17.10.4. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

1.17.10.5. Electronic forks may have their complete internal parts (including all electronic control) replaced with a conventional damping system and it will be considered as a mechanical fork.

1.18. Rear fork (Swing arm)

1.18.1. The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.

1.18.2. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

1.18.3. Rear fork pivot bolt must remain as originally produced by the manufacturer for the motorcycle.

1.18.4. Rear pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

1.18.5. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius).

1.18.6. Fastening screws must be recessed.

1.18.7. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.

1.19. Rear suspension unit

1.19.1. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the motorcycle.

1.19.2. Mechanical Suspension

1.19.2.1. Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as OEM.

1.19.3. Electronic Suspension

1.19.3.1. Electronic suspension may be used if such suspension is already present on the production model of the motorcycle,

and it must remain completely standard (all mechanical and electronic parts must remain as OEM) with the exception of shims and springs).

1.19.3.2. The original suspension system must work properly safely in the event of an electronic failure.

1.19.3.3. The electronic shock absorber can be replaced with a mechanical one.

1.20. Wheels

1.20.1. Wheels must remain as originally produced by the manufacturer for the homologated motorcycle.

1.20.2. A non-slip coating / treatment may be applied to the bead area of the rim.

1.20.3. If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

1.20.4. Wheel axles must remain as homologated, wheel spacers may be modified or replaced.

1.20.5. Wheel balance weights may be discarded, changed or added to.

1.20.6. Any inflation valves may be used.

SuperStock 600

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, suspension set up, exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specifications

2.1. Examples of Motorcycles in this class are CBR 600RR, Suzuki GSX-R 600, Kawasaki ZX-6R 636, Ducati 848, , Yamaha YZF-R6, Triumph 675R , MV Agusta F3 675

3. Technical Specifications

3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperStock rules.

3.2. If rules in the SuperStock 600 rules conflict with the rules in the Technical Requirements for Motorcycle or SuperStock rules, the SuperStock 600 rules take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles rules, the SuperStock rules, the SuperStock 600 rules, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class
   3.4.1. Over 401cc, Up to 636cc, 4 cylinders, 4-stroke
   3.4.2. Over 401cc, Up to 675cc, 3 cylinders, 4-stroke
   3.4.3. Over 401cc, Up to 660cc, 4 cylinders, Liquid cooled
   3.4.4. Over 401cc, Up to 855cc, 2 cylinder, 4 valve per cylinder
   3.4.5. Over 401cc, Up to 1000cc, 3 cylinder

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

SuperStock 1000

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, Suspension set up, Exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specifications
   2.1. Examples of Motorcycles in this class are CBR 1000RR, Suzuki GSX-R 1000, Kawasaki ZX-10R, Ducati Panigale (limited to 1200 cc's), Aprilia RSV4, Yamaha YZF-R1, KTM 1190 RC8

3. Technical Specifications
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section and SuperStock rules.

   3.2. If rules in the SuperStock 1000 rules conflict with the rules in the Technical Requirements for Motorcycle section or SuperStock section, the SuperStock 1000 rules take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, the SuperStock section, and the SuperStock 1000 section, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
    3.4.1. All engine configurations, 600cc and up

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

SuperStreet 300

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as suspension set up, and exhaust.

2. Motorcycle Specifications
    2.1. Examples of motorcycles in this class are Kawasaki Ninja 300, Kawasaki Ninja 250, Honda CBR250R, Honda CBR300RR, Yamaha YZF-R3

3. Technical Specifications
    3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section and SuperStock rules.

    3.2. If the SuperStreet 300 rules conflict with the Technical Requirements for Motorcycle section or the SuperStock section, the SuperStreet 300 rules take precedence.

    3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles, the SuperStock, and the SuperStreet 300 section, must remain as originally produced by the manufacturer for the motorcycle.

