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WMRRA CHARTER

Washington Motorcycle Road Racing Association (WMRRA) is more than just a sanctioning body for motorcycle road racing. The WMRRA charter describes the organization, its purpose and place in the community well:

WMRRA CHARTER STATEMENT

"An organization that exists to provide and promote motorcycle road racing in Washington and support local racers in national and international racing events. Also, as a not-for-profit corporation, support our communities via charitable activities."

MAJOR CHANGES FROM 2010

The 2011 year rulebook contains the following changes*:

- Awards
- Equipment
- License Fees
- Novice
- Supersport Regulations
- Superbike Regulations

**Changes are indicated in bold italics.*

Please read the entire rulebook!

Please read all sections pertaining to your classes carefully. These rules are applicable to all Washington Motorcycle Road Racing Association (WMRRA) sanctioned events in 2011. The organizers of the events shall not have the right to waive these rules except as explicitly stated. All riders are expected to be fully conversant with the contents and should thoroughly study sections relating to their particular machinery.

WMRRA Club Info P.O. Box 94323 Seattle, WA 98124-6623	WMRRA Registration P.O. Box 50074 Bellevue, WA 98015
Registered Agent:	Lincoln Sieler (206) 624-7600
President:	<i>Nico Tomacelli</i> <i>(425) 785-8123</i>
Referee:	Phil Cook (206)669-3847

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to any participant, spectator or official.

The race director shall be empowered to permit minor deviation from any specifications herein or to impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

WMRRA 2011 VIP CONTACT LIST

TITLE	NAME	PHONE	EMAIL
President	<i>Nico Tomacelli</i>	(425) 785-8123	president@wmrra.com
Secretary	Erin Gua		secretary@wmrra.com
Treasurer	Marcea Kato		treasurer@wmrra.com
1st VP-Promotions	Tim Weig		1stvp@wmrra.com
Charity Coordinators			charity@wmrra.com
EMAIL List Master	Brett Parker	(360) 929-7772	wmrra-owner@micapeak.com
Int'l Cycle Show	Tim Weig		1stvp@wmrra.com
Raceday Program	Tim Weig		program.editor@wmrra.com
Web Master	Nico Tomacelli	(425) 785-8123	webmaster@wmrra.com
2nd VP- Raceday Staff	Jeff Wieand	(206) 334-0811	2ndvp@wmrra.com
Race Director	Jeff Wieand	(206) 334-0811	race.director@wmrra.com
Airfence Coordinator	Russell Wieand		airfence@wmrra.com
Chief Tech Inspector	Tim O'Mahony	(253)332-9364	tech.inspector@wmrra.com
Corner Captain	Annie "Bat" St. Clair	(206)369-5302	corner.captain@wmrra.com
Course Marshal	Russell Wieand		course.marshall@wmrra.com
Crash Truck Driver	Ric Clements		crash@wmrra.com
Pit Gate	Brandi Wieand		pit.gate @wmrra.com
Pit Steward	Chris LaFayette	Josh Wieand	pit.steward @wmrra.com
Referee	Phil Cook	(206) 669-3847	referee@wmrra.com
Rule Book	Erin Gua		secretary@wmrra.com
Starters	Bill & Debbie Hallanger	(425) 870-0101	starters@wmrra.com
3rd VP-Scoring, Registration, Trophies, Contingencies	Katie Field		3rdvp@wmrra.com
Contingency Program	Erin Gua	(253) 740-5668	contingency@wmrra.com
Head Scorer	Nico Tomacelli	(425) 785-8123	scoring@wmrra.com
Registrar	Katie Field		registration@wmrra.com
Season Awards Banquet	Katie Field		1stvp@wmrra.com
Novice Rep	Mark DeGross		novice.rep@wmrra.com
Superbike/GP Rep	Damon Wells		superbike.rep@wmrra.com
Supersport Rep	Eric Featherstone	(253) 377-2335	supersport.rep@wmrra.com
Vintage Rep	Duncan Craick	(425) 880-4712	vintage.rep@wmrra.com
Board of Directors	Chris Denzler	(425) 319-0100	chrisdenzler@comcast.net
Board of Directors	Allister MacKinnon	(206) 718-0450	president@wmrra.com
Board of Directors	Tyler Sandell		supermotard13@comcast.net
Board of Directors	Phil Cook	(206)669-3847	referee@wmrra.com
Past President	Allister MacKinnon	(206) 718-0450	past.president@wmrra.com
NW E Cup Admin	Stuart Johnson		endurance@wmrra.com
Track Announcer	John Cuthbertson	(206) 286-7617	announcer@wmrra.com

OVERALL:

Points totaled from best three classes:

- 1st – Ross DeLong
- 2nd – Eli Edwards
- 3rd – Oliver Jervis
- 4th – Aaron Gwin
- 5th – Mike MacConaghy

BY CLASS:

125 Grand Prix	David Matthews
160 Vintage	Tim O'Mahony
250 Grand Prix	David Matthews
250 Vintage	Simon-Pierre Smith
500 Vintage	David M. Fallon
600 Superbike	Eli Edwards
600 Supersport	Eli Edwards
600 TFS	Shawn Becker
650 SS Twins	Brad DeLong
750 Superbike	Ross DeLong
750 Supersport	Ross DeLong
750 Vintage	Duncan Craick
Formula Thunder	Raynor Friesen
Formula Ultra	Eli Edwards
Heavyweight Early GP	Ken "Homie" Holme
Lightweight Early GP	Tim O'Mahony
Lightweight Superbike	Shawn Becker
Middleweight GP Twins	Raynor Friesen
Open GP Twins	Martin Abbenhouse
Open Single	David Matthews
Open Supersport	Eli Edwards

2011 WMRRA CALENDAR OF EVENTS

DATE(S)	LOCATION	EVENT(S)
March 13	TBA	NRS Classroom
April 2 - 3	Pacific Raceways	Practice/Sprint Races
April 30 - May 1	Pacific Raceways	Practice/Sprint Races
May 28 - 29	Spokane County Raceway	Practice/Sprint Races
June 18 - 19	Pacific Raceways	Practice/Sprint Races
June 26	TBA	NRS Classroom
July 9 - 10	Spokane County Raceway	Practice/Sprint Races
August 13 - 14	Pacific Raceways	Practice/Sprint Races
September 10 - 11	Pacific Raceways	Practice/Sprint Races
October 1 - 2	Pacific Raceways	Practice/Sprint Races

All dates and event schedules are subject to change without notice.

Please check www.wmrra.com or contact WMRRA to confirm date and event type.

GENERAL RACETRACK VISITOR INFORMATION

Visitors to Pacific Raceways should be aware of the following:

1. The track PA is broadcast over AM540. It is recommended that all competitors and spectators bring a portable radio and tune in.
2. You may cross the track **BETWEEN RACES ONLY** at the turn ten crossing and **ONLY AS DIRECTED BY THE OFFICIAL**. Because of the insurance coverage, race officials are directed to ask all non-race personnel to leave the racetrack surface area. If immediate danger is indicated, race officials will have the race stopped and/or spectators removed from the premises.
3. Spectator parking is west of the paddock area. **NO** spectator vehicles are allowed into the infield at any time.
4. Racing fuel is **NOT** guaranteed to be available, so bring your own.
5. There are very limited 110 volt electricity outlets and water in the pits.
6. Alcoholic beverages for spectators are served in the beer garden by the snack bar next to Grandstand B. **COMPETITORS SHOULD MAKE SPECIAL NOTE OF SECTION K-2 IN THESE RULES.** Alcoholic beverages may not be brought into Pacific Raceways.
7. For emergency use, there is a telephone in the control tower: 253-631-2878
8. Competitors enter the pits/paddock during or after a race via the pit entrance on the outside of turn nine as marked by cones. This is the pit/paddock entrance only and is not to be used as a hot pit.
9. Disabled machines on the race track are picked up as convenient to the race schedule. Please contact the official at the pit entrance gate for coordination.
10. There are no "hot pits" at P.R.
11. No racing engines may be started before 9:00am

Visitors to Spokane County Motorsports Park (if used) should be aware:

1. Take Interstate 90 east to Exit 272 (Medical Lake). At the stop sign turn left and go back across the freeway. Turn right at the first available road (Geiger Blvd). Turn left at the next road (Hayford Rd S). Stay on Hayford Rd until you come to the stop light (Hwy 2) go straight through the light 1.25 miles and turn left into the raceway entrance.
2. The pit area is in the track's infield. To access the pits from outside, you must cross the track shortly after entering the gate. All persons are advised to use extreme caution when crossing, and **MAY NOT CROSS** while racing or practice is in progress.
3. The infield crossover road which leaves the straightaway on rider's left just before turn 1 is not normally used by WMRRA. Riders may not take this road unless directed to do so by the officials. This road is not visible to riders proceeding down the back straight.
4. The track exit is located at the end of the back straight, on rider's left, just before entering turn 4.
5. There are no "hot pits" at the track.
6. No racing engines may be started before 9:00 am.

2011 CONTINGENCY PROGRAM INFORMATION

WMRRA's contingency program for 2011 is not yet finalized, but below is the list of companies who participated in WMRRA's 2010 contingency program. Most or all of these companies will be back in the 2011 program:



Additional sponsors and programs may be added during the year.

For further information please check www.wmrra.com or contact:

Erin Gua

Phone: (253) 740-5668

Email: contingency@wmrra.com

It is the responsibility of all competitors to determine the requirements of all contingency programs. While WMRRA will attempt to keep all riders informed as to these requirements, WMRRA takes no responsibility for lost awards due to a rider's non-compliance with contingency requirements. **WMRRA STRONGLY RECOMMENDS THAT YOU CONTACT THE SPONSORING COMPANY TO VERIFY DATES AND REQUIREMENTS.**

SECTION A – ADMINISTRATION

1. The authority of the referee in the interpretation of these rules shall be absolute. In the absence of the referee, the WMRRA president will appoint a temporary referee for that event. A rider may appeal the referee's decision to the WMRRA executive board. The appeal must be received or date stamped within seventy-two (72) hours after the event. See Bylaws Article 5D and 5E for appeals process.
2. All official club business should be addressed to:
WMRRA
P.O. Box 94323
Seattle, WA 98124-6623

SECTION B - LICENSES, ENTRIES AND RACING NUMBER ALLOCATION

1. All entrants in WMRRA events must hold a current competition license from a recognized motorcycle road racing organization. A WMRRA competition license may be obtained in advance or when entering an event, by application through the registrar.
2. Washington State residents must purchase a WMRRA full membership, or a single-event license, in order to participate in WMRRA events.
3. ***Out-of-state riders, who hold valid racing licenses from other organizations, must complete a WMRRA license application and pay an annual \$5 processing fee. Out-of-state riders who wish to reserve a two digit competition number for the season must purchase an annual WMRRA membership and license (\$100). A three digit competition number for the season only requires an annual WMRRA membership (\$30).***
4. Types of WMRRA competition licenses:
 - a. ***Novice: Issued to novice riders after completion of the WMRRA New Racer School (NRS), which consists of a classroom session AND an on-track segment through a WMRRA-approved track day organization. Novice license allows entry to Novice, 125GP, Ultra LW Sportsman, 250 Ninja, 650 SS Twins, or Vintage classes only.***
 - b. Graduated Novice: issued to novice riders after completing graduation requirements (See section B-14).
 - c. Expert: issued to experienced racers and graduated novices who have completed 3 race weekends as an expert.
 - d. Single-event race licenses are available to experienced racers who do not currently have a license. License shall be valid only for the weekend purchased (Friday thru Sunday).
5. Fees for 2010:
 - a. Annual license and membership **\$100.00**
 - b. Annual WMRRA membership only **\$30.00**. Volunteers (racers are exempt) that work three consecutive race weekends will have their fees waived.
 - c. Race license only **\$70.00**

- d. Single-event license **\$30.00**
 - e. Registration processing fee \$50.00
 - f. Post registration fee \$30.00
 - g. Non-member processing fee \$5.00
 - h. Mid-season race number changes \$50.00
 - i. New Racer School classroom session \$50 (Includes membership, not license)
 - j. Novice Race License and Membership \$80.00**
 - k. Season gate pass **\$80.00** (Pacific Raceways only)
 - l. Gate Fee \$10.00
6. For a rider to retain his previous year's competition number for the new year, his application must be received by February 15th. Additionally, you must start at least one race or volunteer at least two race events within a two year window. Applications will be date stamped on the day they are received. This date stamp will govern the application in relation to the deadline, and the order of preference for numbers.
7. Competition number allocation:
- a. 1 thru 5: Reserved for previous year's top five season points winners. These riders' regular numbers will be reserved for one year, provided their license application is received by Feb. 15.
 - b. 6 thru 699: Available for all expert riders.
 - c. 700 thru 799: Non-WMRRRA novice riders.
 - d. 800 thru 899: Graduated and returning novice riders.
 - e. 900 thru 999: First-year WMRRRA novice riders.
- Note:** WMRRRA will allow AMA and other professional license holders to use their own numbers. If a local rider has been assigned the same number, the visiting pro will add an "X" to his number.
8. Any competitor who has lost his current license card can obtain a duplicate from the registrar at a cost of \$5.
9. The minimum age for participation in WMRRRA racing competition shall be eighteen (18) years. Any person (hereinafter "Applicant") under the age of eighteen years may make written application to WMRRRA's Executive Board for a WMRRRA racing license. The application shall include but not be limited to the following:
- a. The written request for the waiver shall include the Applicant's full name, age, list of machinery and each and all classes in which the Applicant intends to compete.
 - b. A resume of any and all previous motorcycle racing experience.
 - c. All motorcycle racing licenses held by or granted to Applicant.
 - d. A signed liability waiver executed by both parents and/or all legal guardians.
 - e. In addition to the application referred to above these conditions shall apply to any Applicant who applies and is granted a WMRRRA license under this section:
 - i. Written approval from the WMRRRA Executive board, Race Director and Referee confirming the waiver of the age requirements must be received by the Applicant prior to registering or competing in a WMRRRA racing event.

- II. The Applicant and at least one parent or legal guardian shall be required to attend the WMRRA NRS. If the Applicant has a current race license from another road racing organization this requirement may be waived at the sole discretion of the WMRRA Executive board.
 - III. The Applicant shall be considered a novice.
 - IV. If the Applicant has a current race license from another road racing organization this requirement may be waived at the sole discretion of the WMRRA Executive board.
 - V. The WMRRA Executive board, Race Director and Referee may not require Applicant to compete in Novice heat races.
 - VI. An Applicant may be required to fulfill the novice volunteer requirements.
 - VII. The Applicant shall be required to run a white plate in accordance with Section E.24- Machinery and Numbers. If the Applicant has a current race license from another road racing organization this requirement may be waived at the discretion of the WMRRA Executive board.**
 - VIII. The applications for waiver of the age requirements shall be considered by the WMRRA Executive board, Race Director and Referee on a case by case basis and granted in the sole discretion of the WMRRA Executive Board, the Race Director and the Referee with no requirement, express or implied, that the decision be reasonable or fair.
 - IX. Applications that are rejected by the WMRRA Executive board, Race Director and Referee may not be appealed.
 - X. The Applicant shall be required to comply with all the rules contained within this rule book.
- f. The WMRRA Executive board reserves the right, at any time, to grant relief from, or place further restrictions and/or limitations upon, on any Applicant under this section in it's sole discretion. Restrictions may include, but are not limited to, eligibility for competition, classes, machinery or other conditions.
- 10. There shall be an official entry form to be used in all competition events. There shall also be a medical form that must be on file with the registrar before a rider is allowed to ride in practice or a race. This form must be updated every year. Every rider must have a copy of the medical form on his person while on the track. Entry forms, medical forms and race results shall be retained and filed by the registrar and kept by WMRRA for two years.
 - 11. No rider's entry will be accepted after the close of registration without the approval of the registrar and the referee. The late rider will be assessed a post registration fee (see Section B-5).
 - 12. By entering an event, it shall be deemed that the entrant has read these rules and agrees to be bound thereby.
 - 13. A person who pays fees with NSF (insufficient funds) checks or refused credit cards to WMRRA will not be allowed to participate in WMRRA events until all NSF checks and/or refused credit cards and their applicable bank charges are covered. Race entries made with NSF checks and/or refused credit cards may be considered VOID, and all points and monetary awards obtained withdrawn. At the discretion of the WMRRA**

treasurer, all further checks and/or attempted credit card charges may be refused, and all race entries denied until NSF checks and/or refused credit cards are covered and withdrawn money is repaid.

