

Approximate length: 6 hours

Moderator: Bill Hallanger

Attendees: Nico Tomacelli, Duncan Craick, Joel Crabtree, Allister MacKinnon, Ross DeLong, Brad Gua, Joan Inge, Phil Cook, Jeff Wieand, Russ Wieand, and Debbie Hallanger.

1. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): B.4.c

Old rulebook text:

Expert: issued to experienced racers, including those who became graduated novices during the previous year.

Proposed new rulebook text:

Expert: issued to experienced racers and graduated novices who have completed 3 race weekends as an expert.

Reason for proposed change:

This is to accommodate for the fact someone can graduate the final weekend of the season and then be issued an expert race license.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie
<b>Against</b>									
<b>Abstain</b>	Allister	Brad							

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2. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): B.5.i

Old rulebook text:

New Racer School classroom session \$50 (Includes membership, not license)

Proposed new rulebook text:

New Racer School classroom session \$75 (Includes membership, not license)

Reason for proposed change:

Updating to account for standard increase in fees. We haven't raised this one for a while.

**FAILED**

<b>For</b>	Nico								
<b>Against</b>	Joel	Phil	Jeff	Russ	Debbie	Ross	Duncan		
<b>Abstain</b>	Joan	Allister	Brad						

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3. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): B.14.b.I

Old rulebook text:

Attendance at WMRRRA New Racer School (NRS) classroom session AND successful completion of an on-track segment provided through a WMRRRA approved track day organization.

Proposed new rulebook text:

Attendance at WMRRRA New Racer School (NRS) classroom session AND successful completion of an on-track segment provided through a WMRRRA approved track day organization within the previous twelve months last calendar year.

Reason for proposed change:

This is a change so that they have completed the NRS classroom and on-track within a semi-recent time frame so that the rules and procedures are still accurate and fresh to them.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie
<b>Against</b>									
<b>Abstain</b>	Allister	Brad							

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4. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): B.14.d.II

Old rulebook text:

Participate in at least one WMRRRA race day as part of the race day team (set up the track, tear down the track, or airfence) AND cornerwork for a minimum of ONE complete Race Day or Practice Day.

Proposed new rulebook text:

Complete ALL of the following volunteer requirements. 1.) Participate in either the setup or teardown of airfence. 2.) Participate in at least one half WMRRRA 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.

Reason for proposed change:

Updating the volunteer requirements so that Novices gain a greater appreciation for how the race day staff runs and contributes.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Allister	Brad	Phil	Jeff	Russ	Debbie
<b>Against</b>	Ross	Joan							
<b>Abstain</b>									

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5. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): B.14.d.III

Old rulebook text:

Use a number in the 700 thru 900 series, and for the remainder of their novice season or a minimum of three race weekends: use yellow number plates, 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.

Proposed new rulebook text:

Upon graduation, continue to use a number in the 700 thru 900 series for a minimum of three race weekends: use yellow number plates, 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.

Reason for proposed change:

This is an update so that someone who graduates the last race weekend of the year doesn't get issued an expert #/white plate at the beginning of the following year.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie
<b>Against</b>									
<b>Abstain</b>	Allister	Brad							

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6. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): B.14.d.IV

Old rulebook text:

Be observed by the referee or his designee, 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.

Proposed new rulebook text:

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.

Reason for proposed change:

This is to account for the actual evaluation process of Novice graduation procedures.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie
<b>Against</b>									
<b>Abstain</b>	Allister	Brad							

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7. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s):B.14.d.VII

Old rulebook text:

Novice riders who have not passed these requirements must petition the WMRRR executive board in writing to be allowed to participate in WMRRR endurance or SuperTeams events.

Proposed new rulebook text:

Remove text

Reason for proposed change:

We will cover novice riders in Endurance with an addition to the Endurance section (different rule change).

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie
<b>Against</b>									
<b>Abstain</b>	Allister	Brad							

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8. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s):V.29

Old rulebook text:

New Addition

Proposed new rulebook text:

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. ~~The distinctive t shirt must be worn when Novice riders are participating in Endurance practice as well.~~ Novice license riders must not exceed 40 minutes per turn on bike with minimum 20 minute rest before remounting.

Reason for proposed change:

Currently we have nothing in the rulebook that addresses Novice racers racing in the Endurance race. We should update our rulebook to account for what the Race Director already does for Novice racers wanting to race Endurance.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie
<b>Against</b>									
<b>Abstain</b>	Allister	Brad							

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9. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): B.15.F

Old rulebook text:

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

Proposed new rulebook text:

Refunds for heats with reduced laps are not offered unless specifically authorized by the executive board.

Reason for proposed change:

It seems like a rip off if you register for a heat and it is canceled for any reason. Canceled meaning you never get a start for the heat. This is a case where you are paying for a product which you never received.

For reduced lap heats (where you get a start and may or may not get a single lap) makes sense.

**FAILED**

**For**

<b>Against</b>	Nico	Joel	Brad	Ross	Joan	Phil	Jeff	Russ	Debbie
<b>Abstain</b>	Duncan	Allister							

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10. Phil Cook submitted the following rule change proposal:

Section and paragraph(s): C.1

Old rulebook text:

- 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.

Proposed new rulebook text:

- 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 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. SNELL rating must be current year rating or previous generation rating only. I.e.: any helmet with a 2000 or older SNELL rating in 2010 will not be allowed.

Reason for proposed change:

This change provides for a rolling year to accommodate SNELL updates, so that the rule book is always current, and also removes the year "2000" from the text in the paragraph.

**FAILED**

**For**

<b>Against</b>	Debbie	Nico	Duncan	Joel	Brad	Ross	Joan
<b>Abstain</b>	Phil	Jeff	Russ	Allister			

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11. Phil Cook submitted the following rule change proposal:

Section and paragraph(s): C.3

Old rulebook text:

- 3. 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.