    3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
        3.4.1. Single cylinder, four-stroke liquid cooled, 325cc

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

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

3.6. Engine
3.6.1. Cylinder Head
3.6.1.1. The gasket thickness may NOT be changed from factory settings

3.7. Transmission / Gearbox
3.7.1. Quick-shift systems are allowed (including wire and potentiometer)
3.7.2. Chain pitch and size may NOT be changed

3.8. Electrics and Electronics
3.8.1. Ignition / Engine Control System (ECU)
3.8.2. Ignition timing may not be changed by any means mechanical or electronically

SuperStock 400

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, suspension set up, exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specifications
2.1. Examples of motorcycles in this class are Kawasaki Ninja 400

3. Technical Specifications
3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section and SuperStock rules.

3.2. If the SuperStock 400 rules conflict with the Technical Requirements for Motorcycle rules or the SuperStock rules, the SuperStock 400 rules take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles rules, the SuperStock rules, and the

SuperStock 400 section, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
3.4.1. Twin cylinder, four-stroke liquid cooled, up to 400cc

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

Production Twins

1. Motorcycle Specification
   1.1. Example are Yamaha FZ-07, Suzuki SV 650, Triumph Thruxton, Ducati 800ss, Ducati Monster 1100, Harley XR 1200, Buell XB9R,Buell xb12r, Kawasaki 650 Ninja, Honda NT650 Hawk GT, Honda CBR500R, Kawasaki Ninja 400, Kawasaki Ninja 300, Kawasaki Ninja 250, Honda CBR250R, Honda CBR300RR, Yamaha YZF-R3, KTM RC390 in SuperStock trim as listed in SuperStock section.

2. Technical Specification
   2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

   2.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section, SuperStock section or Production Twins section, the rules in the Production Twins section take precedence.

   2.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section and the Production Twins section, must remain as originally produced by the manufacturer for the motorcycle.

SuperBike

1. Technical Specification

1.1. SuperBikes are based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

1.3. If rules in the SuperBike section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperBike rules take precedence.

1.4. All parts and systems not specifically mentioned in the following SuperBike rules may be modified.

1.5. Engine
- 1.5.1. Engine modifications are unlimited as long as total engine displacement isn't modified

1.6. Fuel
- 1.6.1. FMRRA allows Sunoco APEX, or Sunoco 93 pump gas unless otherwise specified.

1.7. Frame Body and Rear Sub Frame
- 1.7.1. Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine.
- 1.7.2. Strengthening gussets or tubes may be added.
- 1.7.3. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed.

1.8. FMRRA reserves the right to declare unusual or limited production machines eligible for SuperBike competition.

SuperBike 600

1. This class is based upon SuperBike Rules.

2. Technical Specification

2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

2.2. If rules in the SuperBike 600 section conflict with the rules in the Technical Requirements for Motorcycle or SuperBike sections, the SuperBike 600 rule takes precedence.

2.3. Engine configurations and displacement capacities. The following engine configurations comprise the class:
    2.3.1. Over 401cc, Up to 636cc, 4-stroke, 4 cylinders
    2.3.2. Over 401cc, Up to 675cc, 4-stroke, 3 cylinders
    2.3.3. Over 401cc, Up to 660cc, 4 cylinders, Liquid cooled
    2.3.4. Over 401cc, Up to 855cc, 2 cylinder, 4 valve per cylinder
    2.3.5. Over 401cc, Up to 1000cc, 3 cylinder

SuperBike 1000

1. This class is based upon SuperBike Rules.

2. Technical Specification
    2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

    2.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle or SuperBike sections, the rules in the SuperBike 1000 section takes precedence.

    2.3. Engine configurations and displacement capacities. The following engine configurations comprise the class:
        2.3.1. All engine configurations, 600cc and up

Formula Twins

1. This class is based upon SuperBike Rules.

2. Motorcycle Specifications
    2.1. Examples are Ducati Hypermotard, KTM Super Duke…

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

   3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula Twins section take precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles, SuperBike, and the Formula Twins sections, must remain as originally produced by the manufacturer for the motorcycle.

   3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      3.4.1. Up to 749cc water-cooled twins with more than 3 valves
      3.4.2. Exceptions: Honda RC51 (RVT1000R), Ducati 916, Ducati 996, Aprilia RSV Mille, Suzuki SV 1000 in SuperStock trim as listed in SuperStock section.

Moto 3

1. Motorcycle Specifications
   1.1. This class is based upon SuperBike Rules.
   1.2. Examples
      1.2.1. Moriwaki MD250h, Honda RS125, Yamaha TZ125, Ninja 300, CBR 250, CBR 300, Yamaha R3, KTM 390

2. Technical Specification
   2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

   2.2. If rules in the Moto 3 section conflict with the rules in the Technical Requirements for Motorcycle and SuperBike sections, the Moto 3 rules take precedence.