14. Novice Riders:

- a. All new riders to road racing are considered to be novice riders.
- b. Requirements for a WMRRA Novice Race License shall be the following:
 - I. Attendance at WMRRA New Racer School (NRS) classroom session AND successful completion of an on-track segment provided through a WMRRA-approved track day organization within the previous twelve months (vintage riders are exempt from the latter).
 1. If you plan to or have already attended a new racer clinic or race school not on the WMRRA approved list, you must submit in writing to the Novice Committee for approval of this clinic or school in lieu of on-track segment. You will still be required to attend the WMRRA New Racer School classroom session before being issued a WMRRA Novice license.
- c. After successful completion of the WMRRA New Racer School (NRS) classroom session AND successful completion of an NRS on-track segment through a WMRRA-approved track day organization (vintage riders are exempt from the latter), the prospective Novice MUST provide the following to WMRRA Registration Officials in order to pick up their WMRRA Novice License.
 - I. A copy of the Motorcycle Race Class completion certificate.
 - II. A copy of the NRS classroom completion certificate.
- d. To graduate out of the Novice class, riders must:
 - I. Compete in and finish a minimum of 10 races.**
 - II. Complete ALL of the following volunteer requirements.
 1. Participate in either the setup or teardown of airfence.
 2. Participate in at least one half WMRRA race day as part of the race day team (set up the track, tear down the track, help race director/referee, etc)
 3. Corner work for a minimum of one complete race day or practice day.
 - III. Upon graduation, continue to use a number in the 700 thru 900 series for a minimum of three race weekends: use white number plates with red numbers, tape a two by six inch minimum yellow stripe on the rear of the motorcycle (e.g.: taillight lens), visible from the rear, and wear a large "X" on the back of leathers or helmet, color to contrast with protective gear.**
 - IV. Be observed by the referee, race director, and any others designated by the race director/referee, who will examine all aspects of the rider's racing conduct to determine whether his skill level and safe behavior are sufficient to grant entry into expert classes.
 - V. Be observed by at least one of the designated WMRRA expert instructors who participate in the regular novice practices for at least one full practice session. Said instructor(s) will examine all aspects of the rider's racing conduct to determine whether their skill level and safe behavior are sufficient to grant entry into expert classes. The burden shall be on the particular novice to ensure that he or she is so

observed. The requirements of part IV and this part carry equal weight and both must be fulfilled to graduate from the novice class.

VI. Complete a graduation form. This must be signed by the referee and one of the instructors indicating the completion of all novice graduation requirements, and turned in to the registrar before the rider will be allowed to enter expert classes.

e. ***The novice race is a place for new racers to develop safe racing skills. Novice riders will be eligible to collect points and trophies. Novice riders are not eligible to collect points towards the OVERALL championship.***

f. A novice rider may petition the executive board in writing to lower or waive the graduation requirements.

g. A non-novice competitor may petition the executive board to have a graduated novice rider returned to the novice class for safety or skill level concerns.

15. Refund policy.

a. Riders must fill out a refund form and submit the receipt in order to obtain a refund, except: non-appearance of pre-entered riders will result in an automatic refund. If a rider is processed at registration they must fill out a refund form.

b. If a rider is processed at registration, but does not race, FULL REFUND except for the registration processing fee and any post entry fees.

c. If the machine(s) is entered in one or more classes and is ridden in practice but not in a race: the registration processing fee will apply. FULL REFUND of additional entries, except for post entry fees.

d. If the machine(s) is entered in more than one class and is ridden in a race: FULL REFUND of classes not ridden.

e. Refund requests must be received no later than 30 days following the event the request is for.

f. Refunds for canceled heats or reduced laps in a heat are not offered unless specifically authorized by the executive board.

g. The Medic One fee AND the pit-usage fee are both non-refundable.

16. Injured Rider Fund.

a. Rider must fill out appropriate form (Form located at www.wmrra.com/documents) and submit it to their rider representative for approval by the executive board.

17. National Racer Support.

a. Rider must fill out appropriate form (Form located at www.wmrra.com/documents) and submit it to their rider representative for approval by the executive board.

SECTION C - GENERAL EQUIPMENT

1. Competitors must wear suitable riding equipment that has passed technical inspection. This equipment should consist of:

a. Helmet – Helmets must be certified by the manufacturer and have a sticker affixed stating that they meet or exceed DOT, SNELL 2000 or any of the

FIM approved certifications. Only full-face style helmets will be allowed. No modular (flip-face) helmets will be allowed. Helmets which are allowed based only on DOT standards must have been manufactured within the previous five (5) years.

- b. Leather gloves which must overlap the arms of the leather jacket.
 - c. Appropriate leather boots of a minimum height of eight inches from the top of the sole.
 - d. Leather jacket and pants, which must zip together with a full-circumference competition grade zipper, or a one-piece leather racing suit may be worn.
 - e. A "hard surface" spine protector must be worn.
 - f. Bare skin or undergarments must not show.
 - g. A current WMRRRA medical form must be carried in the inside pocket of the leathers.
2. A FIRE EXTINGUISHER in working condition IS REQUIRED AT EACH PADDOCK/PIT AREA. The minimum rating acceptable is 10BC (5 lb. capacity). For endurance racing this requirement is 20 lb. capacity.
 3. SIX-INCH TALL (minimum), SOLID BLACK RACE NUMBERS must be displayed at each paddock/pit area.
 4. The technical inspector must inspect personal safety equipment and motorcycles for safety aspects before the rider is allowed on the course for practice or racing. Any equipment found to be in unsatisfactory condition will be rejected by the technical inspector.
 - a. Personal safety equipment will be inspected at the first event that a rider competes in for the season. A sticker will be applied to the helmet that will remain in place for the remainder of that season.

The rider's personal safety equipment will not need to be re-inspected over the course of the season until the rider is involved in a crash, whereupon the sticker will be removed from the helmet and all equipment will be required to be inspected and a new sticker will be applied.
 - b. The rider will be required to bring the helmet with the current year inspection sticker on it to the inspection area along with the motorcycle and their current WMRRRA medical form.
 5. It is the duty of all riders to ensure compliance to the technical rules of the class(es) they are entering. The primary duty of the technical inspector is to inspect machinery for safety only, not for compliance to class eligibility rules.
 6. When multiple heats are run:
 - a. A rider must complete a heat using the same machine (defined as the same chassis) on which he starts that particular heat.
 - b. A rider must use the same machine in both heats in races that are money classes or where manufacturer's contingency money is offered.
 - c. If a rider changes motorcycles for a later heat of a trophy race, the motorcycle being used must still bear that rider's own number.
 7. If two riders share one machine, it must bear the rider's correct number during the race. Any exceptions must be approved in advance by the head scorer.
 8. Technical Inspection Checklist:

This checklist is provided for the convenience of the rider. It is not all-inclusive, nor does it state the complete text of the rules. It is the sole responsibility of each rider to ensure that his/her motorcycle is prepared for racing in accordance with all of the rules in this rulebook and that his/her safety gear is in good shape

and complies with all requirements in this rulebook. The following requirements are listed together here as a convenience to the rider:

- a. The bike must be clean and free from leaks (Section E-12).
- b. Belly pans must be removed for tech inspection. The belly pan must be brought to tech inspection along with the bike. (Sections E-21, 34).
- c. Wheel weights must be taped (Section E-8).
- d. Control levers must be ball-end type (Section E-1).
- e. Safety wire the following fluid components (Sections E-4, 5, 10, 11):
 - I. Oil drains.
 - II. Oil system caps and plugs.
 - III. Fork oil drain plugs.
 - IV. Oil filter plate bolts.
 - V. Spin on oil filters must use a hose clamp that is safety wired to prevent rotation.
 - VI. Water cooling systems drain plugs and filler caps.
 - VII. Oil and fuel lines must be clamped or safety wired.
 - VIII. Coolant lines must be clamped.
- f. Water or approved coolant additive only (Section E-5).
- g. Engine guards must be in place (Section E-32).
- h. No wheel damage or loose spokes (Section E-8).
- i. Breather hoses/catch tanks must be in compliance with the rules (Section E-6).
- j. Footpeg ends must be rounded (Section E-14).
- k. Valve stem caps must be rounded metal (Section E-9).
- l. Operating brakes front and rear. All brake caliper mounting bolts must be safety wired (Section E-8).
- m. Handlebars must move freely throughout the arc. No touching tank or fairing (Section E-16).
- n. Handlebar ends must be plugged (Section E-16).
- o. Self-closing throttle – throttle must snap shut from all handlebar positions (Section E-17).
- p. Clip-style Master links must be safety wired (Section E-7).
- q. All axle nuts, axle bolts and axle pinch bolts must be secondarily secured (Sections E-29, 30).
- r. Tires must be in good condition (Section E-9).
- s. Gauges must be taped (Section E-26).
- t. Lights must be removed (Sections E-19, 25).
- u. Apparent good condition of personal riding gear (Sections C-1, 3).
- v. CURRENT WMRRRA Medical form in pocket of leathers (Section C-1).
- w. All previous tech inspection stickers must be removed from the motorcycle (Section E-21).
- x. Proper number plates and numbers (Section E-24).
- y. Exhaust system must comply with noise limits (Section F).

SECTION D – CLASSES

1. The Supersport classes will consist of: (see Section P for further clarification)
 - a. 600 Supersport

- b. 650 Supersport Twins
 - c. 750 Supersport
 - d. Open Supersport
 - e. **250 Ninja Cup**
2. The Superbike classes will consist of: (see Section Q for further clarification)
- a. Lightweight Superbike
 - b. 600 TFS
 - c. 600 Superbike
 - d. 750 Superbike
 - e. **Open Superbike**
3. The Formula / Grand Prix classes will consist of: (see Section R for further clarification)
- a. Formula Ultra
 - b. Open Single
 - c. Middleweight Grand Prix Twins
 - d. Open Grand Prix Twins
 - e. 125 Grand Prix
 - f. 250 Grand Prix
 - g. Formula Thunder
 - h. Lightweight Early Grand Prix
 - i. Heavyweight Early Grand Prix
4. The Novice Class
- a. ***The primary purpose of this class is to allow the beginning racer to gain confidence and experience under racing conditions. Motorcycles entered in the novice class are subject to the same equipment requirements as all other classes (see sections C and E).***
 - b. ***Novice competitors who have machinery that complies with 125GP, Open Single, Vintage, 650 Supersport Twins, Lightweight Superbike, 250 Ninja Cup, or Ultra Lightweight Sportsman regulations are allowed to run in up to two of those classes in lieu of the novice class. All others shall compete in the novice class only. Exceptions must be approved in advance by the WMRRR referee and/or Race Director.***
 - c. Novice competitors that are riding slower machines, or are relatively "slow" riders may be directed by the referee to ride with another appropriate class.
 - d. See section B-14 for graduation requirements.
5. The Vintage classes will consist of: (see Section T for further clarification)
- a. Lightweight classic superbike
 - b. 160 Vintage
 - c. 250 Vintage
 - d. 500 Vintage
 - e. 750 Vintage
6. Money classes for 2010 are:
- a. Lightweight Superbike
 - b. 600 Superbike
 - c. Formula Ultra
- All other classes are Trophy classes.***
7. The term OPEN in these rules means unlimited displacement. The term MULTI means more than one cylinder. The term TWIN means two cylinders. The term TRIPLE means three cylinders.

8. For special events the class structure may be changed by the race organizers.
9. In any competition event, at least three competitors must start the race to constitute a class as recognized by these regulations. Race organizers may move riders into other classes or races for the day if needed to make a class but only with the consent of all the riders involved.

SECTION E - MACHINERY AND NUMBERS

1. All machines must be fitted with properly working clutch, gear box and integral ball-ended brake and clutch levers. Minimum size of the ball-end shall be 1/2-inch diameter.
2. The rear wheel must have an efficient cover extending to at least a vertical line drawn through the rear axle.
3. All machines must be fitted with a guard completely enclosing the primary drive.
4. Oil fixtures (drain plug, filter, filter plate bolts, caps and plugs) must be safety wired with 0.032 inch minimum diameter STAINLESS STEEL WIRE. This includes gear oil plugs in shaft-drive motorcycles and plugs for enclosed chains. This also includes both engine and transmission for those machines equipped with separate units. Spin-on oil filters must be secured by a hose clamp and the hose clamp must be safety wired to prevent rotation of the filter or loosening of the clamp. K&N spin-on oil filters with a nut on the end of the filter can be used without a hose clamp but must safety wire the nut to bike to prevent it from loosening.
5. All water-cooled motorcycles must use either plain water or plain water with an approved coolant additive in the cooling system. **Currently approved coolant additives are Maxima brand Cool Aide, Redline brand Water Wetter, Silkolene brand Pro CCA and RC-20, Motul brand MoCool.** Any other coolant additive must be submitted in writing to the referee and approved prior to use. Anti-freeze may not be used. The use of anti-freeze and/or any other unapproved additive is subject to penalties and/or fines per Section N. All radiator caps, drain plugs and petcocks must be safety wired.
All four-stroke water-cooled engines must have a coolant overflow reservoir of at least 8 oz. capacity (no glass and it must be made of heat resistant material) securely attached to the machine. The coolant reservoir is to be a separate container from any oil catch tanks. The inlet line must be mechanically clamped to the reservoir, unless it is OEM in which the existing clamps will be allowed. The coolant reservoir will have an outlet line which terminates in the belly pan to avoid pressurization. Any modifications made to an OEM coolant overflow reservoir must be made in a safe and workmanlike manner.
6. All four-stroke engines must have the oil breather line(s) returning to the oil tank or an alternative heat resistant catch tank of at least eight-ounce capacity (no glass) with the inlet line securely fastened and adequately vented to avoid pressurization. A bellypan as described in section E-34 does not satisfy this requirement as a catch tank. Alternatively, production-based motorcycles may vent the oil breather(s) to an unmodified airbox with plugged drains.
7. Automatic chain oilers must be inoperative. Clip style master links must be safety wired.

8. Wheel rims smaller than sixteen inches (front) and fifteen inches (rear) in diameter shall not be used. Aluminum axles are not permitted. Spokes must be tight and wheels must be reasonably true. Brakes must be manufactured and installed in a safe and workmanlike manner. Front and rear brakes must operate effectively. All disc brake caliper mounting bolts must be safety wired. Wheel balance weights must be taped.
9. Tires must be in good condition and be either DOT approved with a minimum of 1/16 inch tread, or suitable road racing tires depending on the class entered. Valve stem caps must be installed and must be metal with rounded or blunt edges (IE – no plastic caps, no novelty caps, no sharp edges or integral valve core removal tools, etc). It is **strongly** recommended that the cap include a rubber gasket to prevent loss of air pressure at high speed.
10. Oil and fuel lines must be safety wired or mechanically clamped to their fittings. Coolant lines must be mechanically clamped to their fittings. Spring clamps are not allowed. Leaking fittings or gas tanks are prohibited.
11. All oil lines including oil-cooler lines, unless OEM, must be braided stainless steel. All hose connections must be approved by the technical inspector. Hose clamps are not allowed. The ONLY exception to this rule will be motorcycles that are equipped with an oil cooler stock from the factory. When OEM equipment is used, NO modifications to the oil-cooler or hoses are allowed.
12. All machines must be reasonably clean and free from leaks.
13. All brackets to secure mufflers to the frame must be triangulated to prevent forward and aft movement of the muffler, and all muffler bracket bolts must be safety wired.
14. All footrests, gearshift and brake pedals shall have no sharp edges protruding. All sharp edges must be filed smooth and/or covered with 1/8 inch of rubber or plastic. Footpegs ground sharp while racing shall be repaired or filed smooth before the next heat. Footpegs must be plugged when round.
15. All nuts and bolts shall be securely fastened.
16. Damaged or repaired handlebars are prohibited. The handlebar must be capable of supporting the weight of the motorcycle. Handlebars must have plugged or covered ends. Handlebar grips and control levers must remain at least one inch from the fuel tank and must not touch the fairing throughout the steering arc. Frame mounted steering stops must be used as the sole means of limited steering head travel. Steering stabilizers, if used, must be securely mounted.
17. All machines shall be equipped with a self-closing twist grip type throttle, which will be checked at the extremes of steering lock.
18. All machines must be equipped with an effective kill switch placed on the handlebar within easy reach of the rider's hand in the normal riding position, and marked or colored red.
19. All stands, turn signals, mirrors, and any other accessories deemed dangerous by the technical inspector must be removed.
20. All machines must meet their respective class specifications. Riders wishing to petition for "like-design" status in order to ride a later model year motorcycle in a class with a cutoff year may do so by submitting a petition in writing to their rider representative for consideration and approval by the Executive Board. The petition should include all relevant information on the motorcycle, class to be

- ridden, and any supporting information or documentation necessary for the board to base their decision on. The board will return its decision in writing.
21. All previous technical inspection stickers must be removed prior to presenting the machine for technical inspection. Fairing lowers must be removed to allow inspection. Belly pans must be brought to tech inspection along with the bike. Exception: Vintage bikes with mounted belly pans are not required to remove the belly pan for tech inspection if it is inconvenient to do so.
 22. Supercharged engines are prohibited at WMRRA events, except Formula Ultra.
 23. Turbocharged engines are allowed at WMRRA events, subject to individual class regulations.
 24. Number plates:
 - a. ***Motorcycles shall be fitted with three non-metallic number plates; one centered on the front and one on each side. EXCEPTION FOR FRONT: In the event the motorcycle has a front central air intake, a number plate on each side of the air intake will be permitted. Each number plate will consist of the entrant's competition number as numerical digits and a white background. EXCEPTION FOR REAR: In the event that it is not physically practical to meet the number size requirements with a number on each side of the tail section, rear numbers may instead be one number across the top of the tail section. The number should be oriented so that it is right side up if you are looking at it from behind the bike. Riders are required to put the number on the underside of the tail section as well. Each number plate will consist of the entrant's competition number as numerical digits with a white background.***
 - b. ***The number plate digits must be solid black for all competitors except Novice and Graduated Novice. Novice and Graduated Novice will be required to use solid red numbers. Numbers for all competitors must be at least six inches high. The distance from any digits edge to the outside border of the number plate must be at least one inch. In the event the motorcycle has a front central air intake, the number plate digits on each side of the air intake may be four inches high.***
 - c. ***Backgrounds will be white for all competitors.***
 - d. ***All number plates must be visible at 100 feet from the motorcycle while the rider is in a normal seating position (Section E-24e). Non-conforming motorcycles are subject to black-flagging (Section J-4).***
 - e. For special events, such as superteams and endurance races, the organizers may assign numbers for each entry and may provide a program listing the numbers and the rider's names for pre-entered competitors.
 - f. In any event, riders whose numbers are not legible do not have to be scored (at the discretion of the head scorer).
 - g. Motorcycles without numbers or number plates in compliance with Section E24.a-d will not be allowed on the racetrack during a race unless given special approval by the head scorer and referee.
 - h. Please note that changes to electronic timing and scoring does not eliminate or alter number plate requirements in any way.
 25. All headlight and tail light bulbs and lenses must be removed.
 26. All instruments and gauges must be removed or taped except in the areas required for necessary monitoring.