Proposed new rulebook text:

- 3. 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 riders 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.

Section and paragraph(s): C.7.w

w. All previous tech inspection stickers must be removed from the motorcycle ~~and helmet~~ (Section E-21). ~~(REMOVE)~~

Reason for proposed change:

This change will allow racers to tech their gear once a season unless they crash, thereby speeding up the tech inspection process. The helmet will always be inspected along with the bike and the WMRRRA medical form, and if the helmet is damaged all gear must come through the inspection line for reapproval. Failing a bike from tech due to a previous tech sticker is not feasible, and removing the sticker does nothing to speed up the inspection process. Also, if we reinstitute a helmet sticker, we do not want the helmet sticker removed in error if the helmet or gear is not damaged.

**PASSED**

<b>For</b>	Debbie	Nico	Duncan	Joel	Brad	Ross	Joan	Jeff	Russ
<b>Against</b>									
<b>Abstain</b>	Phil	Allister							

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12. Debbie Hallanger submitted the following rule change proposal:

Section and paragraph(s): E.24.a

Old rulebook text:

In all racing events, competitor's motorcycles shall be fitted with three non-metallic number plates; one on the front and one on each side. Each number plate will consist of the entrant's competition number as numerical digits and a contrasting background.

Proposed new rulebook text:

Motorcycles shall be fitted with three non-metallic number plates; one centered on the front and one on each side. EXCEPTION: 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 contrasting background.

Reason for proposed change:

If there's only one front plate it needs to be centered to be visible. See next proposal below for further explanation.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie	Brad
<b>Against</b>										
<b>Abstain</b>	Allister									

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13. Debbie Hallanger submitted the following rule change proposal:

Section and paragraph(s): E.24.b

Old rulebook text:

The number plate digits must be solid black and 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.

Proposed new rulebook text:

The number plate digits must be solid black and 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.

Reason for proposed change:

This will allow 4 inch front number plates on both sides of the front fairing on bikes with central air intakes so they can be read from the front on both sides of the track.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Ross	Joan	Phil	Jeff	Russ	Debbie	Brad
<b>Against</b>										
<b>Abstain</b>	Allister									

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14. Nico Tomacelli submitted the following rule change proposal:

Section and paragraph(s): H.5

Old rulebook text:

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 one lap or Black flagged for a stop and go penalty.

Proposed new rulebook text:

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 meatball ~~black~~-flagged for a stop and go penalty (if safe to do so on that course) or penalized by having 30 seconds added to their completed time for the race.

Reason for proposed change:

Currently, Pacific Raceways does not have a safe way to meatball someone who jumps the start for a stop and go penalty. The current rules only allow for a 1 lap penalty which is rather severe considering the offense. 30 seconds is roughly what a stop/go penalty would cost a racer and what the penalty should be for jumping the start. We leave the verbiage in place to meatball a rider for tracks that it is safe to do so.

**PASSED**

**For** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad  
**Against**  
**Abstain** Allister

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15. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): J.3.e

Old rulebook text:

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 a 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.

Proposed new rulebook text:

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 a foot out to let riders behind you know you will be coming off pace then slow down to a moderate pace and cautiously proceed back to the grid and wait for instructions from the officials. Officials may present a "Grid" or "Pit" board near track exit in which case the riders shall proceed to the area instructed by the board.

Reason for proposed change:

Stopping on the track for a red flag is not the generally accepted practice by motorcycle race clubs throughout the United States and the world. Stopping the riders on the track presents a high risk to the riders on the track through riders behind not seeing the red flag or the group of riders sitting on the side of the track. It is also dangerous to the riders sitting on the track while the emergency crews are trying to get to the reason for the red flag in an expedited manner. In the case of superbike and gp class machinery it can leave the rider unable to restart their bike thus delaying the race day even more due to needing to bring out the crash truck to pick up the stranded bikes.

**FAILED**

**For**  
**Against** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad  
**Abstain** Allister

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16. Chris Burgess submitted the following rule change proposal:

| Section and paragraph(s): J.~~1213~~

Old rulebook text:

The penalty for not stopping when a red flag is displayed is disqualification and the loss of all awards, points and prize money earned that race day. If the violation is repeated, the rider will not be eligible for competition at any future WMRRRA events.

Proposed new rulebook text:

The penalty for not following the red flag policy (Section J-3 e) ~~(Section J.3.e)~~ is disqualification and the loss of all awards, points and prize money earned that race day. If the violation is repeated, the rider will not be eligible for competition at any future WMRRRA events.

Reason for proposed change:

This is to go with the change to how a rider handles a red flag in my previous rule proposal.

**PASSED**

<b>For</b>	Nico	Joel	Joan	Phil	Jeff	Russ
<b>Against</b>	Duncan	Ross	Brad			
<b>Abstain</b>	Debbie	Allister				

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17. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): M.1

Old rulebook text:

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

Proposed new rulebook text:

a. Class Points will be awarded using the mathematical formulas below:

- 1st Place Points = number of starters (maximum 30) + 3
- 2nd Place Points = number of starters (maximum 30)
- 3rd-30th Place Points = number of starters (maximum 30) - finish position + 1
- all others Points = One (1) point

b. Overall Championship season points will be awarded on the basis of not more than any three (3) classes a rider chooses to enter. One of these classes must be a money class. If more than three classes are entered the three with the highest total points will be

used to calculate overall season points. Points will be awarded according to the following schedule.

Starters: 3-7

1st: 10

2nd: 5

3rd: 2

4th: 1

Starters: 8-13

1st: 15

2nd: 10

3rd: 7

4th: 5

5th: 3

6th: 2

7th: 1

Starters: 4-19

1st: 20

2nd: 15

3rd: 11

4th: 8

5th: 6

6th: 5

7th: 4

8th: 3

9th: 2

10th: 1

Starters: 4-19

1st: 25

2nd: 20

3rd: 16

4th: 13

5th: 11

6th: 10

7th: 9

8th: 8

9th: 7

10th: 6

11th: 5

12th: 4

13th: 3

14th: 2

15th: 1

c. In the case of a class with more than thirty (30) starters, points will be awarded down to thirtieth (30th) place. All other finishers will receive 1 point.