2.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles and Moto 3 sections, must remain as originally produced by the manufacturer for the motorcycle.

2.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
   2.4.1. Two stroke, single cylinder, up to 125cc
   2.4.2. Four stroke, single cylinder, up to 250cc

Formula 40

1. This class is based upon SuperBike Rules.

2. Racers participating in Formula 40 must be a minimum of 40 years of age or turning 40 during the year they are racing. Example: Racer's birthday in November, 2016 but they are allowed to race Formula 40 in January, 2016.

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike section.

   3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula 40 section takes precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, SuperBike section, and the Formula 40 section, must remain as originally produced by the manufacturer for the motorcycle.

Formula 50

1. This class is based upon SuperBike Rules.

2. Racers participating in Formula 50 must be a minimum of 50 years of age or turning 50 during the year they are racing. Example: Racer's birthday in November, 2016 but they are allowed to race Formula 50 in January, 2016.

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike section.

   3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula 50 section takes precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, SuperBike section, and the Formula 50 section, must remain as originally produced by the manufacturer for the motorcycle.

Euro Cup

1. This class is based upon SuperBike Rules.

2. The Euro Cup will be split into 2 classes: Euro Cup Max and Euro Cup Light.

3. Motorcycle Specifications
   3.1. Eligible motorcycles are any motorcycle manufactured in Europe – BMW, KTM, Ducati, Aprilia, Bimota, MV Agusta, Triumph, etc.

4. Technical Specification
   4.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike section.

   4.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or the SuperBike section, the rules in the Euro Cup section take precedence.

   4.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, SuperBike section, and the Euro Cup section must remain as originally produced by the manufacturer for the motorcycle.

4.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
    4.4.1. Euro Max
        4.4.1.1. Water cooled 999cc's and above
    4.4.2. Euro Light
        4.4.2.1. Water cooled 998cc's and below
        4.4.2.2. Air cooled motorcycles are eligible to race in Euro Light.

Vintage Cup

1. This class is based upon SuperBike Rules.

2. The Vintage Cup will be split into 3 classes: Vintage Max, Vintage Light, and Modern Vintage Max.
    2.1. All vintage classes shall be run as amateur.
    2.2. Yellow number plate with legible numbers on the front and sides of the bike.

3. Motorcycle Specifications
    3.1. Modern Vintage
        3.1.1. Cutoff date for class eligible bikes is 1983 to 2008.
    3.2. Vintage
        3.2.1. Cutoff Date for class eligible bikes is 1982.
    3.3. Exceptions can be made at the discretion of the race director.

4. Technical Specification
    4.1. Engine configurations and displacement capacities. The following engine configurations comprise the class:
        4.1.1. Modern Vintage Max
            4.1.1.1. Over 500cc
        4.1.2. Vintage Max
            4.1.2.1. Over 500cc
        4.1.3. Vintage Light
            4.1.3.1. Up to 500cc

    4.2. Suspension may be upgraded from stock for safety but may not be modified from original factory configuration (no mono shock conversion)

4.3. Braking systems may be upgraded for safety but not modified from factory configuration

4.4. Seat pan and fairings may be added or changed but must remain period correct

4.5. Tires are to be approved race compound

4.6. Catch can must have overflow drain into belly pan

4.7. Belly pan must be sufficient to be able to hold oil capacity of engine

4.8. Primary drive sprocket no more than 10mm offset

4.9. No pumper carbs will be allowed

4.10. Strongly suggested that all bikes have a steering stabilizer fitted

4.11. Kick starters need to be removable or have secondary method of securing once bike is running

4.12. Driver aids are not allowed.

Protests

1. FMRRA above all else will try and find an amicable solution suitable to all.

2. FMRRA race director has authorization to accept or deny any submitted protest.

3. Protests must be submitted within 30 minutes of race finish where the perceived infraction occurred.
    3.1. A counter-protest (against the protesting racer only) may be submitted within 30 minutes of receipt of the original protest.

