

2007 LRRS Practice

The following practice division will replace the current practice order in the rulebook. It was universally agreed at the LRRS rules meeting that practice needed to be changed. The biggest issue is that having a lightweight bike and a heavyweight bike that both run the same lap times on track in the same practice still leads to major speed differentials around the racetrack. It was universally agreed that it is safer to pass a slower rider on a similar bike than it is to pass a rider who runs similar lap times on a bike with half the horsepower. Everyone will be allowed only one sticker per bike. There will be a Top Expert session for riders on MW & HW machinery running 1:15's or better in practice. Individual considerations will be made for visiting professional riders with no lap history as well as for a top rider on an exceptionally fast lightweight bike (app. 100hp). A list of eligible riders will be posted on Friday prior to the first LRRS event. If you did multiple 1:15's on 2006, you'll be on the list. The final decision for practice session placement will be made by the Chief Tech Inspector. Everyone who is doing the Top Expert practice will be pulled out of the regular session on their fastest bike, or pulled out altogether if they only have one bike. The concept of having similar speed bikes is universally agreed a better solution, and that is why lightweight bikes have been excluded from this session. Everyone also liked the idea of getting some of the fast guys out of the main practices as a better solution..... one sticker per bike for everyone.

The practice order below is what we will start with on weekend 1. Several riders were in favor of one longer practice session as opposed to two short ones. The compromise reached was to run 2 rounds of 7 sessions each on Saturday (The 7 Saturday Sessions : Group 1, Group 2, Group 3 & 4, Group 5, Group 6 & 7, Group 8, Group 9) and to run one longer session on Sunday. By Sunday morning everyone will have had ample time to warm up and test things out and we can evaluate the longer session. In addition, the two largest practice groups will be broken up into individual sessions on Sunday (Groups 3 and 4, 6 and 7).

We propose to run this order for 2 weekends in order to evaluate the bike groupings.

We can then see if we need any adjustments, and to see how we like the single session on Sunday. Again, on Sunday groups 3 & 4 / 6 & 7 will be split. Bikes will be placed in the lowest category possible, for example, if an expert bike qualifies for the Ultra lightweight Twins class, it will run in Group 5 as opposed to group 7.

Group 1 – All 600's + 4 cyl, 750 + Desmo Water cooled Twins, 250GP (Amatuer)

Group 2 – All 600's + 4cyl, 750 + Desmo Water cooled Twins, 250GP (Expert)

Group 3 – 650 Watercooled Twins & all Air-Cooled Twins (Novice)

Group 4 – 125's, Motards, Singles, EX's, Ultra lightweight Twins (Novice)

Group 5 – 125's, Motards, Singles, EX's, Ultra lightweight Twins (Am/EX Combined)

Group 6 – 650 Watercooled Twins & all Air-Cooled Twins (Amatuer)

Group 7 – 650 Watercooled Twins & all Air-Cooled Twins (Expert)

Group 8 - All 600 + 4 cyl, 750 + Desmo Water cooled Twins, 250GP (Novice)

Group 9 – Top Expert Practice lower than 1:16 laptme
(Middleweight – Heavyweight Only)

(14) 10 minute Sessions Saturday (same as always)

(9) 17 minute sessions Sunday (Groups 3, 4, 6, and 7 will run separately)