Reason for proposed change:

The more competition there is the more points you should receive. It doesn't make sense to give 40 class points to someone in a class that only had 3 starters. There wasn't that much competition. Yet if there is a race where that same class that normally has 3 starters had 15 starters the number of points the first place racer with 14 others behind them is the same. It isn't an apples to apples distribution of points. This formula attempts to even it out more based on the amount of competition.

For overall points this is to make it so the top 5 have competed in what the club considers to be its premier classes. It also makes sense that they have to have a field to compete against as being the best in 3 classes with only 5 people in them really isn't a valid reason to have the overall number 1 plate.

These two changes are modeled directly off of OMRRA's point system which seems to work well.

**FAILED**

**For**

**Against** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad

**Abstain** Allister

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18. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): M.8

Old rulebook text:

The OVERALL Champion points 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 5 racers starting for that event's points to count toward OVERALL points totals.

Proposed new rulebook text:

The OVERALL Champion point structure will be derived from not more than three classes. ~~Of those three classes, two of the classes must be from the following group (600SS, 600SB, 750SS, 750SB, OpenSS, Formula Ultra, Open Twins).~~ 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 ~~5~~ racers starting for that event's points to count toward OVERALL point totals.

Reason for proposed change:

I think the Overall Championship should be a true representation of our clubs Top 5 consistent racers. Not someone that managed to cherry pick the smaller, less challenging grids.

**PASSED**

**For** Nico Duncan Allister Ross Brad Joan Phil Jeff Russ Debbie

**Against** Joel

**Abstain**

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19. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): M.8

Old rulebook text:

The OVERALL Champion points 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 5 racers starting for that event's points to count toward OVERALL points totals.

Proposed new rulebook text:

<remove>

Reason for proposed change:

If my point proposal is accepted this proposal needs to be accepted in order for the rule book to make sense.

**FAILED**

**For**

**Against** Debbie Nico Duncan Joel brad Ross Phil Jeff Russ

**Abstain** Joan Allister

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20. Louis Cohn Jr submitted the following rule change proposal:

Section and paragraph(s): N.8

Old rulebook text:  
none that I could find

Proposed new rulebook text:

Any competitor that utilizes the t-3 run-off road at Pacific Raceways shall stop at the bottom of the run-off road and await the corner worker's signal to re-enter the track. ~~in which they~~ They shall not gain any competitive advantage or positions. At no time shall any competitor turn around and ~~come comp~~ reverse direction up the run-off road. A 30 second penalty shall also be assessed to said competitor.

Reason for proposed change:

- (1) Though it has verbally stated, I don't believe there is anything in the rulebook.
- (2) First hand experience.

**PASSED**

**For** Debbie Nico Duncan Joel brad Ross Phil Jeff Russ

**Against**

**Abstain** Joan Allister

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21. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): N.1.a

Old rulebook text:

Conduct in public in such a manner as to cast a poor public image on the Washington Motorcycle Road Racing Association, e.g. riding in a reckless manner on public streets with racing number plates displayed.

Proposed new rulebook text:

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 ~~in a reckless manner~~ on public streets with racing number plates displayed.

Reason for proposed change:

This is to cover keeping up with technology with regards to members conduct in public and the advent of public mailing lists/forums.

**PASSED**

**For** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad

**Against**

**Abstain** Allister

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**WITHDRAWN**

22. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): P.Note

Old rulebook text:

Note:

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

Proposed new rulebook text:

Remove text

Reason for proposed change:

This is a catch all that is not appropriate. If you wanted to take it to extremes, the rulebook doesn't state that I can have air in my tires, so I would be illegal for a SS class. The rulebook should be as clear cut as possible and now be so subjective as to those that are in charge at a given time. You list what you can and can't do. Everything else is grey area and needs to have rules allowing/disallowing it as you come across it.

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23. Chris Burgess submitted the following rule change proposal:

| Section and paragraph(s): P.5.1~~±~~

Old rulebook text:

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 manufacturers US retail outlets for sale to the public. Availability must be maintained throughout the current racing season. Fuel maps may be modified.

Proposed new rulebook text:

Fuel Injection: All components involved in the fuel injection systems must remain stock. Readily available aftermarket piggy back style fuel modules maybe added so long as they plug into stock wiring harness connectors. Availability must be maintained throughout the current racing season. Fuel maps may be modified.

Reason for proposed change:

With the current rule "kit" ECU's can be run. This pushes the supersport classes that much closer to the superbike classes. The purpose of this rule change is to allow devices such as Power Commander and the Bazzaz Fuel Control Unit to be used for adjusting the fuel maps on bike but disallow kit ECU's which provide that much more flexibility in managing things beyond fuel control.

**FAILED**

**For**

**Against** Nico Joel Brad Ross Joan Phil Jeff Russ

**Abstain** Debbie Duncan Allister

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24. Donald Beck submitted the following rule change proposal:

Section and paragraph(s): P.5.m

Old rulebook text:

Brakes: racing type brake linings in both disc and drum brakes may be used. Aftermarket front disc brake rotors of a size and material equivalent to OEM are allowed. All other brake system components must remain stock. No modified rotors allowed.

Proposed new rulebook text:

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.

Reason for proposed change:

Would allow for substitution of rear rotor with low cost and readily available alternatives.

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Brad	Ross	Joan	Phil	Jeff	Brad
<b>Against</b>									
<b>Abstain</b>	Debbie	Allister							

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25. Chris Burgess submitted the following rule change proposal:

| Section and paragraph(s): P.5.⓪

Old rulebook text:

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.