27. Horns must be inoperative, or may be removed.
28. For the purpose of class eligibility, rotary engine displacement will be calculated as: $1.7 \times \text{Compression volume} \times \text{number of rotors}$.
29. Where cotter pins are used as safety devices on OEM-fitted castellated nuts (e.g. many rear axle nuts), "R" clips or "D" clips may be used as a substitute. "R" clips and "D" clips must be safety wired to the bike, and "R" clips must additionally be safety wired or zip-tied closed at the mouth.
30. All axle nuts, axle bolts, and axle pinch bolts must be secondarily secured. Axle bolts that thread into the end of an axle and axle pinch bolts must be safety wired. For motorcycles having dual pinch bolts near each end of the axle, it will be sufficient to safety wire only one pinch bolt per side (in addition to the axle nut or axle bolt). Axle nuts must be secondarily secured using either safety wire or a cotter pin or cotter pin substitute approved in this rule book (Section E-29).
31. A WMRRA Sticker must be displayed on the front number plate. The sticker will be provided by the WMRRA tech inspection staff.
32. Engine and tank guards:
 - a. Motorcycles which have been found to be susceptible to track oiling, will be required to have functional engine covers or guards in place to minimize the potential for oil spillage in the event of a crash.
 - b. In general, inline four cylinder engines are required to have guards in place on each side of the crankcase that contains oil behind the crankcase cover. Acceptable protection includes aftermarket extra-thick case covers, or external shields (preferably steel) bolted in place over the OEM case covers, or other means of protection acceptable to the technical inspector.
 - c. If crankcase protection is required but no aftermarket engine guards are available, then other hand-fabricated guard(s) must be used. Unavailability of guards does not constitute exemption from this requirement.
 - d. The following motorcycle models are known to require engine guards at the time of printing of this rule book. These requirements will be extended to other models during the year as required.
 - I. All Honda CBR: Both sides
 - II. All Kawasaki ZX-6, 7, 9, 10 and 12: Left side
 - III. All Suzuki GSXR,GSX and RF: Both sides
 - IV. Yamaha FZR400 and FZR600: Right side
 - V. Yamaha YZF600, 1996 and earlier: Right side
 - VI. Yamaha YZF600, 1997 and later: Both sides
 - VII. Yamaha R1 and R6: Both sides
 - e. Motorcycles which have been found to be susceptible to fuel tank ruptures will be required to have functional guards in place to minimize the potential for fuel leakage and resulting fire in the event of a crash. This currently includes Yamaha R6, 2006 and 2007. These requirements will be extended to other models during the year as required.
33. Electronic scoring transmitters must be in place and operating for tech inspection.
34. Fluid-catching belly pans - ALL 4 stroke machines MUST use a fluid retaining device (i.e. a belly pan or catch pan) capable of retaining at least 4 quarts of fluid. Vintage class eligible motorcycles running in Vintage classes only are required to use a fluid retaining device capable of retaining the amount of fluid in the crankcase, except dry-sump engines, which must be capable of retaining at

least 2 quarts. Under certain very limited circumstances, the Race Director may waive this rule for specific motorcycles. Please note that this is at the Race Director's discretion.

These circumstances are the following:

- a. Brand new model motorcycles that do not yet have this equipment available from aftermarket bodywork manufacturers may be exempted. Once this equipment becomes available for any specific model, the race director shall not allow further exceptions for this model. Models that are exempted shall be published on the WMRRA web site two weeks before an event.
 - b. Certain unorthodox machines that the Race Director has determined are too impractical or unsafe to mount this equipment on. These are to be examined on a case by case basis.
35. Under no other circumstances shall the Race Director, Tech Inspectors or any other WMRRA official allow a 4 stroke machine lacking an oil retention device as described above on the track. Should a machine be taken on the track lacking such equipment during a practice, warm up, or racing session, the rider of that machine will be disqualified from racing from the rest of the weekend, including any race they are currently competing in.
36. "D" clips are allowed in lieu of 0.032 inch minimum diameter STAINLESS STEEL WIRE for brake caliper bolts, axle nuts/bolts and axle pinch bolts. They must be positioned as to prevent rotation and must be fastened to the bike.

SECTION F - NOISE CONTROL

1. All motorcycles must have a muffler and be within the maximum allowable sound limit of 115 dbA.
2. Sound limit of 115 dbA will be determined at 20 inches from, 45 degrees behind, and at the same height as the rear most exhaust outlet at 1/2 the manufacturer's recommended maximum engine speed (redline). If no redline is published for the particular motorcycle, then an engine speed equal to 60% of the engine speed at which maximum horsepower is developed shall be used. If neither redline nor maximum horsepower engine speed is available, then test speed N shall be calculated from the following formula:

$$N = 306,000 \text{ (Stroke in MM)}$$

(or)

$$N = 12,000 \text{ (Stroke in inches)}$$

3. At all WMRRA events, motorcycles must meet 105 dbA at 50 feet. That measurement will be taken while the machine is moving on the racing surface. Violators are subject to being black-flagged from their event.

SECTION G - GAS/FUEL

1. All fuel used at WMRRA events must be gasoline based. Gasohol, octane boosters, oxygenates and other additives are allowed as long as the fuel remains gasoline based. Oxidizing fuels such as nitro-methane and nitrous oxide are strictly prohibited.
2. Exception: the use of nitrous oxide is allowed in the Formula Ultra class only.

3. Any competitor found using fuel other than that specified above shall be subject to suspension.

SECTION H - RACE ORGANIZATION

1. Adequate mobile fire-fighting equipment shall be available at all events.
2. At all events, the starting and finishing line(s) will be clearly defined and a qualified first aid attendant with equipment and transportation will be present at the track facility at all times. The referee SHALL NOT ALLOW practice or racing to begin until the attendant and transportation are at the course. The attendant and/or driver will be made aware of on-track procedure as outlined in section K-12. THE FEE FOR ANY TRIPS TO THE NEAREST HOSPITAL ARE THE RESPONSIBILITY OF THE INJURED PARTY, NOT THE ORGANIZERS.
3. A race shall be considered begun when the starting signal is given, except in the case of a false start. Each competitor must pull to within one-half bike length of the assigned grid position line. It shall be considered a false start when one or more competitors leave the starting line before the starting signal is given. Leaving the starting line is defined as allowing the center of the REAR WHEEL to pass over the front of the rider's grid position. A rider who falsely starts twice in a race shall be penalized to a grid position one hundred feet behind the starting line or behind the last starter, whichever is greater. ***At the discretion of the referee, if a race is allowed to start when one or more riders make false starts, those rider(s) will be penalized by having 30 seconds added to their completed time for the race.***
4. The only persons authorized to stop a race are race control, referee and race director. This shall be done by displaying a waving red flag at the corner where the incident occurred and in the corner preceding it; a standing red flag will be shown in all other corners and start/finish line.
5. When a race is stopped, the positions of the riders at the last lap over the finishing line prior to the stop signal shall be considered the finishing positions. However, any rider who crashes prior to the issuance of the red flag will be scored as did not finish (DNF).
6. A race shall be considered finished when the checkered flag falls or when the red flag falls after halfway. A grid qualifying heat shall be considered final if the red flag falls after the completion of one full lap.
7. A rider will not be allowed to gain position by leaving and re-entering the designated race course. In addition, a rider who circumvents one or more corners by leaving and re-entering the race course will be assessed a 30 second penalty.
8. There shall be at least one escorted practice session for new rider to be held at the beginning of the normal practice period.
9. A new or novice rider must participate in at least one of the supervised practice sessions in order to compete in the day's events. If unable to make one of the practice sessions, the rider's entry fee will be refunded and the rider will not be allowed on the racetrack.

10. Grid positions will be determined by class points for that season, followed by the order entries are received by registration. Grid positions for the first race weekend will be decided by final class points from the previous race season, followed by the order entries are received by registration.
11. ***Once turn 1 releases the motorcycles onto the track for the warm-up lap, riders not yet on the track will have a 30-second window to pass by turn 1. Any late riders still wishing to make the grid will be allowed or denied at the discretion of the referee.***
12. Before the start of the race, the GRID board will be turned sideways indicating that the start is imminent. If a rider arrives at the starting grid when the GRID board is sideways, that rider must take position at the back row of the appropriate class grid.
13. After receiving the checkered flag, each rider must proceed around the course in the normal direction until he reaches the designated track exit, unless directed otherwise by race officials.
14. All racing and other vehicles shall travel only in the forward direction around the race course unless otherwise directed by race officials.

SECTION J - FLAGS AND SIGNALS

1. Each flagman shall have one or two assistants as deemed necessary by the race director. All flagmen and their assistants shall be briefed by the race director or his designee before practice or racing begins. The race director will also brief the ambulance crew(s) as regards procedure. In addition to the flagmen, there shall be at least one person in communication with race control at all times at each corner station.
2. All flagmen must have a yellow, a yellow/red striped, a white with red cross, and a red flag.
3. The following flag signals shall be used at all WMRRA events:
 - a. Green: Start/Course is clear
 - b. Crossed blue and white flags (furled): Half way (not used in heats under six laps)
 - c. White: One lap to go
 - d. Checkered: End of race or practice
 - e. Red: Race or session stopped. A waving red flag will be shown in the corner where the incident occurred and in the corner preceding it; a standing red flag will be shown in all other corners and start/finish line. Put a hand up or foot out to let riders behind you know you will be coming off pace, then come to a safe stop at the edge of the track at the next corner station and wait for instructions.
 - f. Black: Safety violation
 - g. White/Red cross: Ambulance (or other four-wheel vehicle) on course
 - h. White/Red cross (waving): Ambulance (or other four-wheel vehicle) on course, directly ahead
 - i. Yellow/red stripes: Oil, water or debris on the track or safety violation
 - j. Yellow (stationary): Caution/danger ahead
 - k. Yellow (waving): Immediate danger ahead, hold position (no passing)

racing line and check their machine for fluid leakage as soon as can be done so safely, and proceed off the racing surface if necessary to avoid oiling the track. After reporting to race officials, the rider may be allowed to re-enter the race or practice session if it is safe to do so.

SECTION K - CONDUCT

1. A rider will not be allowed to enter the race course prior to the signing of entry, liability release, and medical forms and without the permission of the referee. The penalty shall be disqualification from the day's event(s).
2. No rider, pit crew member, or official may be under the influence of alcohol or drugs or partake of same, before or during any WMRRA competition event. The penalty shall be at the referee's discretion.
3. Unsportsmanlike or unsafe conduct by any competitor, official, pit crew member or spectator is absolutely prohibited. The penalty for unsportsmanlike conduct by any of the above will result in disqualification, forfeiture of any awards or prizes, suspension or ejection from the racetrack premises at the discretion of the referee. Appeals of decisions regarding unsportsmanlike conduct must follow the procedure outlined in section A-1 and bylaws Article 5.
4. Any competitor who intends to pull off the course must signal his intentions by first raising an arm in the air or stretching out a leg, and must never cut across the track in front of other competitors.
5. Since a rider who is about to be passed (during practice or a race) can neither see nor hear another rider approaching from the rear, **the responsibility for safe passing lies with the passing rider. It is also the duty of all riders not to make wild and erratic changes in direction in such a way as to endanger passing riders who may be committed to a fast line and have insufficient room to maneuver.**
6. Riders may not make unauthorized use of the track before, during or after an event.
7. Racing engines may not be started before 9:00 am.
8. Non-competition motorcycles or other vehicles may be ridden for transportation only in the paddock area. Riders of any motorized vehicle except a fully enclosed car or truck shall wear a DOT or Snell approved helmet. The vehicle must have the rider's competition number on the front. It is the responsibility of competitors to control their crews and/or families in the pit area. Pit vehicles shall be operated in a safe manner and at reasonable speeds.
9. During an event, no persons except competitors, track officials, corner crews and ambulance crews are allowed on the racetrack surface itself.
10. In all racing events, the rider is responsible for the actions of his entire pit crew. Information or requirements passed to a riders' pit crew by Race Officials shall be deemed as passed to the rider.
11. The speed limit on the racetrack premises (except the track itself or the pit test area) will be determined by the referee. Riders or crew members speeding through the pit area constitute a serious safety hazard and shall be dealt with at the discretion of the referee.
12. In the event of an ambulance or other vehicle on the racetrack, the procedure is as follows:
 - a. The ambulance will travel in the direction of the race course ONLY. The white/red cross flag will be displayed at the start/finish line and at each corner station. As the ambulance passes from one corner station to the next, the flag will be standing at each station that can see the ambulance,

and waving in the corners that the ambulance is passing through to alert riders that the ambulance is on the track.

- b. The ambulance will stay to the inside of the track at all times until it arrives at the scene of the accident. When the ambulance arrives at the scene of the accident, the driver will then clearly signal his intentions.
 - c. Riders may pass the ambulance on the outside of the track and only one abreast at a VERY reduced speed.
 - d. Corner workers will be instructed to report to race control the numbers of any competitor that passes inside the ambulance, at racing speeds, or more than one abreast.
 - e. At the discretion of the referee, riders who do not observe this rule will be disqualified from the day's racing activities. Ambulance personnel will be advised of this procedure prior to each day's event. Competitors will be advised of this procedure at every rider's meeting prior to each day's event. A practice session, novice race, or grid qualifying heat will be red-flagged before an ambulance is brought onto the track.
13. A motorcycle and safety gear that has crashed must re-pass technical inspection before being allowed back on the race course.
 14. A rider who has crashed must get himself checked by an ambulance crew and all their riding equipment must pass technical inspection before being allowed to ride again that day.

SECTION L – PROTESTS

1. The purpose of these rules is to run an orderly, competitive and fair race emphasizing the safety of all involved. The rules are not intended to allow one racer or team to defeat another with the rulebook rather than on the racetrack. The rules are not intended to allow one racer or team to harass another in anonymity. All protests MUST be in writing and all protesters must be prepared to be identified to the protested person or team. Protests deemed capricious or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied or assessed with a fine rather than a penalty. In the event this rule, which states the overall purpose and principles of the WMRRRA rules, is interpreted to conflict with another rule or statement of policy, this rule shall prevail. The final decision on all protests lies with the WMRRRA Executive Board.
2. Any competitor may enter a protest against another entered competitor in the event in which both are entered, or against a decision made by the race organizers.
3. All protests must be submitted to the referee not later than thirty minutes following the posting of the results of the last heat of the day for the class protested. The protest must be in writing, be submitted with the appropriate fees, and the protester must attempt to have the person protested present at time of submission of the protest.
4. Any rider filing a protest with the referee either verbally or without stating the specific rule broken may be assessed a fine of up to \$50 by the WMRRRA executive board for unsportsmanlike conduct.