4. All protests must be documented in writing with type of infraction, riders involved, time, and race.

5. Protests must come within race class.

6. Protest Fee Schedule:
    6.1. $20 fee will be submitted with formal protest
    6.2. $75.00 For protests requiring removal of valve covers, fuel testing, removal of plastic fairing
    6.3. $100.00 For protests requiring the removal of the oil pan (Included in disassembly of cases)
    6.4. $300.00 For protests requiring removal of cylinder head or cylinders.
    6.5. $500.00 For protests requiring disassembly of cases

7. Protest findings
    7.1. If protest(s) are upheld, protesting rider will be refunded all fees.
    7.2. Protested riders penalties may include loss of points or appropriate action determined by FMRRA officials

8. If protest(s) are denied, protested rider will be awarded the protest fee.

9. Protests will be executed after all the races have been completed.

Team Championship Guidelines

1. Team Roster
    1.1. Roster will be limited to 8 racers.
    1.2. A roster form does NOT need to be submitted every round.
    1.3. Initial roster form must be received prior to the start of race 1 for scoring to start on the current race weekend.
    1.4. Any roster changes must be submitted prior to the start of race 1.
        1.4.1. If a racer has not been on a previous roster form for the current race season, the racer must sign the roster form.
        1.4.2. If a racer has been on a previous roster form for the current race season, the racer does not need to sign the roster form.
    1.5. A racer may choose to leave or change teams at any time.
        1.5.1. If a racer leaves a team for another prior to the start of race 1, the old team has 1 hour after the start of race 1 to fill the roster spot.
        1.5.2. If a racer chooses to leave a team after the start of race 1, the team they left will have 1 hour to fill the roster spot.
        1.5.3. The racer will not be able to return to the roster until the waiver period is over.
    1.6. The waiver period is defined as the next round of racing.

2. Scoring
    2.1. Racers listed on a team's last submitted roster form will be scored.
    2.2. Points a racer earned while a member of team will remain with the team after a racer leaves the team.
        2.2.1. If a racer leaves a team during a race weekend, any points that racer has earned will remain with the team.

Trio Cup Guidelines

1. Trio Cup is a 3 racer team championship.

2. Team Roster
   2.1. A team will consist of 3 racers with 1 alternate racer.
   2.2. Team roster must be submitted prior to the start of race 1 for scoring to begin during the same weekend.
   2.3. Team roster cannot be changed after it has been submitted.

3. Scoring
   3.1. Scoring for the Trio Cup will begin with round 2.
   3.2. Points from 3 active racers will be counted.
   3.3. Points from the alternate racer will be counted if 1 or more of the 3 active racers is unable to participate in all of their races for the weekend.
   3.4. Points a racer earned while a member of team will remain with the team after a racer leaves the team.
   3.5. If a racer leaves a team during a race weekend, any points that racer has earned will remain with the team.

300 Pursuit

1. Race Format
   1.1. This will be a 20 lap team race that uses “clutch starts".
   1.2. The first team to complete 20 laps will be the winner.

2. Eligible Motorcycles
   2.1. Motorcycles that are eligible for the SuperStreet 300 and Moto3 classes.

3. Race Team
   3.1. A team will be composed of 2 racers.
   3.2. A team can be composed of an expert and an amateur racer.
   3.3. Each team can choose how many laps each racer completes.
   3.4. Each racer must complete at least 5 laps.
   3.5. A single motorcycle can be used be each team.

4. Race Starts and Restarts
   4.1. A “clutch start” will be used.
   4.2. Teams will be released in designated increments.
   4.3. Restarts
      4.3.1. In the case of restart, teams will restarted based on the position of the last completed lap by the leading team.
      4.3.2. Teams will be released in increments base on the time gap from the last completed lap by the leading team.

5. Qualifying and Starting Position
   5.1. Average lap time for a team from the previous round will be used to determine a qualifying time.
   5.2. If a team did not compete in a previous round or a different bike is used, each racer will be required to go out in a qualifying session on the team bike.
      5.2.1. One racer will go out in the SuperStreet 300\Moto3\SuperStock 400 qualifying session.
      5.2.2. One racer will go out in the 300 Pursuit\Vintage qualifying session.
      5.2.3. If a racer is unable to go out in one of those session, the racer may go out in another qualifying session after speaking with FMRRA staff.
      5.2.4. A racer must complete a minimum of 3 laps in the qualifying session.
         5.2.4.1. The initial pit out lap qualifies as one of the 3 laps.