Proposed new rulebook text:

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 with the same profile as the stock 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.

Reason for proposed change:

Allowing any aftermarket windscreen allows in double bubble style windscreens on motorcycles that did not come with them. This is a performance enhancement due to aerodynamics and it also changes the visual appearance of the motorcycle from stock. Having stock appearing motorcycles is part of the purpose behind a supersport class.

**FAILED**

<b>For</b>									
<b>Against</b>	Debbie	Nico	Duncan	Joel	Brad	Ross	Joan	Phil	Jeff
<b>Abstain</b>	Russ	Allister							

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26. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): P.5.y~~z~~

Old rulebook text:

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.

Proposed new rulebook text:

Subframes: Aftermarket subframes may replace OEM subframes that consist of the same material as OEM, use the original mounting points and are within 90% of the stock subframe weight. OEM seats must be able to be used without modification.

Reason for proposed change:

The aftermarket subframes are generally a much lighter than the stock ones. Reduced weight brings a performance advantage. The intent of this rule was cost savings yet it brings a performance advantage instead which then requires people to buy aftermarket subframes immediately negating any cost savings. I understand that aftermarket subframes aren't going to be exactly the same weight as the stock one thus the allowance in weight.

**FAILED**

**For**

**Against** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad  
**Abstain** Allister

=====

27. Nico Tomacelli submitted the following rule change proposal:

Section and paragraph(s): P.6.m

Old rulebook text:

Electronic shifting devices: NOT ALLOWED.

Proposed new rulebook text:

Electronic shifting devices: ALLOWED.

Reason for proposed change:

- 1) There is no performance advantage to a QS. You can accomplish the same thing by applying pressure to the shifter and letting the bike hit the rev limiter
- 2) Legal in AMA Supersport classes.

**PASSED**

**For** Nico Brad Ross  
**Against** Joel  
**Abstain** Debbie Joan Phil Jeff Russ Allister Duncan

=====

28. Howard Crow submitted the following rule change proposal:

Section and paragraph(s): P.7.a.III

Old rulebook text:

- a. 600 Supersport
  - I. Up to 600cc four-stroke multi-cylinder
  - II. Up to 675cc four-stroke three cylinder

III. Up to 750cc four-stroke twins

Proposed new rulebook text:

- 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

Reason for proposed change:

The Ducati 848 has not been shown to have a significant advantage over the 600s. When run in 600SB against supersport 600s, it has not been very competitive. This change is to allow it to run against the 600ss bikes.

**PASSED**

<b>For</b>	Debbie	Nico	Joel	Brad	Ross	Joan	Phil	Jeff	Russ
<b>Against</b>									
<b>Abstain</b>	Duncan	Allister							

=====

**DUPLICATE (See proposal #28)**

29. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): P.7.a.III

Old rulebook text:  
Up to 750cc four-stroke twins

Proposed new rulebook text:  
Up to 850cc four-stroke twins

Reason for proposed change:  
The Ducati 848 has been shown to not be the power house it was thought it would be. So it should be allowed into this class as another place for it to race.

=====

**WITHDRAWN**

30. Nico Tomacelli #20 submitted the following rule change proposal:

Section and paragraph(s): P.9

Old rulebook text:  
Unless specifically allowed in Section P, no other part modifications, replacements, additions, or deletions are allowed.

Proposed new rulebook text:  
Remove text

Reason for proposed change:  
This is a catch all that is not appropriate. If you wanted to take it to extremes, the rulebook doesn't state that I can have air in my tires, so I would be illegal for a SS class. The rulebook should be as clear cut as possible and now be so subjective as to those that are in charge at a given time. You list what you can and can't do. Everything else is grey area and needs to have rules allowing/disallowing it as you come across it.

=====

31. Damon Wells, WMRR #26

Section and paragraph(s): Q.5.b.II & III

Old rulebook text:

- b. 600 TFS (8 years or older)
- I. Up to 425cc two-stroke multi-cylinder
- II. Up to 640cc four-stroke carbureted multi-cylinder
- III. Up to 800cc four-stroke carbureted twin-cylinder

Proposed new rulebook text:

- b. 600 TFS (8 years or older)
- I. Up to 425cc two-stroke multi-cylinder
- II. Up to 640cc four-stroke ~~carbureted or OEM fuel injected~~ multi-cylinder
- III. Up to 800cc four-stroke ~~carbureted or OEM fuel injected~~ twin-cylinder

Reason for proposed change:

The 2001 Suzuki GSX-R 600 and 2001 Ducati 748R will meet the minimum age requirement for the 600 TFS class for the 2009 race season. However, these bikes came with fuel injection as OEM equipment from the manufacturer. By allowing these OEM fuel-injected bikes to compete in 600 TFS, we will hopefully increase the traditionally small grid size for the class.

Ducati specs - [http://www.bikez.com/motorcycles/ducati\\_748\\_2001.php](http://www.bikez.com/motorcycles/ducati_748_2001.php)

Suzuki specs - [http://www.bikez.com/motorcycles/suzuki\\_gsx-r\\_600\\_2001.php](http://www.bikez.com/motorcycles/suzuki_gsx-r_600_2001.php)

**PASSED**

<b>For</b>	Nico	Duncan	Joel	Allister	Ross	Brad	Russ	Jeff
<b>Against</b>								
<b>Abstain</b>	Debbie	Phil	Joan					

=====

**WITHDRAWN**

32. Phil Cook submitted the following rule change proposal:

Section and paragraph(s): R.5

Old rulebook text:

- a. 600 TFS (8 years or older)
- I. Up to 425cc two-stroke multi-cylinder
- II. Up to 640cc four-stroke carbureted multi-cylinder
- III. Up to 800cc four-stroke carbureted 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.