5. The WMRRA executive board may register a protest against a rider(s) or motorcycle(s) without filing the normal fees, if the majority of the executive board present at the racetrack approves the protest. If the protest is not upheld, WMRRA will follow the same procedure as an individual as specified in Section L-8 below. Motorcycles that are obviously in non-compliance with these rules shall be disqualified by the referee.
6. Protest procedure:
 - a. The protest must specify the machine protested and the specific area(s) of protest and must be signed and accompanied by the proper fee. The protest fees are as follows:
 - I. Visual protest (no disassembly see L-9)
 - II. Some disassembly (seat, bodywork, gas tank and air box removal) \$25.00
 - III. Removal of Valve Cover \$50.00
 - IV. Removal of Cylinder Head \$250.00
 - V. Disassembly of the Bottom End \$500.00
 - b. The following items will be inspected during an engine teardown: bore and stroke, compression ratio, camshafts, valve size, porting, carburetors, ignition, and other components as the referee should deem necessary. Any other illegal modifications discovered during a teardown will count towards upholding a protest.
 - c. Following the submission of a written protest and the proper protest fee, the referee will notify the rider and/or owner of the motorcycle in question. The rider, owner, or pit crew member is then required to bring the machine under protest immediately to the impound area designated by the referee.
 - d. Failure to bring the motorcycle to the impound area will automatically uphold the protest and result in the loss of rewards, prizes, and points for the machine under protest as well as forfeiture of the above in any other event entered by the rider or owner that day.
 - e. The protesting party must remain at the track facility during teardown. However, the protester is only entitled to witness that part of the teardown that is relevant to the protest (unless allowed to be present by the protested party.)
7. If after inspection the protest is upheld, the rider will forfeit any awards, prizes, and points earned by the protested machine that day and, at the discretion of the referee, may forfeit ALL season points earned by the machine in the class protested. The rider or owner must prove to the satisfaction of the referee that the machine meets the rules of the class before it can be entered in any further WMRRA events.
8. If the protest is upheld, the protest fee will be returned to the protesting party. If the protest is not upheld, the protest fee will be given to the protested rider/owner.
9. The organizers or any competitor may submit a "visual" protest to the referee against another competitor in the event in which both are entered, for obvious violations of class eligibility rules. In this case there is no protest fee.
10. Any appeal of any protest or referee's decision, must be submitted in writing to the WMRRA executive board in accordance with section A-1 of this rulebook and bylaws Article 5.

11. Any official, competitor, or competitor's WMRRA rider representative may submit a scoring protest to the head scorer, referee, or to any WMRRA representative at the officially designated event registration location. All protests must be submitted within 30 minutes after the last race results have been posted. In the event of a scoring error, the signature of the competitor credited with the incorrect placing is required, but may be submitted in a supplemental filing up to five days after the event is concluded. The head scorer and/or referee will use the heat results, manual backup lap sheets and any other information available (including that submitted by the protesting rider) to resolve the protest. The decision of the head scorer and/or referee will be final. The correction will be forwarded to the club webmaster as soon as possible so corrections can be made to the posted results. The correction will also be forwarded to the club contingency program coordinator so that corrections to any contingency paperwork can be made and submitted to the contingency sponsors.

SECTION M - POINTS AND AWARDS

1. Season or year-end points will be awarded using the following schedules. Points will be awarded for the main event ONLY at the following rate.

1st place:	40 pts
2nd place:	32 pts
3rd place:	26 pts
4th place:	22 pts
5th place:	20 pts
6th place:	18 pts
7th place:	16 pts
8th place:	14 pts
9th place:	12 pts
10th place:	10 pts
11th place:	8 pts
12th place:	6 pts
13th place:	4 pts
14th place on:	2 pts
DNF:	1 pt
No TX:	1 pt
DNS:	0 pts
DQ:	0 pts
No Show:	0 pts
Novice:	0 pts

2. Multiple heats - Olympic point system:
 - a. To determine overall positions when multiple events are run for points in each class, each heat is scored according to the "Olympic" system where the winner receives one point, second two points, third three points and so on, on an ascending scale so that last place receives the same number of points as machines that finish the event.
 - b. Any rider that does not receive the checkered flag will receive the same number of points as the last place, plus three points. Any rider that does not

- start a particular heat will receive the same number of points as the last place plus six points.
- c. When more than one final heat is run on one day, all "Olympic" points earned in heats will be added together to decide the overall positions for the day's events. Ties will be decided by the highest finishing order in the last event or heat.
3. The Point structure for each heat is on a descending scale from first to last and is based upon the place the rider finished following the checkered flag:
 - a. Any rider who does not receive the checkered flag but started the heat race will receive one point and will be scored as a DNF. A race start for a heat race is defined as crossing the start/finish line after the start signal is given.
 - b. Any rider who started the heat but does not have a proper working transponder, does not have a transponder mounted on their motorcycle or has scoring issues will receive one point. This will be scored as a No TX. The scoring may be revised or changed but it is the rider's responsibility to fill out a scoring protest form and turn it into the scoring staff. (Section Z and Section L-11)
 - c. Any rider who has gone through tech and has entered an event(s) but does not compete in the race heat(s) entered will be considered as a DNS and will receive no points.
 - d. Any rider who is disqualified from an event per the track referee will receive no points and that heat. This is considered a DQ.
 - e. Any rider who has pre-paid but does not go through tech will receive no points. This is considered a No Show.
 4. Points will not be awarded for motorcycles not displaying number plates in compliance with section E-24 except at the discretion of the chief scorer.
 5. A rider may NOT enter in two different classes that are run simultaneously in the same heat and thus try to earn points in each class for the same ride.
 6. In the event there is a tie for a championship, that tie will be broken based on the number of wins in the series or class. If that does not break a tie, the number of second place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. In classes scored by the Olympic point system, each 2-heat race event will be tallied as one race for the purpose of breaking ties. Ties will be broken as they occur as well as at the end of the year.
 7. **All classes will be awarded trophies for first, second and third place finish.**
 8. **The OVERALL Champion point structure will be derived from not more than three classes. Riders may enter more than three classes, but the total number of points calculated for the riders OVERALL points are derived from the three classes in which the rider has accumulated the most points at the end of the season. An event must have at least 8 racers starting for that event's points to count toward OVERALL point totals. Novice riders are not eligible to earn points towards the OVERALL championship.**
 9. End of year trophies are awarded for first, second, and third in each class.
 10. The top five "End of Year" riders will earn a number plate. The one thru five number plates will be awarded at the end of the race season. The competitors have the option of running the top five number or their assigned WMRRA

number. The assigned WMRRA number will be reserved for the season in which they are a plate holder.

11. The money class money payout schedule is as follows:

Prize Money Payout for 2011

Entries	Finish Position												Total Payout	Total Entry \$\$	Total Payout
	1	2	3	4	5	6	7	8	9	10	11	12			
3	175												\$175	\$360	49%
4	183	146											329	480	69%
5	191	153											344	600	57%
6	199	159	127										486	720	67%
7	207	166	132										513	840	61%
8	215	172	138										525	960	55%
9	223	178	143										664	1,080	61%
10	231	185	148	118									682	1,200	57%
11	239	191	153	122									706	1,320	53%
12	247	198	158	126	101								830	1,440	58%
13	255	204	163	131	104								857	1,560	55%
14	263	210	168	135	108								884	1,680	53%
15	271	217	173	139	111	89							1,000	1,800	56%
16	279	223	179	143	114	91							1,029	1,920	54%
17	287	230	184	147	118	94							1,059	2,040	52%
18	295	236	189	151	121	97	77						1,166	2,160	54%
19	303	242	194	155	124	99	79						1,197	2,280	53%
20	311	249	199	159	127	102	82						1,229	2,400	51%
21	319	255	204	163	131	105	84	67					1,327	2,520	53%
22	327	262	209	167	134	107	86	69					1,361	2,640	52%
23	335	268	214	172	137	110	88	70					1,394	2,760	51%
24	343	274	220	176	140	112	90	72	58				1,485	2,880	52%
25	351	281	225	180	144	115	92	74	59				1,519	3,000	51%
26	359	287	230	184	147	118	94	75	60				1,554	3,120	50%
27	367	294	235	188	150	120	96	77	62	49			1,638	3,240	51%
28	375	300	240	192	154	123	98	79	63	50			1,674	3,360	50%
29	383	306	245	196	157	126	100	80	64	51			1,709	3,480	49%
30	391	313	250	200	160	128	102	82	66	52			1,745	3,600	48%
31	399	319	255	204	163	131	105	84	67	54	43		1,824	3,720	49%
32	407	326	260	208	167	133	107	85	68	55	44		1,860	3,840	48%
33	415	332	266	212	170	136	109	87	70	56	45		1,897	3,960	48%
34	423	338	271	217	173	139	111	89	71	57	45		1,933	4,080	47%
35	431	345	276	221	177	141	113	90	72	58	46		1,970	4,200	47%
36	439	351	281	225	180	144	115	92	74	59	47	38	2,044	4,320	47%
37	447	358	286	229	183	146	117	94	75	60	48	38	2,081	4,440	47%
38	455	364	291	233	186	149	119	95	76	61	49	39	2,119	4,560	46%
39	463	370	296	237	190	152	121	97	78	62	50	40	2,156	4,680	46%
40	471	377	301	241	193	154	123	99	79	63	51	40	2,193	4,800	46%
41	479	383	307	245	196	157	126	100	80	64	51	41	2,230	4,920	45%
42	487	390	312	249	199	160	128	102	82	65	52	42	2,268	5,040	45%
43	495	396	317	253	203	162	130	104	83	66	53	43	2,305	5,160	45%
44	503	402	322	258	206	165	132	105	84	68	54	43	2,342	5,280	44%
45	511	409	327	262	209	167	134	107	86	69	55	44	2,379	5,400	44%

Parameters:
 Starting Point: \$175
 Grid size increment: 8.00
 Place %: 80%
 Entry Fee: \$120

SECTION N – PENALTIES

Listed below are the minimum penalties for the listed infractions, subject to the discretion of the referee. These are in addition to penalties listed elsewhere in this rulebook. Appeals of decisions concerning these violations must follow the procedure in sections A-1 and bylaws Article 5.

1. The following violation may result in eviction from the Association and potential civil penalties:
 - a. Conduct in public (to include your behavior and conduct on public mailing lists and public online forums) in such a manner as to cast a poor public image on the Washington Motorcycle Road Racing Association, e.g. riding on public streets with racing number plates displayed.
 - b. Physical assault (i.e. fighting) of any kind with fellow competitors, raceday staff, volunteers or spectators.
2. The following violations may result in disqualification, forfeiture of any awards or prizes, suspension or ejection from the racetrack premises:
 - a. Harassment or verbal abuse of fellow competitors, raceday staff, volunteers or spectators.
 - b. Interfering with the race officials in the performance of their duties.
 - c. Unsportsmanlike conduct i.e. lying to race official, circumventing race day procedures, or any other action deemed unsportsmanlike by the referee.
3. The following violations will result in the loss of riding privileges for the rest of the day, loss of all awards, points and prize money earned that raceday.
 - a. Not stopping when a red flag is displayed.
 - b. Ignoring an ambulance flag.
 - c. Ignoring the black flag by the rider(s) to whom the flag is displayed.
4. The following violation will result in the loss of riding privileges for the next heat in the class in which the violation took place. In the case of the violation occurring in the main event for that competitor's class, the penalty will be applied to the next race day:
 - a. Flagrant non-compliance with safety regulation, machinery or otherwise.
5. The following violation may result in the loss of riding privileges for one heat in one class.
 - a. Non-attendance at the riders meeting.
6. At the discretion of the referee, a rider may be disqualified pending the payment of a \$250 fine for the following infractions:
 - a. Intentionally allowing oil on the track.
 - b. Disobeying a track official's guidance that results in oiling the track.
 - c. Operating a motorcycle required to have a bellypan without a legal bellypan that results in oiling the track.
7. The following violation will result in disqualification for the entire race weekend during which the violation occurred, plus disqualification for the following race weekend, plus a \$500 fine:
 - a. Operating a motorcycle with anti-freeze in the cooling system in violation of Section E-5 that results in anti-freeze being deposited on the track.
8. Any competitor that utilizes the turn 3 run-off road at Pacific Raceways shall make a full and complete stop at the bottom of the run-off road, then proceed

when clear and safe to do so. They shall not gain any competitive advantage or positions. A 30-second penalty shall also be assessed to said competitor. At no time shall any competitor turn around and come reverse direction up the run-off road, for in doing so the rider will be disqualified. If a competitor has an issue with how they were scored, or how another competitor was scored with taking the turn 3 run-off road, they must fill out a scoring protest form no later than 30 minutes after the end of the race.

9. At the discretion of the referee, a penalty may be assessed for any of the above violations.

SECTION P - SUPERSPORT REGULATIONS

Note: If the rulebook does not specifically allow the modification, then it is not allowed.

1. A supersport class motorcycle will be defined as an unmodified street motorcycle as delivered to the dealer from the manufacturer for the use in any American State. For any particular model to be supersport legal, a minimum of 200 units for 3- and 4-cylinder motorcycles and 50 units for twins and singles must have been available through normal commercial channels through U.S. dealers. Limited production models not meeting these minimums must race in the appropriate displacement superbike class instead of supersport.
2. Any motorcycle not in compliance with any American State specifications will be moved up one displacement class unless demonstrated to be equivalent to US version. This rule does not apply to open class machines.
3. In order to alleviate any question as to the machine's eligibility to participate in a supersport class event, the following items must be as delivered to the general public:
 - a. Frame and swingarm assembly
 - b. Front forks (aftermarket springs and air caps are allowed)
 - c. Wheels
 - d. Gasoline and oil tanks
 - e. Fenders and side covers
 - f. Brakes (see exception below)
 - g. Carburetor(s) (except internal jetting)
 - h. OEM Seat base
 - i. Engine cases and internals (except allowed in P-6)
4. No material may be added or removed from the internals of the engine.
5. The following modifications ARE ALLOWED to supersport class machines:
 - a. Aftermarket cam chain tensioners will be permitted to replace stock tensioners.
 - b. Handlebars: Any type of handlebar is allowed, subject to rule E-16.
 - c. Front fork braces may be added.
 - d. Steering dampers may be added.
 - e. Suspension: Rear shocks may be replaced with any type of suitable replacement (air or gas shocks are allowed). Fork springs may be replaced with optional or aftermarket springs. *Fork caps may be modified or replaced.* Fork damping valves may be added, removed or modified without restriction. Fork oil may be changed.

- f. Tires: Original tires may be replaced with good DOT approved tires with a minimum of 1/16th inch tread or commercially manufactured non DOT approved full rain tires. Hand cut, modified, retread or knobby tires are not allowed. Racing-only tires slicks or otherwise (with the exception of full rains) are not allowed.
- g. Controls: Brake lever, clutch lever, clutch perch, footrests, shift rod, gear shift lever, rear brake lever and throttle tube may be relocated or replaced without restriction. If sharp edges protrude, footrests must be covered with 1/8th inch rubber or soft plastic.
- h. Headlight and taillight assemblies shall be removed.
- i. Gearing: Final external gearing may be changed.
- j. **Airbox: Any air filter or no air filter may be used. Adding velocity stacks or modifying or removing OEM velocity stacks is not allowed. Using individual air filters where not OEM is not allowed. The airbox may not be modified. All OEM lids and snorkels on the airbox must be in place and unmodified.**
- k. Carburetors: Internal jetting and needles may be changed. Slides must be OEM, however existing drilled holes may be enlarged. The carburetor's bore size must remain stock. All intake manifold components including rubber boots must be unmodified.
- l. Fuel injection: All components involved in fuel injection systems must remain standard except electronic control modules which can be modified or replaced with aftermarket modules. Replacement modules must connect to original connectors. Aftermarket modules must be available for immediate shipment from US warehouses to any of the manufacturer's US retail outlets for sale to the public. Availability must be maintained throughout the current racing season. Fuel maps may be modified.
- m. Brakes: racing type brake linings in both disc and drum brakes may be used. Aftermarket disc brake rotors of a size and material equivalent to OEM are allowed. All other brake system components must remain stock.
- n. Oil or hydraulic brake and clutch lines: Any appropriate type may be used including braided lines.
- o. Bodywork: Original equipment bodywork is allowed or may be removed. Replica bodywork (a true copy of the original) is allowed, provided no aerodynamic or performance advantage is gained. Windscreens may be replaced with any aftermarket windscreen. Silhouette aftermarket tail sections allowed as long as the OEM seat base is retained.
EXCEPTION: Unfaired and half faired models may add a full fairing with integral oil catch basin.
- p. Clutch: Aftermarket clutch plates and clutch springs are allowed. Dry clutches are NOT allowed, unless OEM.
- q. Miscellaneous: Tail light assembly and instrument assemblies may be removed.
- r. Updating or backdating a motorcycle is not allowed without special approval of the race director **or referee.**
- s. Overboring the engine is allowed in each class up to one-millimeter oversize, using OEM standard replacement parts. No updating or backdating.