5.2.4.2. If a racer is unable to complete the 3 lap minimum, their race laps times will be used to calculate a new qualifying time. Their total time will be adjusted per the Race Time Adjustments section below.

5.3. If both racers do not complete the qualifying session, starting position will be determined by race director(s).
5.4. Slowest qualifying time will be in starting position 1.
5.5. Fastest qualifying time will be in the last starting position.

6. Scoring
   6.1. Teams will be scored as a single class.
   6.2. Points will be counted toward the overall class championship.
   6.3. Points will be split between racers.
   6.4. Teams must finish the race to earn points.
   6.5. If the race is stopped for a red flag and the leader has completed 15 laps, the race will be finished.
   6.6. If the race is finished early, the finishing position will be based on the last completed lap of the lead team.

7. Pit Stops
   7.1. All pit stops will occur in a designated area.
   7.2. Rider Exchange
      7.2.1. Each team may have one crew member to assist with the rider exchange.
      7.2.2. Crew member and outgoing rider must remain on the cold pit side of the wall until the incoming rider has come to a stop.
   7.3. Refueling
      7.3.1. Race team must have a crew member with a fire extinguisher.
      7.3.2. Rider must get off the bike before fueling begins.
      7.3.3. The crew member with fire extinguisher must be on the hot pit side of the wall during refueling.
      7.3.4. Violation of refueling rules will result in immediate disqualification.
   7.4. Racers must obey posted pit speed within the designated zone.
      7.4.1. Violation of speed limit will result in either a ride thru penalty, stop and go penalty, or a five second time penalty.

8. Race Time Adjustments

8.1. If a racer’s average lap times during a race is 3 or more seconds faster than their qualifying session time, a new qualifying time will be calculated based on the race lap times.
8.2. The difference between the original and new qualifying time will be added to the race team’s over race time.

Scoring

1. Racer must complete at least half the race to receive points.

2. Racer who completes at least half the race but does not finish the race will be keep position.

3. Racer who do not finish half the race will be marked as DNF.

4. If multiple racers do not finish a race and have complete minimum required laps of a race for points, finishing positions will be based on the following criteria.
   4.1. Laps completed
   4.2. Position at last lap completed

5. Class Standing Ties
   5.1. Tie breaker will be first use podium finishes.
      5.1.1. Tie Breaker 1: Number of first place finishes
      5.1.2. Tie Breaker 2: Number of second place finishes
      5.1.3. Tie Breaker 3: Number of third place finishes

   5.2. If a winner cannot be determine by the podium finishes, number of finishes at each position will be used to determine a winner.
      5.2.1. Tie Breaker 4: Number of fourth place finishes
      5.2.2. Tie Breaker 5: Number of fifth place finishes

Miscellaneous Rules

1. Red Flag
    1.1. After exiting the track, all racers must immediately report to pit out.
    1.2. A racer may not return to their pits unless instructed to by FMRRA staff.
    1.3. Violation of this rule will result in a penalty.

Penalties

2. Levels
    2.1. Verbal Warning
    2.2. 5 Second Penalty
    2.3. Loss Of Position
    2.4. Loss Of Points
    2.5. DQ
    2.6. Probation
        2.6.1. Length of probation will be based on severity of infraction.
    2.7. Suspension
        2.7.1. Length of suspension will be based on severity of infraction.

3. FMRRA official will apply a penalty that is appropriate for violation.

4. Going Off Track
    4.1. If a racer gains an advantage and does not give up that advantage, racer will be penalized.

    4.2. Black Grass Violation
        4.2.1. If a racer gains an advantage and does not give up that advantage, racer will be penalized.
        4.2.2. Repeated violation during a race may result is multiple penalties.

5. FMRRA official reserves to the right to apply a penalty that is not specified in the rule book.

Rule Changes

1.1. In the event of a situation not covered by these rules, the FMRRA official will rule on any area of dispute by using common sense and fair play. The word of the FMRRA official on these gray area will be considered final.

1.2. FMRRA reserves the right to re-factor machines at any time.

1.3. FMRRA will notify current licensees 30 days prior to any change.

1.4. Changes will take effect 30 days from the original date of notification.