Proposed new rulebook text:

(remove)

Reason for proposed change:

This class should be combined with Formula Thunder, as the laptimes are very similar between the front runners and the only difference in class structure is inclusion of 4 cylinder machines. TFS and Formula Thunder currently run at the same time, so no current competitors will be impacted too greatly by this change.

=====

33. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): R.6.a

Old rulebook text:

Up to 400cc multi-cylinder, two-stroke motorcycles  
Up to 680cc four-stroke twins  
Up to 800cc four-stroke liquid-cooled two-valve twins  
Up to 1000cc two-valve air-cooled twins  
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

Proposed new rulebook text:

Up to 400cc multi-cylinder, two-stroke motorcycles (prior to 1990)  
Up to 450cc four-stroke multi-cylinder  
Up to 680cc four-stroke twins  
Up to 800cc four-stroke liquid-cooled two-valve twins  
Up to 1000cc two-valve air-cooled twins  
Up to 1250cc four-stroke two-valve pushrod twins  
Open displacement single-cylinder  
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.

250 Grand Prix bikes up to and including the 1997 model is allowed provided the frame is original

Reason for proposed change:

There is a great deal of over lap between LW SBK and MW GP Twins. As it stands today the race is virtually the same between these two heats. This similarity causes the club to have to spent valuable time to hold this extra heat when the time could be used to house a different class which can bring in more people to the club. Those riders with a Superbike SV650 can ride in Formula Thunder and be competitive given the right combination of rider and entrants. Also the change to 400cc 2-strokes is to continue to allow the TZ350 but prevent a fire breathing monster from being introduced.

**FAILED**

**For**  
**Against** Nico      Duncan Joel      Ross      Joan      Phil      Jeff      Russ      Debbie      Brad      Allister  
**Abstain**

=====

34. Phil Cook submitted the following rule change proposal:

Section and paragraph(s): R.9

Old rulebook text:

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 750cc liquid cooled desmodromic twins
- d. Up to 1404cc air-cooled twin cylinders
- e. Up to 1000cc three cylinders

Proposed new rulebook text:

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 750cc liquid cooled desmodromic twins
- d. Up to 1404cc air-cooled twin cylinders
- e. Over 800cc and Up to 1000cc three cylinders
- f. Up to 600cc four cylinders, 1999 or older

Reason for proposed change:

To remove the provision allowing the new Triumph Daytona 675 from dominating the class. The 675 was designed to compete with modern 600cc Sportbikes such as the R6, GSXR600, Yamaha R6 etc, not against Buells and SV650's and Older 900cc Triumph Daytona's. The 675 can turn times that are competitive with top 10 finishers in 600 Supersport and Superbike, and should run in the classes it was designed for against competition that is on par with it.

**FAILED**

**For**

<b>Against</b>	Nico	Duncan	Joel	Allister	Brad	Ross	Joan	Jeff	Russ
<b>Abstain</b>	Debbie	Phil							

=====

**WITHDRAWN**

35. Phil Cook submitted the following rule change proposal:

DEPENDANT on #32 passing  
 Section and paragraph(s): R.9

Old rulebook text:

- 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 750cc liquid cooled desmodromic twins
  - d. Up to 1404cc air-cooled twin cylinders
  - e. Up to 1000cc three cylinders

Proposed new rulebook text:

- 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 750cc liquid cooled desmodromic twins
  - d. Up to 1404cc air-cooled twin cylinders
  - e. Up to 1000cc three cylinders
  - f. Up to 600cc four cylinders, 1999 or older

Reason for proposed change:

This change will allow former TFS bikes to compete in a competitive class. As TFS currently runs with Formula Thunder, it only stands to reason that the classes should be combined to increase participation, and allow another wave to participate on the track. The lap times are very similar between front runners in both classes, with no distinct advantage from the four cylinder machines.

=====

36. Brady Ipock #154 submitted the following rule change proposal:

Section and paragraph(s): R.9

Old rulebook text:

The Formula Thunder class allows four-stroke motorcycles in the following displacement categories:

- Unlimited single cylinders
- Up to 884cc liquid-cooled twin cylinders (except desmodromic)
- Up to 750cc liquid cooled desmodromic twins
- Up to 1404cc air-cooled twin cylinders
- Up to 1000cc three cylinders

Proposed new rulebook text:

The Formula Thunder class allows four-stroke motorcycles in the following displacement categories:

- Unlimited single cylinders
- Up to 884cc liquid-cooled twin cylinders (except desmodromic)
- Up to 850cc liquid cooled desmodromic twins
- Up to 1404cc air-cooled twin cylinders
- Up to 1000cc three cylinders

Reason for proposed change:

To allow the Ducati 848 to compete in formula thunder. I think the 848 is comparable to the Triumph 675 that is currently the class dominator.

**PASSED**

<b>For</b>	Debbie	Nico	Duncan	Joel	Allister	Brad	Ross	Joan	Phil	Russ
<b>Against</b>										
<b>Abstain</b>	Jeff									

=====

37. Claud Jinks submitted the following rule change proposal:

Section and paragraph(s): R.10.b.

Old rulebook text:

Heavyweight Early Grand Prix: Unlimited displacement motorcycles - 1995 model year and older.

Proposed new rulebook text:

Heavyweight Early Grand Prix: Unlimited displacement motorcycles - ~~810~~ years old or older.

Reason for proposed change:

This would allow for a more competitive class. As it is now, this neglected category is getting 2-3 entrants per event. Opening eligibility to ten year old motorcycles would attract more riders, more revenue for the club, and more enjoyment for spectators.

**Amended reason for proposed change:**

This neglected category was once a competitive class with a full field on the grid every race date. During the past two seasons, on no occasion were there more than three riders on the grid.

Opening the Heavyweight Early Grand Prix class to motorcycles ten years old and older would attract more riders. This would generate more revenue for the club and provide for an enhanced experience by all stakeholders.