- t. Fenders: Frame mounted rear fenders may be removed; swingarm mounted fenders must be in place. Front fenders must be in place.
 - u. Camshaft timing: Degreering of the cams by means of slotting cam sprockets or using aftermarket cam sprockets or adapters is allowed.
 - v. Exhaust: Aftermarket racing exhaust systems are allowed.
 - w. Cooling fan(s) may be removed
 - x. Timing belt covers may be removed per the Ducati factory recommendation.
 - y. Subframes: Aftermarket subframes may replace OEM subframes that consist of the same material as OEM and use the original mounting points. OEM seats must be able to be used without modification.
 - z. You may use readily available wheel spacers (captive style is allowed) and replace the front wheel speedometer drive with a spacer.
 - aa. Crankcase breather can be modified or rerouted.
6. Clarification of possible modifications in supersport classes:
- a. Ignition: Ignition module (black box) must remain stock.
 - b. Cam idler gear mods: Allowed as per manufacturer's service manual.
 - c. Welding crank together: Allowed
 - d. Steering head bearings: Any type allowed.
 - e. Head milling: Milling of the head gasket surface only will be allowed for the purpose of increasing compression and balancing combustion chamber volume.
 - f. Valve grind: Standard only. Grinding must not extend beyond the valve seat.
 - g. Engine bearings: ALLOWED, Any same year OEM.
 - h. Aftermarket pistons: NOT ALLOWED.
 - i. Aftermarket valves: NOT ALLOWED.
 - j. Aftermarket connecting rods: NOT ALLOWED.
 - k. Incomplete number of piston rings on piston: NOT ALLOWED.
 - l. Ignition timing: May be adjusted/modified.
 - m. Electronic shifting devices: ALLOWED.
 - n. Lightweight batteries: Standard numerical designation for model. Four valve Ducatis may change to dry type. Batteries must be capable of starting the motorcycle three times in a row.
 - o. Minor relief, Chamfer as per two-stroke cylinders: manufacturer's port windows recommendation for ring clearance only.
 - p. Intake manifolds: No modification allowed.
 - q. Aftermarket gaskets: The use of aftermarket engine gaskets may be used throughout the engine.
 - r. All other gaskets can be replaced with aftermarket duplicates. For multi-layer gaskets: The entire gasket must be used.
 - s. Gas caps: Aftermarket gas caps are allowed but must use stock mounting points.
 - t. OEM ignition switch may be removed or modified.

2010 WMRRR CHAMPIONS

#1

Ross DeLong



#2

Eli Edwards



#3

Oliver Jervis





#4
Aaron Gwin



#5
Mike MacConaghy



www.darrenbeattyphotography.com

- u. Backdating Suzuki SV650 connecting rods: ALLOWED.
- 7. Supersport classes will be:
 - a. 600 Supersport
 - I. Up to 600cc four-stroke multi-cylinder
 - II. Up to 675cc four-stroke three-cylinder
 - III. Up to 850cc four-stroke twins
 - b. Supersport twins
 - I. Up to 650cc four-stroke liquid cooled twins
 - II. Up to 905cc four-stroke air cooled, two valve twins
 - c. 750 Supersport
 - I. up to 750cc four-stroke multi-cylinder
 - II. up to 1000cc four-stroke twins
 - d. Open Supersport (unlimited OEM displacement)
 - e. **250 Ninja Cup**
 - I. ***The intent of the 250 Ninja Cup class is to provide an inexpensive class for Novice and Expert racers. Novice racers may enter the 250 Ninja Cup class in lieu of the Novice class. Any Novice racer entered in the 250 Ninja Cup class forfeits their right to enter the Novice class for that specific weekend.***
 - II. ***250 Ninja Cup is open to all Kawasaki 250R or EX250 and will run under Supersport rules (Section P) with the exception of:***
 - (1) No engine modifications allowed***
 - (2) Street legal pump gas only (87-93 octane) designed to be run in street legal vehicles***
 - (3) Stock unmodified airbox must remain installed. Snorkel may be removed***
 - (4) Removal of the kickstand mounting tab from frame on 2008 and newer is required***
 - (5) CDI/Igniter may be replaced***
 - (6) Pre-gen (1986-2007) ONLY:***
 - (a) No bodywork restrictions***
 - (b) Wheels may be replaced without restriction provided they do not weigh less than OEM***
 - III. ***All other Supersport rules apply, including the statement "If the rulebook does not specifically allow the modification, then it is not allowed.***
- 8. All turbocharged machines that are otherwise qualified to compete in supersport class events must run in the OPEN supersport class, regardless of engine displacement.
- 9. **Unless specifically allowed in Section P, no other part modifications, replacements, additions, or deletions are allowed. IF THE RULEBOOK DOES NOT SPECIFICALLY ALLOW THE MODIFICATION, THEN IT IS NOT ALLOWED.**

SECTION Q -SUPERBIKE REGULATIONS

1. Superbike class motorcycles must be based on production street motorcycles (see exception at Q-6). All modifications are allowed subject to the detailed specifications within this section. Motorcycles that do not have a comparable model available in the United States shall move up one displacement class.
2. Factory racing equipment (motorcycles or parts designed expressly for racing) is allowed in this class, provided that the combination of both engine and chassis parts are NOT used together. Aftermarket and factory high-performance parts are allowed without limit.
3. The following equipment regulations must be adhered to:
 - a. All modifications must be made in a safe and workmanlike manner.
 - b. Any type of safe tire may be used in this class.
 - c. The machine must be a two-wheeled motorcycle with the engine placed between the front and rear wheels.
 - d. The majority of the front wheel, with the exception of the tire, must be visible from either side.
 - e. The front fender may be extended to the front axle, in front of the fork assembly, covering a maximum of 50 degrees of arc.
 - f. There must be no streamlining with the exception of a front fender, forward of a line drawn vertically from the front axle.
 - g. There must be no streamlining, other than a seat or tail section, to the rear of a line drawn vertically from the rear axle.
 - h. If a streamlined seat or tail section is used, it cannot extend beyond a vertical line drawn from the rear edge of the rear tire.
 - i. The rear wheel, with the exception of the tire, must be clearly visible for 180 degrees of arc from the rear of such a line with the machine unladen.
 - j. It must be possible to see the rider completely, in the normal riding position, from either side and from above, and the riders outline from the rear.
 - k. The use of any transparent material to avoid the application of the rules above is prohibited.
 - l. Alternators may be removed.
 - m. Gas tanks must be constructed and mounted in a safe and workmanlike manner.
 - n. Gas tank vent lines (where installed) must have a device that prevents the escape of gasoline.
 - o. Exhaust pipes, mufflers and expansion chambers must be securely bolted to the frame.
 - p. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire, or point in any such way to create dust or interfere with the vision of another rider.
 - q. All fairings must be mounted at a minimum of three mounting points and in a safe and workmanlike manner.
4. No turbochargers, superchargers or blowers are allowed unless OEM.
5. The Superbike classes will consist of:
 - a. Lightweight Superbike
 - I. Up to 450cc four-stroke multi-cylinder
 - II. Up to 680cc four-stroke twin-cylinder

- III. Up to 800cc air-cooled four-stroke twin-cylinder
 - IV. Open displacement single-cylinder
 - V. Up to 1250cc air-cooled pushrod four-stroke twin-cylinder
 - VI. A motorcycle that has been prepared to compete in the Lightweight Early Grand Prix (Section R-11 a, b) shall be allowed to run in Lightweight Superbike.
- b. 600 TFS (8 years or older)
 - I. Up to 425cc two-stroke multi-cylinder
 - II. Up to 675cc four-stroke multi-cylinder
 - III. Up to 800cc four-stroke twin-cylinder
 - IV. Open displacement single-cylinder
 - V. A motorcycle that has been prepared to compete in the Lightweight Early Grand Prix (Section R-11 a, b) shall be allowed to run in 600 TFS.
 - c. *600 Superbike:*
 - I. Up to 425cc two-stroke multi-cylinder
 - II. Up to 640cc four-stroke multi-cylinder
 - III. Up to 715cc four-stroke three-cylinder
 - IV. Up to 850cc four-stroke twin-cylinder
 - V. Up to 1250cc air-cooled pushrod four-stroke twin-cylinder
 - VI. Open displacement single-cylinder
 - d. *750 Superbike:*
 - I. Up to 800cc four-stroke multi-cylinder
 - II. Up to 1099cc four-stroke twin-cylinder
 - III. Up to 1250cc air-cooled pushrod four-stroke twin-cylinder
 - e. **Open Superbike:**
 - I. **Unlimited displacement (machinery must adhere to Superbike Regulations in Section Q.)**
6. Single cylinder, four-stroke motorcycles entered in the Superbike classes are not required to be production based.

SECTION R - FORMULA/GRAND PRIX REGULATIONS

1. All types of motorcycles are allowed as long as the following criteria are met:
 - a. All equipment must comply with sections C, E.
2. It must be possible for a Formula/Grand Prix class motorcycle that is not loaded to be inclined to an angle of at least fifty degrees from vertical, without any part of it other than the tires coming into contact with the ground.
3. The Formula / Grand Prix classes will be:
 - a. Formula Ultra
 - b. Open Single
 - c. Middleweight Grand Prix Twins
 - d. Open Grand Prix Twins
 - e. 125cc Grand Prix
 - f. 250cc Grand Prix
 - g. Formula Thunder
 - h. Lightweight Early Grand Prix
 - i. Heavyweight Early Grand Prix

- j. Ultra Lightweight Sportsman**
4. The Formula Ultra class consists of:
 - a. Any motorcycle of unlimited engine displacement, including turbo- and super-charged engines. Nitrous oxide may be used.
 5. The Open Single class consists of
 - a. Unlimited displacement Single cylinder two-stroke and four-stroke motorcycles
 6. The Grand Prix Twins class consists of:
 - a. Middleweight Grand Prix Twins
 - I. Up to 400cc multi-cylinder, two-stroke motorcycles
 - II. Up to 748cc four-stroke liquid-cooled twins
 - III. Up to 800cc four-stroke liquid-cooled two-valve twins
 - IV. Up to 1100cc two-valve air-cooled twins
 - V. Up to 1250cc four-stroke two-valve pushrod twins (250 Grand Prix bikes up to and including the 1997 model is allowed provided the frame is original)
 - b. Open Grand Prix Twins
 - I. Unlimited displacement two and four-stroke twins
 7. The 125cc Grand Prix class consists of:
 - a. Up to 125cc two-stroke motorcycles
 - b. Up to 250cc four-stroke motorcycles
 8. The 250cc Grand Prix class consists of:
 - a. Up to 250cc, single and twin-cylinder, liquid-cooled, two-stroke motorcycles
 - b. Up to 430cc, single and twin cylinder, air-cooled, two-stroke motorcycles
 - c. Up to 500cc, twin cylinder, four-stroke motorcycles
 - d. Open displacement, single cylinder four stroke motorcycles
 9. The Formula Thunder class allows four-stroke motorcycles in the following displacement categories:
 - a. Unlimited single cylinders
 - b. Up to 884cc liquid-cooled twin cylinders (except desmodromic)
 - c. Up to 850cc liquid cooled desmodromic twins
 - d. Up to 1404cc air-cooled twin cylinders
 - e. Up to 1000cc three cylinders
 10. The intent of the Early Grand Prix classes is to recreate historical periods in road racing as defined by each class's cut off year. Engine, rolling chassis, and major components should be of the appropriate age for the class. It is difficult to define and enforce strict rules for these classes so competitors must understand and respect the spirit of this historical racing philosophy. "Spirit of the rule" compliance for machinery and/or components shall be at the discretion of the referee or race director.
 - a. Lightweight Early Grand Prix:
 - I. All motorcycles up to 600cc displacement, 1990 model year and older; and air-cooled four stroke twin cylinder motorcycles up to 750cc displacement, 1998 model year and older.
 - II. Certain motorcycles which were manufactured later than 1990 but are unchanged from the 1990 model (like-design) are allowed. Currently those motorcycles are GS500 up to 2006 and EX500 up to 2006.
 - b. Heavyweight Early Grand Prix: Unlimited displacement motorcycles - 8 years old or older.

- c. See Section E-20 for information on petitioning for like-design status.
 - d. All turbocharged and supercharged machines, and all machines using nitrous oxide that are otherwise qualified to run in Grand Prix class events must run in the Formula Ultra class only, regardless of engine displacement.
11. ***The intent of the Ultra Lightweight Sportsman class is to provide an inexpensive class for Novice and Expert racers. Novice racers may enter the Ultra Lightweight Sportsman class in lieu of the Novice class. Any Novice racer entered in the Ultra Lightweight Sportsman class forfeits their right to enter the Novice class for that specific weekend. Racers competing in the Ultra Lightweight Sportsman class will not earn points towards the OVERALL championship.***
- (1) 200-250cc 4-stroke water-cooled twins***
 - (2) 200-250cc 4-stroke air-cooled twins***
 - (3) No engine modifications allowed***
 - (4) Street legal pump gas only (87-93 octane) designed to be run in street legal vehicles***
 - (5) Stock unmodified airbox must remain installed. Snorkel may be removed***
 - (6) Removal of the kickstand mounting tab from frame on 2008 and newer Kawasaki 250R is required***
 - (7) CDI/Igniter may be replaced***
 - (8) Wheels may be replaced without restriction***
 - (9) 250cc 4-stroke motorcycles not eligible under these rules may petition for inclusion in Ultra Lightweight Sportsman, at the discretion of referee, chief tech, or race director.***

SECTION S - SUPERTEAMS REGULATIONS

- 1. Superteams races are one-hour endurance races which must have exactly two riders per team. Races will be governed by section V except as follows.
- 2. SuperTeams classes will follow the class structure of Section V (Endurance Race Regulations).
- 3. Only two person teams are allowed. A rider can be on two teams in the same race. Riders must change between 20 minutes and 40 minutes into the race, or the team will be disqualified. Only one rider change is allowed. The second rider shall wear an arm band.
- 4. If refueling is necessary, it must be conducted per rule V-14.
- 5. Competition numbers:
 - a. Each team will be assigned by the registrar, to be used for the entire season.
 - b. Team must run same number for entire season to qualify for season points.
- 6. In the event of a crash, the team will not be allowed to re-enter the race. Race officials will not return crashed or disabled motorcycles to the pit area; rule no. V-7 does not apply.
- 7. Season points will be awarded for the team name. The riders and/or motorcycle can change from event to event. Only one team can be fielded per event per team name, with exactly two people declared as riders for the team.

SECTION T - VINTAGE REGULATIONS

1. Intent of vintage racing regulations.
 - a. Hard and fast rules for the preparation of motorcycles for vintage racing are difficult to lay down and enforce. It is hoped that those involved in the preparation of machines for racing will interpret the rules in the proper spirit and intent.
 - b. It is understood that with older machines that are out of production, parts have to be altered and possibly non-standard parts substituted. Any external modifications should be in keeping with the rest of the machine and be consistent with safety. This aspect should be born in mind with respect to the following rules and regulations.
2. The following vintage classes are currently offered:
 - a. 160 classic vintage (up to 184cc four-stroke) – aka “160 Vintage”
 - b. Lightweight classic vintage (up to 250cc) – aka “250 Vintage”
 - c. Senior classic vintage (351 to 500cc) – aka “500 Vintage”
 - d. 750cc formula vintage – aka “750 Vintage”
 - e. Lightweight classic superbike (up to 550cc)

Note: If your bike belongs to a class that is not currently being run, you can still run the bike but you must move up to the next active class (e.g. an Unlimited Classic will run in the Formula Vintage 750 class, a Formula Vintage 500 will run in Formula Vintage 750, etc.). As the grid sizes and variation of entered motorcycles warrant, other classes will be added.