For example, the Honda CBR900RR was essentially the same motorcycle from the time it was introduced in 1993, through the end of production in 1999. A similar case could be made for almost all brands. In future years, early fuel injected models would become eligible. While no longer competitive in Open Supersport or Formula Ultra, they still provide a competitive racing platform at far less expense

Opening entry to motorcycles produced in 1999 and prior years, for the 2009 racing season, would make many less expensive motorcycles eligible, which now sit idle. Furthermore, it would bring WMRRRA rules in line with OMRRA, possibly attracting riders from that club to WMRRRA events.

**PASSED**

**For** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad Allister  
**Against**  
**Abstain**

=====

38. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): Y.1.1.a

Old rulebook text:  
<new rule>

Proposed new rulebook text:  
Only current members in good standing may propose rule changes.

Reason for proposed change:  
As it stands anybody can propose a rule change. It only makes sense to cut down the noise and only allow members of the club to propose rule changes. Perhaps this better belongs as a by-law.

**PASSED**

**For** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad Allister  
**Against**  
**Abstain**

=====

39A. Phil Cook submitted the following rule change proposal:

Section and paragraph(s): D.10 / U

Old rulebook text:  
(none)

Proposed new rulebook text:  
10. The Amateur Class will consist of: (See section U for further clarification)  
a. Lightweight Amateur (600-700cc Multi Cylinder machines; 1:37.0 lap times and slower)  
b. Heavyweight Amateur (750cc and larger Multi Cylinder machines; 1:35.0 lap times and slower)

39B. Section U Amateur Classes

Old rulebook text:  
(none)

Proposed new rulebook text:

1. The primary purpose of the Amateur Class is to provide a class where machines or riders may be outclassed in the Expert classes in which they are eligible to compete. The threshold for exiting the Amateur class into the Expert ranks is the ability to obtain and maintain an average lap time on the riders respective machine that is faster than the above stated minimum.
2. Riders may compete in either the Expert or Amateur classes, but not both.
3. Riders may move to Expert classes at any point throughout the season if the threshold lap times have been met.
4. Formula/Grand Prix (Section R), Supersport (Section P), and Superbike (Section Q) regulations will apply to all entries in all Amateur Classes.
5. Class points will be awarded, however they will not apply towards Season Points totals.
6. The Amateur Classes will be:
  - a. Lightweight Amateur (600-700cc Multi Cylinder machines; 1:37.0 lap times and slower)
  - b. Heavyweight Amateur (750cc and larger Multi Cylinder machines; 1:35.0 lap times and slower)
7. Expert racers that have lap times that fall below the minimum threshold of their expert class will have a one weekend opportunity to lower their lap times below the minimum threshold. If they fail to meet the minimum threshold requirements after their one weekend exemption they will be required to run the Amateur Classes until the threshold has been met.

Reason for proposed change:

To allow a class for reasonable competition to racers that may not have the skill or ability to run in the Expert Supersport and Superbike classes. This may also be used as a stepping stone from Novice to Expert, as going from the Novice class to Expert can have a detrimental affect on the riders participating in the Expert class, and riders in the Amateur class will be racing with riders of equal skill level and laptimes thereby allowing close racing.

**FAILED**

<b>For</b>	Ross	Nico			
<b>Against</b>	Duncan	Joel	Allister	Brad	Phil
<b>Abstain</b>	Jeff	Russ	Debbie	Joan	

=====

40. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): P.7

Old rulebook text:  
<none existing>

Proposed new rulebook text:

- e. Senior Supersport  
Bikes that meet the above Supersport regulations and that are 5 years old or older, qualify for Senior Supersport classes. Senior Supersport shall be run as the last row of their respective Supersport grid. All points, trophies or cash awards for the Senior class shall be separate from the regular class. As per standard race rules, at least 3 racers must enter to make the Senior Class be scored as such.

Reason for proposed change:

As bikes get older they loose a place where they can be competitive. 600 TFS is a class which provides a place for older 600cc Superbike's to run in but what about the 750 and Open class bikes. Having a Senior class for each displacement allows for these just out of their prime bikes to have a place to race similiarlly equiped bikes. By making them grid with their respective modern supersport grid it makes it so no more time is taken away from the busy race day schedule.

**FAILED**

**For**

**Against** Nico Duncan Brad Ross Phil Jeff Debbie Allister Joel

**Abstain** Russ Joan

=====

41. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): Q.5

Old rulebook text:

<none existing>

Proposed new rulebook text:

e. Senior Superbike

600, 750 and Open Motorcycles that meet the above Superbike regulations and that are 5 years old or older also qualify for Senior Superbike classes. Senior Superbike shall be run as the last row of their respective Superbike grid. All points, trophies or cash awards for the Senior class shall be separate from the regular class. As per standard race rules, at least 3 racers must enter to make the Senior Class be scored as such.

Reason for proposed change:

As bikes get older they loose a place where they can be competitive. 600 TFS is a class which provides a place for older 600cc Superbike's to run in but what about the 750 and Open class bikes. Having a Senior class for each displacement allows for these just out of their prime bikes to have a place to race similiarlly equiped bikes. By making them grid with their respective modern supersport grid it makes it so no more time is taken away from the busy race day schedule. This class is modeled after the Senior classes that OMRRA already has.

**FAILED**

**For**

**Against** Nico Duncan Brad Ross Phil Jeff Debbie Allister Joel

**Abstain** Russ Joan

=====

42. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): Q.5.b

Old rulebook text:

- 600 TFS (8 years or older)
- Up to 425cc two-stroke multi-cylinder
- Up to 640cc four-stroke carbureted multi-cylinder
- Up to 800cc four-stroke carbureted twin-cylinder
- Open displacement single-cylinder

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.

Proposed new rulebook text:  
<remove from the rule book>

Reason for proposed change:  
With the rule proposals for a Senior class the 600 TFS class is no longer needed. This rule change should only be considered if the Senior classes are adopted.