3. Classic Vintage class regulations.
 - a. Includes all thoroughbred roadracing or street motorcycles having a maximum model year of 1967. Both two- and four-stroke engines are allowed.
 - b. The following models up to model year 1972 are also allowed:
 - I. Aermacchi
 - II. Benelli (except four and six cylinder machines)
 - III. BMW Rennsport, R50, R60, R69 (no /5 or later series)
 - IV. BSA singles, twins to 750cc (all years)
 - V. Bultaco, Montesa, and Ossa singles
 - VI. Ducati singles (all years)
 - VII. Greeves
 - VIII. Harley-Davidson ER, CR, and KR
 - IX. Honda CR twins to 500cc; CB, CL, SL up to 350cc; CB450K
 - X. Kawasaki A1-R, A7-R
 - XI. Norton singles, twins up to 750cc
 - XII. Rickman roadracing chassis powered by H-D CR/ER, G50 or 7R
 - XIII. Seeley G50, 7R
 - XIV. Triumph singles, twins to 750cc
 - XV. Velocette
 - XVI. Yamaha TD-1A,B,C (no updating beyond TD-1C specification)
 - c. Classic Vintage will be divided into the following classes:
 - I. 160 (up to 184cc four-stroke) – aka “160 Vintage”
 - II. Lightweight (up to 250cc) -- aka “250 Vintage”
 - III. Junior (251cc to 350cc)

- IV. Senior (351cc to 500cc) -- aka "500 Vintage"
- V. Unlimited (501cc and over)
- d. Specifications:
 - I. Engine modifications must not substantially alter the external appearance of the engine.
 - II. Clutches are without restriction.
 - III. Gearboxes may have any internal modification consistent with the period, i.e. components must have been available during the period.
 - IV. Carburetors must be consistent with the period. No accelerator pumps or flat slides.
 - V. Frames must be consistent with the period. Swingarms may have only minor bracing (no superstructures) and must be made of steel. Square section tubing may be used up to a cross section of 1 inch by 2 inch.
 - VI. Suspension: remote or external reservoir shocks and/or forks are not permitted.
 - VII. Major engine updating to non-period specification is not permitted.
 - VIII. Ignition systems are without restriction.
 - IX. Forks must be of a type/model used within the period.
 - X. Tanks, seats and fairings shall be of a style of pattern in use during the period.
 - XI. Tires and wheels: All classes may substitute modern treaded racing tires with rims to suit. Maximum rim width is WM4. Minimum rim diameter is 18 inches, except where originally fitted with smaller diameter wheels.
 - XII. Overbore limit is 0.060 inches.
- e. The following are NOT allowed in classic vintage:
 - I. Disc brakes
 - II. Cast wheels
 - III. Slick tires, or modified racing slicks.
- 4. Formula Vintage class regulations.
 - a. Includes all thoroughbred racing motorcycles 240cc to 750cc having a maximum model year of 1972. Both two- and four-stroke engines are allowed.
 - b. The following are examples of formula vintage class motorcycles:
 - I. Dunstall Norton 750
 - II. Harley-Davidson XR750
 - III. Honda CR-JSO, CR-750
 - IV. Kawasaki H1-R, H2R
 - V. Rickman roadracing chassis powered by Triumph 750cc, or Honda 750cc
 - VI. Suzuki TR-250, TR-500, TR-750
 - VII. Seeley Suzuki 500, Norton 750
 - VIII. Yamaha TD-2, TD-2B, TD-3, TA-250 (air cooled only)
 - IX. Yamaha TR-2, TR-2B, TR-3 (air cooled only)
 - c. Other roadracing motorcycles of historic interest will also be eligible, provided their performance and appearance meet the standards of GP racing machines of the era. Examples include ex-works BSA and Triumph racers, Ducati 750SS, Laverda SFC, Norton PR, etc.
 - d. Formula Vintage will be divided into the following classes:

- I. Up to 250cc
- II. 251cc to 500cc
- III. 501cc to 750cc – aka “750 Vintage”
- e. Specifications:
 - I. Major engine updating to non-period specification is not permitted.
 - II. Frame and swingarm must be round tubular construction and of a style, type and material used in the period. The swingarm must be of a conventional style, made of steel, each leg being constructed of single main tube and the movement controlled by suspension units mounted on either side of the rear wheel near the rear axle. The swingarm may be made of steel square section tubing but with a cross section of the main tubes not exceeding 1 inch by 2 inch. Bracing or superstructures are allowed but the cross section of the tubing used in the bracing or superstructure must be less than that of the main swingarm tubing.
 - III. Forks must be of a type/model used within the period.
 - IV. Rear suspension units shall not have remote or external reservoirs.
 - V. Wheels must be of wire spoked construction with a minimum rim diameter of 18 inches.
 - VI. Brakes must be of a make and type manufactured within the period. Disc brakes are permitted.
 - VII. Tanks, seats, and fairings shall be of a style or pattern in use during the period.
 - VIII. Engines, castings, and other external parts must be of a type and model in use during the period.
 - IX. Ignition systems are without restriction.
 - X. Gearboxes, transmissions, and final drive shall be of a type and model used in the period and must retain the original external appearance. Belt drives, if used, must be totally concealed from view.
- f. The following are NOT allowed in formula vintage:
 - I. Cast wheels
 - II. Slick tires, or modified racing slicks.
- 5. Classic Superbike class regulations.
 - a. Includes model years 1973 through 1985.
 - b. The classes consist of:
 - I. Lightweight Classic Superbike (up to 550cc)
 - II. Open Classic Superbike
 - c. Engines must be air cooled.
 - d. Rear suspension must be twin shock.
- 6. General vintage regulations: applies to all vintage and classic superbike classes.
 - a. Modifications may be carried out to upgrade a motorcycle to period specification only. No components are allowed that fall outside of the era of the class.
 - b. Downgrading of racing machines is not permitted.
 - c. Equipment must conform to section Q. In the event of a conflict between the provisions of section Q and the specifications noted in section T, section T shall prevail.

SECTION V - ENDURANCE RACE REGULATIONS

1. All motorcycles must comply with Sections P (SUPERSPORT REGULATIONS), Q (SUPERBIKE REGULATIONS) or R (FORMULA/GRAND PRIX REGULATIONS). In addition, all machines and equipment must comply with sections C, GENERAL EQUIPMENT and E, MACHINERY AND NUMBERS.
2. The classes for WMRRA endurance races will be:
 - a. Heavyweight Endurance
 - I. Formula Ultra
 - II. 750 Supersport/Superbike
 - III. Open Grand Prix Twins
 - b. Middleweight Endurance
 - I. 600 Supersport/Superbike
 - II. 600 TFS
 - III. Formula Thunder
 - c. Lightweight Endurance
 - I. Lightweight Superbike
 - II. Open Single
 - III. Middleweight GP Twins
3. Number plates shall comply with section E-24.
4. All entrants must be on the grid 15 minutes prior to the start of the race or they will be required to be released from the hot pit after the last machine has crossed the start line, at the discretion of the referee.
5. Endurance races are scored using a digital clock scoring system. Each team may provide its own scorers. Due to the length of the race, we recommend that you provide two or more scorers.
 - a. A scorer's error is a team's error and laps missed by a scorer's error are not recoverable unless verified by a WMRRA scoring official. Final decision on all scoring errors lies with the WMRRA head scorer at the event. If a decision cannot be made by the head scorer, the decision shall be made at the sole discretion of the WMRRA referee.
 - b. No calculators are allowed in the scoring area.
 - c. Score cards are official WMRRA documents and may not be removed from the scoring area. They must be turned in to the head scorer prior to leaving the scoring area.
 - d. Altered or fraudulent score sheets may, at the sole discretion of the WMRRA referee, be considered unsportsmanlike conduct per section K-3 of the WMRRA rule book, and will result in disqualification from the event and a possible fine.
 - e. Manual scorers must attend the manual scorer's meeting with the Head Scorer prior to the start of the race.
 - f. Manual scoring must take place in the area designated by the Head Scorer.
 - g. Each Team may have only one set of manual scoring lap sheets, multiple sets will cause the team to be disqualified from the event.
 - h. Improperly completed manual scoring sheets are accepted only at the discretion of the Head Scorer, and may cause laps to be lost or penalized at the discretion of the Head Scorer, if electronic scoring fails and manual sheets are required.

6. All machines must be able to pass a technical inspection at any time during the race. Crashed machines must undergo technical inspection prior to continuing in the event. If a team does not bring a crashed machine to the technical inspector before continuing in the race, the team will lose all laps subsequent to the crash until the machine is re-inspected and may be disqualified from the race entirely, at the discretion of the WMRRA referee.
7. All crashed or disabled motorcycles will be returned to the team's designated pit area by the WMRRA course vehicle. Riders are not allowed to push their machines on or alongside the racetrack, nor are they allowed to receive outside assistance from their crew members, spectators, or corner crew.
8. The pit area for the P.R. endurance race is located along the north side of the straight and is divided by a cement retaining wall and a chain link fence. For this event, there will be no vehicles allowed on the track side of the chain link fence. All tools, spare parts, and team personnel must remain behind the cement wall except during a pit stop or while signaling their rider. The track side of the cement wall is the hot pit area and must be kept clear at all times - no standing or loitering in the hot pit area.
9. Pit lane (hot pit) is restricted to teams actually involved in making a rider on the track, or to photographers and journalists with WMRRA credentials. Pit stops may involve a maximum of six people (for example, four crew members and two riders). In the event an independent tire company representative is inspecting for tire wear on a machine during a pit stop but is not otherwise involved in the pit stop, that independent, credentialed, tire company representative will not be counted against a team's maximum of six people.
10. Each team is limited to one person holding the "signal board" inside the straight away guard rail and one assistant who must remain back from the guard rail to limit the congestion and number of people in the signaling area. Teams violating provisions of this rule are subject to a warning and a fine of not less than \$10.00 and not to exceed \$50.00 per extra person involved in the pit stop, at the sole discretion of the referee.
11. The right of way during pit stops belongs to the rider entering the pits from the track. A racer leaving the pits must yield to incoming riders. Riders entering the track from the pits will be held and released by an official at the pit exit/track entrance. Failure to heed the instructions of that official is grounds for disqualification.
12. No machine may enter the course once the checkered flag is displayed.
13. Each team must identify their pit area by displaying their assigned competition number on the hot pit side of the cement wall in order to allow officials to quickly locate them.
14. Each team must have at least one fire extinguisher in their pit area at all times. See C-2 for requirements.
15. Fuel handling regulations:
 - a. All fuel must be stored behind the cement pit wall except during the refueling stop itself.
 - b. All gas stops must be made in the designated pit area. **NO REFUELING IS ALLOWED ON THE RACE TRACK ITSELF.**

- c. All gas stops must be "DEAD ENGINE" and motorcycle must be on an approved stand. Failure to comply with this rule is an automatic disqualification.
 - d. A refueling container or nozzle must be placed into the fuel tank. No complete fuel tank changes will be allowed. The use of funnels will not be permitted.
 - e. All fuel containers and all refueling devices must be inspected by the chief technical inspector. Only containers with the inspector's approval will be allowed in the pit refueling area. These containers must be constructed so that there is no ferrous metal (Iron, Steel, etc.) to ferrous metal contact during refueling. It is VERY STRONGLY RECOMMENDED that containers have a positioned spring loaded discharge mechanism and a sealed top, so as to prevent loss or spillage of the fuel in case the container is accidentally dropped.
 - f. Free standing refueling containers are no longer permitted by WMRRA. All refueling containers must be hand held and be placed into the motorcycle fuel tank. These refueling containers are restricted to no more than ten (10) gallons capacity.
 - g. For fire safety, only ten (10) gallons of fuel will be allowed in each pit area at any one time.
 - h. All personnel involved in a refueling operation must be wearing shoes, long trousers and a shirt.
 - i. Fire extinguisher must be manned and aimed at the bike with the pin pulled during all refueling operations. (Participants are cautioned that removal of the pin will normally invalidate the industrial certification of the extinguisher; however it remains acceptable to WMRRA as long as the gauge reads full charge.
 - j. Each pit area is required to have a bucket of absorbent material and a broom to handle any fuel or oil spills.
 - k. All teams shall have on hand in the endurance pits fire extinguishers rated at least 20 lbs capacity. This requirement may be met by one 20lb, two 10lb, four 5lb extinguishers or any other combination equivalent to at least 20lb rating. All extinguishers used to meet this requirement must be readily at hand during refueling.
 - l. Riders must be off their bikes during refueling.
 - m. Minimum age for pit crew in the hot pits is 16 years old with the exception of riders that are over 14 years of age and have been cleared to compete by the E-Board per section and paragraph B.9.
16. The entire pit area is a NO SMOKING AREA. There will be no smoking, campfires, barbecues or gas-type lanterns or stoves allowed in the pit area. The P.R. pit area is bounded on the north by the chain link fence, the south by the race track surface, the east by the turn ten pit entrance and the west by the start/finish line.
17. Only routine service and minor crash damage repair will be allowed on the hot pit road. Major rebuilding or repair must be done behind the pit wall in the cold pits. A team must notify race officials prior to moving their race bike behind the pit wall.
18. *In the event of a red flag, a race bike may not be serviced.*

19. A team may change engines, wheels, tires, or other components after the official endurance clock begins counting race time. A team may change to a second frame, but the team will forfeit any time accumulated prior to the change and will begin accumulating time only upon re-entry to the racetrack. If a team substitutes another complete machine during a race, the team will be disqualified from that race.
20. A complete spare parts bike may be kept in the cold pits behind the pit wall, but must not have number plates or brackets installed.
21. All welding must be done in a designated fire safe area.
22. Pit Steward(s), the Referee and/or other WMRRRA officials will be on duty to enforce rules and may assess penalties, fines or warnings. The final decision on all penalties and fines rests with the referee. Teams assessed penalties or fines must be told, upon request, the name of the source of any complaint leading to a penalty or fine.
23. A properly registered team with a machine that has passed technical inspection may enter a race at any time after the start, with laps counted from the time of entry.
24. All team members, riders, scorers, crew members, guests, visitors, relatives, etc. are the responsibility of the team and any punitive actions warranted by their behavior may be directed toward the team and its entry in the event.
25. Race officials reserve the right to impound any race machine at the completion of the event for inspection over a reasonable time frame. A final decision on all impoundments lies with the WMRRRA referee.
26. When the red flag is displayed during an endurance race, the last lap scored will be the one previous to the display of the red flag. The grid for the restart shall be the same grid as that which started the race. The first lap to be scored shall be the first to be completed after the restart, any laps recorded during the red flag period shall not be counted as a scored lap. The clock will not be stopped, but will run continuously until the endurance race time period has been reached and each machine has received the checkered flag. If a red flag situation is in effect with only 10 minutes of time remaining, the red flag shall constitute the end of the race. AT NO TIME WILL A RACE BE PRO-RATED.
27. **Scoring personnel and spectators will be allowed to cross into the infield area at the turn ten crossing, at the direction of WMRRRA officials. While this is the slowest portion of the Pacific Raceways facility, all competitors must use good judgment and caution while negotiating this portion of the track during the entire event. Just beyond this track crossing, on the right side of the track is the entrance to the pit area, which will be busy the entire race.** All riders entering the pit lane must signal their intentions.
28. All endurance teams must have a minimum of two riders for each event. The maximum number of riders shall be one per each hour of duration of the event.
29. First 20 minutes and last 20 minutes must be an expert license holder. Novice riders having completed two race weekends without crashing, may ride during remainder of race but must wear a distinctive t-shirt worn over their leathers anytime the novice is on track, to be issued by WMRRRA. . Novice license riders must not exceed 40 minutes per turn on bike with minimum 20 minute rest before remounting.

SECTION W – SIDECAR RACING REGULATIONS

Under the F.I.M's Road Racing Technical Rules, Motorcycles with a permanent Sidecar fall under Group B2 and are described as follows:

"Vehicles with three wheels making two or three tracks on the ground in the direction of forward travel, with a permanently attached Sidecar forming a complete integral unit. If three tracks are made, the center-line of the two tracks made by the motorcycle wheels must not be more than 75 mm (2.95") apart. A track is determined by the longitudinal center-line of each of the vehicle's wheels in the direction of forward travel."

ENGINE

1. Engine:
 - a. Maximum engine displacement shall be no larger than 1200 cc 4 stroke. 900cc 2 stroke. Bore and stroke may be altered to achieve this.
 - b. Engines shall be normally aspirated; IE superchargers or turbochargers shall not be allowed. The direct injection of fuel is not considered supercharging.
 - c. All sidecars must be fitted with a noise silencer or muffler. This muffler must meet sanctioning body or racetrack (whichever is more restrictive) noise requirements.
 - d. All gas lines must be fastened with a positive type clamp.
2. All fuel lines under pressure must be of the reinforced type.
 - a. The fuel tank must be sufficiently and independently protected from the ground.
3. The fuel cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in a crash.
4. Maximum fuel capacity is 40 liters (10.56 U.S. gallons).
5. Electric fuel pumps must be wired through a circuit cutout that will operate automatically in case of an accident.
 - a. All fluid overflow lines or tubes, including crankcase ventilation lines or tubes, must enter a heat resistant container of no less than .47 liters (16 fluid oz.) capacity.
6. This container must be vented to the atmosphere in such a way that fluids collected in the container will not overflow until the container is no less than $\frac{1}{2}$ full. The heat resistant container must be firmly affixed to the outfit.
 - a. Oil catch tanks in where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an (easily) accessible position that must be emptied before the start of a race. It is recommended that the minimum size of a catch tank shall be 250cc (8 oz.) for gear box breather pipes and 500cc (16 oz.) for engine breather pipes. All four stroke motors shall be 500cc (16 oz.) minimum.
 - b. Oil drain plugs, supply pipes and all oil drain plugs must be tight and must be drilled and wired in position. Oil fill tubes must be adequately wired in position. External oil filters and screws or bolts that enter an oil cavity must be wired.

- c. Fuel tank breather pipes \bar{n} Non-return valves must be fitted to fuel tank breather pipes and these have to discharge into a catch tank with a minimum volume of 250cc (8 oz.) made of suitable metal.
 - d. All external oil lines must be steel reinforced construction lines with crimped or threaded connectors, or be original equipment as supplied by the engine's manufacturer. No plastic or nylon reinforced plastic tubing may be used. No worm drive clamps.
7. All coolant lines must be fitted with a positive type clamp.
 - a. All oil coolers and water radiators and their lines must be mounted above the sidecar platform.
 8. For water-cooled; water or otherwise approved fluid by sanctioning body only permitted.
 - a. The drive shall be transmitted to the ground only through the rear wheel of the sidecar.