**FAILED**

**For**

**Against** Nico Duncan Brad Ross Phil Jeff Debbie Russ Allister Joel

**Abstain** Joan

=====  
43. Ed Kok submitted the following rule change proposal:

Section and paragraph(s): D

Old rulebook text:  
None. Proposal for new class. Probably referred to as D7

Proposed new rulebook text:  
The following proposal is simply to add an entirely new class to the WMRRA lineup. It would allow for some new and interesting racing. The class would be called SuperSport Twins SST

The following motorcycles are eligible for competition in SST:

- Aprilia Tuono 1000R (except Factory)
- BMW HP2 Sport
- BMW R1200 Series (all models)
- Buell XB-RR
- Buell 1125R
- Ducati Monster S4R, St4s. 748/749 (all models (848)
- Harley-Davidson V-Rod (all models)
- Honda VTR1000F S
- KTM 990 SuperDuke
- MZ1000 (all models)
- Suzuki SV1000S

If needed, specific motorcycle brands or models may be allowed dispensations from the standard rules via a Technical Information Form. The purpose of such deviation will be to allow competitive participation by machines that may be lower or higher in performance than the published class standards. Unless superseded by requirements of a Technical Information Form, all motorcycles must meet the following equipment standards:

5-1 Only four-stroke twin-cylinder naturally aspirated engines may power Supersport Twin motorcycles.

5-2 Tires must be in good condition.

5-3 All machines must have operational front and rear brakes.

5-4 Brake caliper mountings must be wire locked front and rear. The use of safety wired quick-change clips is permitted. Axles and/or pinch bolts must be safety wired or otherwise secured by acceptable means with the exception of wheel mounting nuts and/or bolts for single sided swingarms.

5-5 All oil, fuel and coolant-carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire or other approved means.

5-6 Oil coolers and radiators must be securely mounted in a protected area. All connections must be safety wired anor otherwise secured by acceptable means.

5-7 All engine, transmission, final drive unit and cooling system drain plugs and filter caps must be safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means. Fuel and radiator filler caps are exempt.

5-8 Front fork fluid drain screws must be safety wired or taped.

5-9 Brake discs made of carbon fiber are not permitted.

5-10 All machines must have an operational handlebar mounted kill switch.

5-11 All machines must have a self-closing throttle.

5-12 All turn signals, luggage racks, license plate frame/holders, license plates and mirrors must be removed.

5-13 All lenses and instrument faces must be taped or removed.

5-14 Center and side stands must be removed.

5-15 Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.

5-16 Fairings must be mounted in at least three locations. The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in the normal riding position and transparent material may not be used to allow for such visibility.

5-17 No custom streamlining may be attached to the rider or helmet unless it duplicates, in form and function, an existing product provided as OE by a manufacturer. All streamlining must be specifically approved by the Tech Inspector.

5-18 Crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.

5-19 If ventilation is routed into the air box, any drains from the air box must be sealed. If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area of the carburetors so that any overflow from the catch can will be drawn into the engine.

5-20 Radiator overflow and battery vent tubes may be routed into a separate catch can that need not be vented into the intake area. Final approval of the catch can system rests with the Tech Inspector.

5-21 Water-cooled engines may use plain water, or water with Redline cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration. Ethylene glycol based antifreeze or water pump lubricants of any kind are strictly prohibited.

5-22 Valve stem caps are required on both wheels.

5-23 Nitrous oxide injection is not allowed.

5-24 Supercharging including turbocharging is not allowed.

5-25 Competitors must use engine case guards where available. Case guards may be in the form of strengthened side covers. Aftermarket covers are mandatory when available; when aftermarket covers are not available, a combination of frame sliders and/or reinforced covers will be required. The Technical Inspector will be the final judge of the acceptability of any compromise crash/cover solutions.

5-26 Original equipment brake systems and wheels must be used, unless the OE wheels are wire-spoke wheels or not 17" in diameter, in which case they must be replaced by 17" non-wire spoke wheels from another model within the same manufacturer's product offering or aftermarket wheels as long as the aftermarket wheels with bearings, seals, brake rotors have a total weight equal to or greater than the original wire-spoke wheel in the same application.

5-26-1 For Suzuki SV1000S motorcycles only, replacement of the stock rear wheel with Original Equipment Suzuki GSX-R model 6-inch wide rear wheel is permitted.

5-26-2 For Suzuki SV1000S motorcycles only, replacement of the stock front end with complete Original Equipment Suzuki GSX-R model front end, including forks, triple clamps, brake rotors, brake callipers, and front wheel, is permitted. All items must be from the same production year/model motorcycle

5-27 Aftermarket brake pads and lines may be installed.

5-28 The front brake master cylinder may be substituted.

5-29 Aftermarket front brake rotors may be used as long as the rotors are the same size (diameter) as OEM equipment. Caliper mounts and hangers, front and rear, may not be modified or substituted.

5-30 Front wheel spacers may be made "captive" at the approval of Tech. Inspector to allow for faster front wheel changes.

- 5-31 At the rear wheel, stock parts must be used, including the caliper mount and chain adjuster, but wheel spacers may be made "captive", and a caliper retaining device may be used, but must be approved by the Technical Inspector.
- 5-31-1 For BMW motorcycles only, replacement of the stock rear wheel bolts with shouldered steel studs, with rolled threads, is permitted.
- 5-32 Original front forks must be retained, to include inner and outer tubes, caliper mounts, axles and spacers.
- 5-32-1 Modification to internal parts is permitted.
- 5-32-2 Substitution of springs, change of shims, needles, and/or spacers, addition of "Race Tech" kit/aftermarket type valving and/or complete cartridge kits are permitted.
- 5-32-3 External Compression Adjusters may be modified/changed.
- 5-32-4 A steering damper may be installed.
- 5-32-5 A fork brace may be installed.
- 5-32-6 Aftermarket coatings may be applied to a maximum thickness of 0.1mm.
- 5-32-7 The use of gas-charged fork kits is not permitted.
- 5-33 The original model, stock swingarm must be retained, unchanged, except that the axle adjustment opening/slot may be lengthened, with the permission of the Technical Inspector.
- 5-34 The rear shock and linkage may be modified or replaced.
- 5-35 Final drive system, if not by chain, may be modified to chain type.
- 5-36 The original frame must be retained.
- 5-36-1 Unnecessary brackets may be removed.
- 5-36-2 Adjustable swingarm pivots and steering head bearings are permitted, but no modifications to the frame, triple clamps or swingarm can be made to allow this adjustability.
- 5-37 Data acquisition for chassis or suspension is not permitted.
- 5-38 Aftermarket bodywork and custom fairing mounts are permitted. Fairings are not required to retain the stock shape or silhouette.
- 5-39 Motorcycles are required to mount an oil-retaining, "sealed" lower fairing. An aftermarket, full race fairing is permitted. Removable rain drainage plugs are allowed in the fairing lower.
- 5-40 The stock fuel tank or tank cover area and its appearance must be retained. Modification of the underside or non-visible areas of the stock tank are permitted. The fuel capacity is limited to a maximum of 4.5 US gallons. Clarification: Dry-break type fueling systems are mandatory - no exceptions. This is a safety related issue and therefore not negotiable.
- 5-41 Traction control systems and controls that provide the ability to adjust ignition or ECU maps while the motorcycle is in motion are not permitted.
- 5-42 Remote style Ignition or similar cockpit adjustment devices can not be fitted.
- 5-43 Brake lights must be disconnected.
- 5-44 Aftermarket foot pegs, clip-ons, handlebars, shift/brake mechanisms and fasteners (non Titanium) may be substituted.
- 5-44-1 Quick-shifters (devices that cut ignition to smooth shifting) are permitted. The use of pneumatics to aid shifting is not permitted.
- 5-45 Non-standard "Kill Switches" must not be spring-loaded and must be well marked.
- 5-46 Titanium Fasteners are not permitted.
- 5-47 Tail sections may be increased in size to allow for legal sized number plates.
- 5-48 With the engine running at half throttle in neutral, the volume of sound from each machine can measure no more than 106dB. To take the sound measurement, the decibel meter will be located .5 of a meter (20 inches) away and at a 45-degree angle from any muffler outlet.
- 5-49 An air box is required. An air filter is not required. Clarification: Ram air, if the machine is not so equipped from factory, is not permitted. Clarification: Original Equipment ram air, as defined for the purpose of this rulebook, requires a sealed system from inlet to air box. Ducting can be altered or added to non-OE ram air equipped machinery, as long as the revised system is deemed not to be sealed as described above. Ram air, if the machine is not so equipped from factory, is not permitted. Exception: For Suzuki SV1000S motorcycles only, fully sealed ram air induction systems are permitted.

5-50 Final approval of a machine's compliance will rest with the Tech Inspector

Reason for proposed change:  
variety, spice, tracking another national series.

**FAILED**

**For**

**Against** Nico Duncan Joel Allister Brad Ross Joan Phil  
**Abstain** Debbie Russ Jeff

=====  
44. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): S

Old rulebook text:

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.

SuperTeams classes will follow the class structure of Section V (Endurance Race Regulations).

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. If refueling is necessary, it must be conducted per rule V-14.

Competition numbers:

Each team will be assigned by the registrar, to be used for the entire season.

Team must run same number for entire season to qualify for season points.

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.

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."

Proposed new rulebook text:

<remove from the rule book>

Reason for proposed change:

Superteams have not been offered for many years and from the complaints of our race day schedule being already too packed it doesn't look like it will ever be offered. So remove the class for clarity and reduction in the size of the rule book.

**FAILED**

**For**

**Against** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad Allister  
**Abstain**

=====  
45. Chris Burgess submitted the following rule change proposal:

Section and paragraph(s): X

Old rulebook text:

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.

Racing will be conducted according to the regulations set forth below and as

other sections of this book apply. A Supermotard event will consist of Supermotard Class motorcycles competing on a combined asphalt and dirt circuit with a minimum of one jump. All equipment must comply with Section C, General Equipment (Full MX or Dirt Track protective riding gear accepted) and Section E, Machinery and Numbers.

The Supermotard classes will be:

Open Supermotard:

Unlimited modification, open displacement single or up to 1000cc twin.

Middleweight Supermotard:

Unlimited modification up to 250cc two stroke or 450cc four stroke.

Lightweight Supermotard:

Unlimited modification, up to 125cc two stroke or 250cc four stroke.

Moto-X Supermotard:

Must have 21 inch front wheel, any MX, Enduro, DOT or class C tire eligible, open displacement.

Race formats will be as follows:

A heat race will be run for each class to determine grid position for the main events.

Heat grid position will be determined by class points standings, followed by the order in which entries are received.

Flags and signals see Section J.

Licensing: All riders must hold one of the following:

Any current WMRRRA racing license.

A current WMRRRA membership card.

A current racing license issued by another accredited racing organization.

A WMRRRA single event license as set forth in Section B.

License restrictions:

Riders holding WMRRRA 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 WMRRRA or other racing associations or tracks.

Points and Awards:

Season points and trophies will be awarded using the schedule in Section M.

Proposed new rulebook text:

<remove from the rule book>

Reason for proposed change:

Supermotards racing is not something this club has offered in many years. That combined with a lack of a proper facility to hold such event rules for such should be removed from the rule book for clarity of people who are reading it (thinking we might offer it) and reduction in the rule book size.

## **FAILED**

### **For**

**Against** Nico Duncan Joel Ross Joan Phil Jeff Russ Debbie Brad Allister

### **Abstain**