CHASSIS AND SUSPENSION:

1. A sidecar is a three-wheel vehicle leaving two tracks with only the rear most wheel driving. The two wheels shall form a single line track not more than 75mm (2.95") out of line, track center to track center.
2. The distance between the tracks left by the center lines of the rear motorcycle wheel and the sidecar wheel must be at least 800mm (31.5") and not more than 1100mm (43.3").
3. The engine must be located in typical two wheel motorcycle location. This means that the engine must be between the front wheel and the rear drive wheel, engine centerline shall not extend more than 160mm (6.3") beyond the centerline of the rear wheel. By definition, the centerline of the engine is the position midway between the centerlines of the outermost cylinders for transverse engines or the crankshaft for in line engines.
4. The motorcycle must be steered by a non-adjustable handlebar that is directly fixed to the steering unit of the motorcycle. The handlebar must not be lower than the spindle of the front wheel. The steering unit can only consist of a swinging arm or fork mounted on a single or double stanchion or a telescopic fork. The steering unit must operate through the front wheel.
5. The motorcycle must be steered by a handlebar.
6. The handlebar extremities must not be lower than the front wheel spindle nor more than 500mm behind the front wheel spindle in the straight ahead position.
7. The steering axis must not be offset more than 75 mm from the front wheel center line.
8. The effect of this change will allow linkage steering.
9. Suspension of the front wheel must be designed so that under suspension action and in a straight ahead position, the wheel shall only move vertically and in a single plane relative to the motorcycle; the plane must be in the driving direction. This must occur without changes to the camber or the sidetracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm (.787").
10. A steering head must be fitted which like the handlebar must not be attached to the unsprung part of the front wheel suspension.

11. No suspension or steering of any kind will be allowed on the sidecar wheel. It must be solidly fixed to the chassis.
12. Vehicles must have a solid and effective protection between the driver and the engine. This protection must prevent direct contact between the driver's body or his clothes and escaping flames or leaking fuel and oil. NOTE: This can consist of a frame only, provided it provides effective protection.
13. The driver's seat if any, (minimum dimensions 200mm (7.87") in length and 150mm (5.90") in width) must be fixed at a maximum height of 150mm (5.90") above the Sidecar platform.

THE SIDECAR:

1. The chair can be on either the right or left side of the machine.
2. The sidecar must be fixed to the motorcycle in at least three points, if it is not an integral part of the chassis. The fixing points must not allow movement at the joints. If the angle of the inclination is changeable, it must be locked in such a way that it completely secured and not only clamped on.
3. Sidecar outfit track to be not less than 800mm (31.5") or more than 1100mm (43.3").
4. Maximum dimensions are:

Dimension	Millimeters	Inches	Notes
Overall width	1830mm	72.04"	Including exhaust system
Overall height	800mm	31.5"	Front
	600mm	23.62"	Rear
Overall length	3300mm	129.9"	
Wheel base	2300mm	90.5"	

Minimum dimensions are:

Dimension	Millimeters	Inches
Overall length	800mm	31.5"
Overall width	300mm	11.8"

Both measured 150cm (5.9") above the platform.

5. Height of the screen protecting the passenger - 300mm (11.8")
6. The ground clearance measured over the entire length and width of the vehicle, race ready, fully loaded with driver, passenger and fuel, must not be less than 65mm (2.55") with the handlebars in straight position. No device is permitted to

- reduce the 65mm (2.55") ground clearance during the course of the race. The undersurface of the platform must, in principle, be flat.
7. The minimum outer diameter of all the tires is 460mm (18.1").
 8. Minimum dry weight of an outfit must be no less than 375 pounds.
 9. A passenger handhold on the rear outside of the outfit, opposite the chair and to the back of the driver, is compulsory.
 10. With regard to the handlebars:
 - a. Handlebars must be firmly secured to the forks.
 - b. The width of handlebars is not less than 450mm (17.7").
 - c. The minimum angle of rotation of the handlebar on each side of the center line or mid-position must be 20 degrees.
 - d. Whatever the position of the handlebars the front wheel must never touch the streamlining if any.
 - e. The grips must be attached in such a way that at least the minimum width for handlebars is reached when measured between the outside ends of the grips.
 - f. Exposed handlebar ends must be plugged with a solid material or rubber covered.
 - g. The repair by welding of light alloy handlebars is prohibited.
 11. With regards to the driver:
 - a. The driver's position regardless of whether or not a driving seat is fitted must be such that the driver's feet are behind the knees when looking in the driving direction.
 - b. Passengers must be completely visible from above and able to lean out to either side of the sidecar. For this purpose, the vehicle must be equipped with a suitable facility for the passenger to hold on to when leaning out. It is forbidden to use transparent materials to evade these rules.

TIRES:

1. Note: All tires will be measured on the rim at a pressure of 1 kg/cm² (14 PSI); measurements taken at a tire section located at 90 degrees from the ground.
2. The maximum width of the front tire tread, measured from the point where the wall of the tire finishes and the tread pattern start, to the point where the tread pattern stops and the wall of the other side starts must not exceed 220mm (8.66"). (Only the section of the tread pattern normally in contact with the ground is measured).
3. The rear tire must not exceed 254mm (10.00"), similarly measured.
4. When the springs are compressed to their maximum, there must still remain a minimum wheel clearance of 15mm (.59") to every fixed part.
5. The minimum diameter of an inflated tire must be 460mm (18.1").
6. With the exception of slick tires and tires marked not for highway use, the manufacturer must identify the tire with a mark indicating:
 - a. The manufacturer's brand name
 - b. The year of manufacture (in code)
 - c. The tire dimension
 - d. The speed category (permitted max. speed) — V,
 - e. Any other feature necessary for correct use of the tire

7. The minimum rim dimensions 254mm (10.00") diameter x 64mm (2.51") width.
8. The tire must be mounted on a corresponding rim. The rim interior must not be deformed or damaged.
9. Tire Surface Tread Pattern:
 - a. The surface of the tire can be smooth (IE. Without tread grooves) or treaded.
 - b. The tread pattern is unrestricted.
 - c. Regrooving of tires may be permitted provided the end result is a tire that is safe to use (as deemed by the technical inspector); regrooving of worn slicks is not permissible; no regrooving is permitted on tires with cracked sidewalls or with cords showing.
 - d. The choice of a certain type of tread pattern is left entirely up to the individual driver.
 - e. The surface of a slick tire must contain three or more hollows at 120 degree intervals or less, indicating the limit of wear on the center and shoulder areas of the tire. When at least two of these indicator hollows become worn on different parts of the periphery, the tire must not longer be used.

BRAKES AND SWITCHES:

1. All sidecars must have the following braking system: One main system with at least two circuits operating separately. One of the circuits must work at least two of the three wheels.
2. If one system fails, the other system must work efficiently.
3. A front brake separate from any other braking system and operated by a hand lever and the handlebar is required.
4. All brakes will be operated by the driver only.
5. The throttle must be self-closing (spring loaded) so that it will close when not held by hand.
6. It is strongly recommended that an ignition cutout be fitted to operate when the driver leaves the machine. This ignition cutout system must interrupt the primary circuit and must be wired for the supply and return of the current. It must be placed as near to the center of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's right-hand wrist. A spiral cable (similar to that of a telephone wire) of a maximum 1m (39") when extended is permitted.

CONTROL LEVERS:

1. All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 19mm (.748")). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part is 14mm (.55")). These ends must be permanently fixed and form an integral part of the lever.
2. The maximum length of control levers measured from the pivot-point to the extremity of the ball must not exceed 200mm (7.87").
3. Each control lever must be mounted on an independent pivot.

4. Handlebar levers are to be of the ball type. Footrests, handholds, pedals and levers need not be covered, but must be free from sharp or ragged edges.

STREAMLINING, PROTECTIVE SHIELDS AND GUARDS

1. Any part of the streamlining which faces rearward, must be finished with rounded edges of 3.5mm (.137") minimum radius.
2. Exhaust fumes must be discharged toward the rear but not in a manner as to raise dust, foul the tires or brakes, or inconvenience a passenger or any other drivers. All possible measures must be taken to prevent the possible loss of oil so that it does not inconvenience a following driver. ** This is applicable for conventional sidecars.
3. The exhaust must discharge horizontally and towards the rear, at a maximum of 30 degrees to the Axes of the machine, and at the end be of constant diameter over a distance of 30mm (1.181").
4. The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the exhaust pipe must not extend beyond the vertical line drawn at the tangent to the rear edge of the sidecar body. Exhaust pipes fitted to the side of the sidecar must be covered so that it is impossible for them to become entangled with another machine.
5. The forward extremity of the streamlining shall be not more than 400mm (15.74") in front of the foremost part of the tire. The extreme rear edge of the streamlining must be not more than 300mm (11.81") beyond the extreme edge of the rear wheel.
6. Whatever the position of the handlebars there must be a space of at least 20mm (.787") between the streamlining and the ends of the handlebars or other steering systems, including any attachments thereto.
7. Spoilers and aerodynamic devices are authorized on condition that they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body.
8. The streamlining must not have any sharp edges.
9. The driver's torso and the passenger's body must be completely visible from above at all times.
10. Neither the driver nor the passenger may be covered from above nor may they be attached to the vehicle in any way. Furthermore, the passenger must be able to lean out either side.
11. The inside of the sidecar wheel fender must cover the sidecar wheel to protect the passenger.
12. A guard is required if secondary transmission is not shielded by the bodywork.
13. The sidecar wheel must be enclosed down to the level of the sidecar platform on the inside, and to the top of the rim flange on the outside. The rear wheel must be shielded/covered in such a way so as the passenger will not come in contact with it.
14. A cover or shield must be placed over all drive chains and/or belts in such a way that the passenger or driver will not be able to get entangled in them. Distributor, magneto and exhaust pipes should be covered or shielded and needed.
15. No handles on the sidecar side of the vehicle may protrude past the fairing on the vertical plane. All handles must be positioned so they cannot catch on

- another vehicle. All handlebars positioned on the outside perimeter of the fairing must not be open-ended. All handholds must be of the closed-loop type.
16. The battery must be covered in such a way that neither the driver nor the passenger can come directly into contact with the battery or its contents.
 17. Oil containment shall be by liquid-tight container around the bottom of the motor with a minimum of 3 quarts capacity. Oil absorbing material shall be in addition to above. Front edge on container shall be equal or greater in height than the centerline of the engine crankshaft(s).
 18. Any remote-mounted oil containing components shall have an oil containment system.
 19. All external oil lines shall be safety wired.
 20. All threaded components that have liquid behind them shall be safety wired.
 21. Oil breather/overflow system shall be closed type with lowest level for air inlet to be at lower edge of carburetor. Air intake (see drawing) or contain more than the total capacity of oil of the machine.
 22. There shall be one or more red indicators placed to be visible by both driver and passenger. These indicators shall light when engine oil pressure drops below a safe margin. Running engine during inspection to show lights off and stopping engine during inspection to show lights on shall do testing.

GENERAL:

1. Three number plates are required. One on the front of the outfit and one on each side. Minimum dimensions are 10 inches high by 10 inches wide. Number plates shall be white with black numbers. The numbers shall be standard type block lettering eight (8) inches high to fit. Numbers not considered to be legible by race officials of the sanctioning body must be changed as directed by the race official.
2. The English form for number must be used. That is single vertical line for the "one" and a simple sloping line without a horizontal line for the "seven".
3. Bank sidecars are forbidden.
4. A novice driver and/or passenger must wear a bright identification marker for three (3) races. The identification will be a large "X" on the back of driver and/or passenger, color to contrast with protective gear or to board discretion.

SECTION X - SUPERMOTARD REGULATIONS

1. A Supermotard class motorcycle will be defined as a single or twin cylinder off-road or dual-sport based machine with displacement of 1000cc or less.
 - a. Racing will be conducted according to the regulations set forth below and as other sections of this book apply.
 - b. A Supermotard event will consist of Supermotard Class motorcycles competing on a combined asphalt and dirt circuit with a minimum of one jump.
2. All equipment must comply with Section C, General Equipment (Full MX or Dirt Track protective riding gear accepted) and Section E, Machinery and Numbers.
3. The Supermotard classes will be:
 - a. Open Supermotard:

- Unlimited modification, open displacement single or up to 1000cc twin.
 - b. Middleweight Supermotard:
 - Unlimited modification up to 250cc two stroke or 450cc four stroke.
 - c. Lightweight Supermotard:
 - Unlimited modification, up to 125cc two stroke or 250cc four stroke.
 - d. Moto-X Supermotard:
 - Must have 21 inch front wheel, any MX, Enduro, DOT or class C tire eligible, open displacement.
4. Race formats will be as follows:
- a. A heat race will be run for each class to determine grid position for the main events.
 - b. Heat grid position will be determined by class pointes standings, followed by the order in which entries are received.
 - c. Flags and signals see Section J.
5. Licensing: All riders must hold one of the following:
- a. Any current WMRRA racing license.
 - b. A current WMRRA membership card.
 - c. A current racing license issued by another accredited racing organization.
 - d. A WMRRA single event license as set forth in Section B.
6. License restrictions:
Riders holding WMRRA membership cards or single event licenses will be restricted to participating in SUPERMOTARD activities only. These memberships or licenses will not be considered valid road racing licenses by WMRRA or other racing associations or tracks.
7. Points and Awards:
Season points and trophies will be awarded using the schedule in Section M.

SECTION Y - RULE BOOK INFORMATION

1. All proposals for rule changes must be submitted in writing to WMRRA on or before October 1st, 2011. The rules committee will review these proposals for possible incorporation into next year's rulebook.
 - a. Only current members in good standing may propose rule changes.
2. Proposals must include:
 - a. The section and paragraph number(s) that the rule change affects.
 - b. The exact text of the proposed change <and> the existing rulebook text.
 - c. The reason for the change (and any other supporting discussion or documentation.
 - d. The name of the person submitting the proposal.

SECTION Z - ELECTRONIC SCORING

1. Starting with the 2009 season WMRRA has converted to using an electronic timing and scoring system made by the AMB company. This is the same system being used by many other racing organizations including AMA, OMRRA, WERA, MotoGP and others.

2. Each motorcycle entering the track is required to have a working transponder mounted on the motorcycle in accordance with the mounting instructions in this section. Transponders are also required during practice sessions.
3. It is the rider's responsibility to ensure that scoring is informed of the correct transponder control number for each motorcycle being raced. In the event of changes the rider must inform scoring of the change.
4. Results for each heat will be posted in a designated location no later than 1 hour after the completion of the heat or 20 minutes after the last heat of the day whichever is earlier. The results will be marked with the posting time. If the results are under protest they will be marked as such. Results will be posted to the club website as soon as possible following the race weekend. If the results posted to the website are under protest they will be marked as such until resolved. See Section L for protest procedures. It is the rider's responsibility to ensure that they are being scored correctly and to submit all protests/corrections in accordance with Section L.
5. Racers are responsible for obtaining their own transponder compatible with the WMRRA timing and scoring system. Transponders may not be shared among racers except under special circumstances and must be approved in advance by scoring. Racers are responsible to ensure that their transponder is either charged or hard wired to the battery correctly.
6. Transponders must be in place and operating for tech inspection.
7. AMB's website address is <http://www.amb-it.com>. Transponder ordering information and pricing can be found there.
8. WMRRA will have some transponders available for rent. Inquire at registration or with scoring for information on renting a transponder.
9. The transponder must be securely mounted to either fork tube on the front of the motorcycle using the mounting clip for the AMB transponder or any other method approved by tech inspection which ensures that the transponder is securely mounted. If you're unable to mount it here, contact the Referee to discuss an alternate mounting point. AMB transponders are waterproof.
10. Electronic scoring does not change the definition of a race win. In the case of a close or disputed finish, all information available will be used by scoring and the referee to determine the race winner. The final finishing order is determined by the order with which the competing motorcycle's front tires break the vertical plane of the finish line.
11. Any official, competitor, or competitor's WMRRA Rider Representative, may submit a scoring protest to the head scorer, referee, or to any WMRRA representative at the officially designated event registration location. All protests must be submitted within 30 minutes after the last race results have been posted. In the event of a scoring error, the signature of the competitor credited with the incorrect placing is required, but may be submitted in a supplemental filing up to five days after the event is concluded. The head scorer and/or referee will use the heat results, manual backup lap sheets and any other information available (including that submitted by the protesting rider) to resolve the protest. The decision of the head scorer and/or referee will be final. The correction will be forwarded to the club webmaster as soon as possible so corrections can be made to the posted results. The correction will also be forwarded to the club contingency program coordinator so that corrections to

any contingency paperwork can be made and submitted to the contingency sponsors.

WMRRA Bylaws

Article 1. Membership

- A. Membership in the Washington Motorcycle Road Racing Association (WMRRA) shall be open to any persons interested in furthering the sport of motorcycling in accordance with the WMRRA charter statement, and who pays annual membership dues as set by the Board of Directors.
 - 1. Membership in WMRRA shall consist of active members and supporting members.
 - 2. Active: All members participating in meetings and events qualify for all privileges of membership including: proposing motions, voting, holding office, attending club functions, competing in club races, etc.
 - 3. Supporting: A supporting member is a person not holding a WMRRA competition license. All privileges of membership besides competition privileges are awarded to a supporting member.
- B. Persons who are interested in becoming members shall express their desire by written request to the registrar. Also, one year's dues shall be submitted. Upon meeting these requirements, membership shall be effective.
- C. Members that are forty-five days delinquent (i.e. Feb. 15th of current year) in paying dues shall be dropped from the membership rolls.
- D. WMRRA reserves the right to refuse anyone a racing license.
- E. Members acknowledge that other racing organizations will be notified of any suspension/revoked-racing license. By submitting the racing license application and/or submitting a race entry form the racer agrees to all the conditions contained in these by-laws and rulebook.
- F. Volunteer race day staff workers that work no less than three consecutive race weekends shall be granted voting rights in that year's general election.

Article 2. Management

- A. The management of WMRRA shall vest in the Executive Board, which shall consist of the president, first vice president, second vice president, third vice president, secretary, treasurer, and four rider representatives. These persons will be elected by the general membership for one-year terms.
- B. The outgoing president shall become an additional executive board member on termination of office, replaced only by the next outgoing president.
- C. All members of the executive board shall be active or supporting members of WMRRA.
- D. The president shall be empowered to call executive board meetings when necessary. The president shall also be empowered to appoint persons to fill vacancies if they occur in the executive board. This appointee shall remain in office until the general elections held at the end of the season.
- E. ***The executive board shall consider the second vice presidents' (aka race director) nominations, and if in agreement with the nominations, approve and appoint the; referee, chief technical inspector, course marshal, starters, corner captain, airfence coordinator, and radio control.***

Article 3. Officers

- A. The officers of WMRRA shall be: president, first vice president, second vice president, third vice president, secretary, treasurer, grand prix/superbike representative, supersport representative, novice representative, and vintage representative.
- B. The president shall be the executive officer of WMRRA and shall preside at all regular, executive board, and all and any meetings of WMRRA, except for board of directors meetings.
The president shall be empowered to appoint committees, except the rules committee. The president shall preside over the appeals board. The president shall vote only to break a tie vote except in the case of elections.
- C. The first vice president shall preside in the absence of the president as set forth in Article 3B. The first vice president is in charge of publicity and promotions.
- D. ***The second vice president shall preside in the absence of the first vice president. The second vice president is in charge of updating the rulebook. The second vice president shall preside over the rules committee. The voting members of the rules committee shall be: Board of Directors, president, first vice president, second vice president, third vice president, secretary, treasurer, grand prix/superbike representative, supersport representative, novice representative, vintage representative, referee, course marshal, chief technical inspector and past president. The second vice president shall have the authority to appoint no more than three additional persons to the rules committee. The rules committee may review and consider all proposals made pursuant to the rules. In the course of its consideration of the rules proposal or at any other time, the rules committee may adopt, amend blue line or revise any proposal that the rules committee, in its sole discretion, deems appropriate. The rules committee may also, on its own motion, draft, consider and adopt any rules that the rules committee in its sole discretion deems appropriate. The rules committee shall have the authority to delegate its duties and to create sub-committees. The second vice president is the race director. The second vice president (aka race director) shall nominate the referee, chief technical inspector, course marshal, starters, corner captain, airfence coordinator, and radio control. The second vice president (aka race director) shall be in charge of the race day, including emergency medical technicians, pit area, security, crowd control, medical follow up of injured riders (i.e. make sure their pits are taken care of, people notified, etc.)***
- E. The third vice president shall preside in the absence of the second vice president. The third vice president is in charge of scoring, registration, contingencies, and trophies, and shall coordinate the scoring efforts with the rider representatives. Absent a conflict of interest, the third vice president shall be a voting member of the appeals board.
- F. The first, second and third vice presidents shall perform such other duties as may be delegated by the president or the executive board.
- G. The secretary shall keep a record of regular, executive board, special meetings,

- and handle association correspondence.
- H. The treasurer shall collect dues from the members, and all funds owed to WMRRRA. The treasurer may only disburse funds with the approval of the president, executive board or board of directors. The treasurer shall be prepared, upon reasonable request of the board of directors, executive board, and upon appropriate written request by a member, to furnish a record of funds incoming and outgoing, and the financial condition of WMRRRA. The treasurer shall be in charge of the ticket booth personnel.
 - I. The grand prix/superbike, supersport, novice and vintage rider representatives shall represent the riders of the respective groups. They will be involved with helping the head score keeper and the referee to resolve any scoring/results problems. Absent a conflict of interest, the rider representative of a class within which an appeal is made shall be a voting member on the appeals board.
 - J. The outgoing third vice president shall ensure that the season ending points and awards are completed for the season that he/she presided over. Then the outgoing third vice president can turn over these responsibilities to the incoming third vice president.
 - K. All officers of WMRRRA shall perform their responsibilities and duties in an honest, professional and impartial manner and shall make every effort to work in accordance with the WMRRRA Charter Statement.

Article 4. Elections

- A. The offices of president, first, second and third vice presidents, secretary, treasurer and four rider representatives and the director elected pursuant to Article 10 shall be annually elected by the membership. These people will take office at the first meeting of the month following elections.
- B. Nominations for the offices set forth in Article 4A may be made at any regular meeting from the first meeting after July 1st, up to seven days including weekends and holidays prior to the election date. The secretary shall record all nominations, declare all nominations closed at the conclusion of nominations, and inform the membership of all nominations at every meeting during the nomination period. The election date shall be on the second to the last race of the year.
- C. Elections shall be held by ballot. The board of directors, except for the director standing for election in any given year, shall act as election judge. In the event of a tie ballot, the election judge shall break the tie by a majority vote of the election judge. The election judge shall determine the results of the election. The election judge shall determine and announce the results of the election within seven days of the election date.
- D. Directors shall be elected according to Article 10 herein.
- E. ***No member of WMRRRA shall be nominated or elected for more than one E-Board position. In the event of vacancies on the ballot, the duly elected president shall nominate candidates to fill the vacant positions. The duly elected E-Board members and BoD shall vote on the nominated members. In the event of a tie vote the President shall vote to break the tie. If there is no incoming president the BoD shall appoint a new president from eligible***

membership.

Article 5. Meetings

- A. Meetings of the membership may be called only by the president or the executive board.
- B. The following shall be the order of business of membership meetings. Business as used in this Article shall not include any business conducted or authority granted or authorized by law or these ByLaws to the officers, executive board and/ or board of directors. Any membership votes shall be limited to annual elections referred to in Article 4 and Article 10 and the election of the one outgoing director:
 - 1. Reading of minutes of previous meeting
 - 2. Treasurer's report
 - 3. Committee reports
 - 4. Old (unfinished) business
 - 5. New business
 - 6. Good of WMRRA
 - 7. Adjournment
- C. Robert's Rules of Order shall not govern the proceedings of WMRRA membership meetings or the executive board.
- D. Appeals board meetings shall be called by the president. The appeals board shall consist of the second vice president, third vice president, and the rider representative that represents the class for which the appeal is filed. If it is determined by the president that a conflict of interest exists by virtue of one or more of the regular members of the appeals board being an interested party in the appeal at issue, then such member(s) shall be replaced by a member(s) of the board of Directors in order of seniority.
- E. The following shall be the purpose and order of business of the appeals board for appeals made according to the rules.
 - 1. The president shall preside over a closed meeting to include only people deemed by his or herself absolutely necessary for the hearing. The appealing person is allowed to call any witnesses that are necessary to support their case, but the president shall have the right to limit the number of witnesses.
 - 2. The secretary shall be present to record the minutes.
 - 3. The purpose of the meeting is to determine the facts surrounding the alleged violation of the rules; to determine if the alleged violation occurred; and, if so, to determine whether the correct and appropriate punishment was instituted.
 - 4. The appellant, (person appealing), in disputing the original ruling to the appeals board, may provide additional facts or additional support for opposition to the facts already asserted. The appellant may offer documents and witnesses the appellant deems necessary to their appeal, as limited in (1) above.
 - 5. The appeals board shall then meet again a second time within thirty days of the hearing and discuss the facts as they pertain to the rules set forth in the

WMRRA Rule Book. Minutes shall also be recorded. Only the appeals board and the secretary shall attend this meeting.

6. The appeals board shall make a written ruling within ten (10) days of the second meeting.
7. All minutes and rulings of the Appeals Board shall be published.
8. The appeals board shall be empowered to uphold, overturn or impose further penalties. Such penalties may include fines, revocation of points for the season or the race day, temporary or permanent suspension of racing license and/or membership. The rulings and action of the appeals board shall be final.

Article 6. Dues.

- A. Active and supporting membership dues shall be determined by the executive board by the beginning of each calendar year.
- B. The payment date for dues will be established each year by the WMRRRA executive board.
- C. Any member terminating his or her membership in WMRRRA by nonpayment of dues or by withdrawal shall forfeit all interest in WMRRRA property which may have been acquired, or which may, in the future, be acquired by WMRRRA. Any active or supporting member may withdraw from membership at any time by giving written notice to the secretary of WMRRRA of his or her intention to do so.

Article 7. Funds.

- A. All funds received by WMRRRA as dues, donations, or from other sources shall be deposited in a bank, and shall be recorded as so deposited in the books of the treasurer.
- B. The treasurer shall establish a petty cash fund for the race director to use in paying for race day expenses that cannot be billed to WMRRRA. The amount of the fund shall be determined by the executive board, with an accounting of these expenses made to the treasurer.
- C. The treasurer may also issue credit cards to the president, secretary, first, second and third vice presidents with prior approval and card limit to be set by the executive board. These cards are to be used exclusively for WMRRRA business and only for previously approved budget expenses.
- D. The treasurer shall retain a professional bookkeeper (member or non-member) to reconcile the WMRRRA financial records quarterly. Reports shall be forwarded to the executive board and the board of directors.
- E. Checks over \$2000 must be approved by the President
- F. Expenditures in excess of \$10,000, except for track rental fees, must be approved by the board of directors.

Article 8. Budgets.

The budget shall be presented to the executive board at the December executive board meeting and any time it is amended.

- A. The president shall submit a budget for track rental, insurance and any other necessary and appropriate expenditures.
- B. The first vice president shall submit a budget for the year to include:
 - 1. Promotional efforts
 - 2. Website
 - 3. Banquet
 - 4. Race programs
 - 5. Motorcycle show
 - 6. Any other activities requiring funding
- C. The second vice president shall submit a budget for the year to include:
 - 1. Race day expenses, except track rental and insurance.
 - 2. Payroll
 - 3. Airfence
- D. The third vice president shall submit a budget for trophies, timing/scoring and registration equipment.
- E. The budget may be amended from time to time during the year by the executive board.

Article 9. Posting of the Bylaws.

- A. Current bylaws shall be printed with the rulebook.

Article 10. Board of Directors.

- A. The board of directors shall consist of four WMRRA members in good standing that have served either on the Executive board or those positions identified in paragraph 2E of these bylaws. The term of each director of the board of directors shall be four years. One director will be replaced or re-elected each year.
- B. The board of directors reserves the right to overrule the executive board on any matter relating to the legal and/or financial wellbeing of WMRRA.
- C. The board of directors reserves the right to remove any officer, member, volunteer, vendor or other representative of WMRRA that it determines is not performing their responsibilities or duties in a satisfactory, honest, professional or impartial manner.
- D. Resignation of Director: A director may resign by submitting the resignation in writing to the board of directors. A replacement must be appointed from the persons identified in section A of this paragraph, by the remaining members of the board within 30 days of the date of the resignation to serve the remaining term of the resigning director. The board reserves the right to appoint any nominee that meets the requirements stated in paragraph A.

Article 11. Amendment of Bylaws.

These bylaws may be amended by a majority vote of the board of directors, provided prior notice is given of the proposed amendment in the notice of the meeting at which such action is taken, or provided all members of the board waive such notice, or by unanimous consent of the board in writing.

Bylaws revised, signed and adopted by WMRRA Board of Directors, Nov. 2006
Joel Crabtree, Chris Denzler, Bobby Hawbaker, and Allister MacKinnon.

A SHORT WMRRA HISTORY

Back in the spring of 1974, about 25 race types gathered in Bill White's Tukwila apartment. "It was easy to organize WMRRA," says Bruce Lind today. "All we did was divide up the tasks Bruce and Pat Bille had been handling up to that point."

Pacific Raceways was built in 1962, and after motorcycle racing began there in 1964 the Billes ran three or four road races annually with the SEAFAIR CITY Motorcycle Club. The work load became too great, so they called the Tukwila meeting to share responsibility, and WMRRA was formed. According to Bille, "There were no (Pacific Raceways) club races in 1970-71, but the track owed us money for running their motocross program. So in lieu of cash payment, we took it out in track time." WMRRA held four races in 1974.

Bruce Bille consented to be the first president. Harvey Widman, Jack Hart, Bruce Lind, and Bill White comprised the Bylaws and rules committee. Mike Colyar, Jaimie Levansaler, and Gary Bade put their names on the original incorporation papers. They all committed many unpaid, unnoticed hours organizing the "road rashes." A tip of the helmet to them in retrospect.

The shift in emphasis from strict racing machinery such as TD Yamahas and Bultaco Metrellas to cafe and production classes was gradual. While the Japanese assaulted the big-bore classes with Honda 750s and especially Kawasaki Z-1s, many of our European stalwarts (from MSI, Dewey's Cycle, etc.) made long faces, and with good reason. More and more the Japanese bikes had horsepower, and the handling was catching up awful fast. The winters of 1975, '76, and '77 heard long debates before slicks were allowed in cafe classes. Bill White won a couple of Open Production Championships with a Z-1. And a guy named Tom Muir paid a call from Canada and won a few races on a Kawasaki 750 triple, reputedly one of the most overpowered bikes of the time. Japanese Motorcycles didn't walk away with everything however: Past champions, like BMW riders Dave Wilson and Rocky Phoenix, and Ducati riders Bruce Densmore and Mike Mayes fought to uphold the traditional European approach. In the mid-90s even a Harley Davidson Class was introduced and was highly entertaining for a couple of Seasons.

In 1981, WMRRA voted to allow Claude Hammond (WMRRA treasurer in '79, '80, and '81) to promote and operate the races under AMA semi-pro sanction. Many members raced and supported the CEHE series, but the only "real" WMRRA competition during this period was a couple of exhibitions at the Monroe Speedway.

In 1985, WMRRA returned complete control of motorcycle road racing to the riders with its own race series. In 1987, the endurance race was brought back for the eighth time. 1988's Endurance race was run as a benefit for the March of Dimes with pledges being taken for the number of laps each team completed in six-hours. Almost \$10,000 was contributed to this worthy cause.

The WMRRA history won't fit in a nutshell. The club has spawned and hosted many

great talents including: Randy Skiver, Jim Dunn, Diane Cox, Bruce Lind, Gary Goodfellow, Robert Holden, Steve Dick, Rhys Howard, Alan Seddon, Fred Merkel, Steve Crevier, Dale Franklin, Paul Peirol, Mike Sullivan, Keith Pinkstaff, Joe Pittman, Shawn Roberti, Jason Fraser, Jimmy Moore and most recently Jake Holden.

Like Chinese dynasties, it helps to remember WMRRRA events by associating them with a period's leadership and champions. Hang your hat on these names:

YEAR	PRESIDENT	YEAR	OVERALL CHAMPION
1974	Bruce Bille	1974	Mike Casling
1975	Bruce Lind	1975	Frank Juhan
1976	Harvey Widman	1976	Ray Curry
1977	Ed Kern	1977	Bruce Lind
1978	Ed Kern	1978	Chris Michak
1979	Mike Mayes	1979	Chris Michak
1980	Mike Mayes	1980	Bob Loose
1981	Kristie Tenneson	1981	Randy Skiver
1982	Chris Loomis	1982	No WMRRRA Events
1983	Mel Nordberg	1983	No WMRRRA Events
1984	Chris Loomis	1984	No WMRRRA Events
1985	Chris Loomis	1985	Mike Johnson
1986	Chris Loomis	1986	Steve Sipes
1987	Joe Davis	1987	Joe Pitman
1988	Richard Wascher	1988	Joe Pitman
1989	Richard Wascher	1989	Joe Pitman
1990	Michael Meagher	1990	Bruce Lind
1991	Michael Meagher	1991	Joe Pitman
1992	Cathy Haggerty	1992	Tim Healy
1993	Cathy Haggerty	1993	Shawn Roberti
1994	Phil Carey	1994	Shawn Roberti
1995	Phil Carey	1995	Jason Fraser
1996	Phil Carey	1996	Jimmy Moore
1997	Phil Carey	1997	Mike Sullivan
1998	Jack Mills	1998	Mike Sullivan
1999	Mark McGuire	1999	David Cook
2000	Mark McGuire	2000	John Dugan
2001	Barry Wressell	2001	Alan Schwen
2002	Barry Wressell	2002	Mike Sullivan
2003	Joel Crabtree	2003	Mike Sullivan
2004	Joel Crabtree	2004	Mike Sullivan
2005	Luke Gaylor	2005	Eli Edwards
2006	Luke Gaylor	2006	Danny Lippis
2007	Allister MacKinnon	2007	Eli Edwards
2008	Allister MacKinnon	2008	Oliver Jervis
2009	Allister MacKinnon	2009	Eli Edwards
2010	Nico Tomacelli	2010	Ross DeLong

2011	Nico Tomacelli	2011	To Be Continued...
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