



New Racer's Information

Motorcycling is an exhilarating sport that takes brains, finesse and courage. Few experiences can match that intense feeling achieved when testing the limits of yourself and your bike on the street; but let's face it... tickets really suck.

How about testing your limits on a real racetrack?
The track is where you really can let it all hang out! And guess what... no tickets!

The goal of our novice program is to provide the novice racer with the fundamentals needed to compete safely on a racetrack. Upon successful completion of the classroom and on-track segments, riders will qualify for a Novice race license, and then the real fun begins!

The first thing you will notice after you begin racing is that your street riding skills will improve—no more multi-apexing—you will better understand your machine and your abilities to control that machine.

You have the bike.
You have the desire.
Just do it!

Jake Frame (Novice Representative): novice.rep@wmrra.com
WMRRA Website: www.wmrra.com

2010 WMRRA New Racer School (NRS) Description, Dates, & Costs

There are two things you need to complete. One is the WMRRA NRS classroom session, which is hosted by WMRRA. The other is the NRS on-track segment, which is hosted by a WMRRA approved track day organization.

NRS Classroom Session

The goal of the classroom session is to provide the novice racer with the fundamental knowledge needed to compete safely on a racetrack. Remember, completion of the mandatory classroom session is one of the requirements to obtain your Novice license. Below are just some of the things that will be covered during the NRS classroom session.

- WMRRA Rules and Regulations
- WMRRA Race Day procedures & etiquette (both on and off track)
- Safety Equipment
- Bike Preparation
- Tires
- Riding Techniques
- Expect racer mentors
- Questions & Answers

There will be two NRS classroom sessions for the 2010 season. These sessions are one day of classroom instruction. You must mail your application by the deadline to be accepted to that session. The cost of the NRS classroom session is \$130. This also includes your WMRRA membership fee and your race license. An added benefit of WMRRA membership is that many local motorcycle shops offer discounts to WMRRA racers. You will also need to register and complete the NRS on-track segment separately with a WMRRA approved track day organization.

	Session 1	Session 2
Registration deadline (postmark)*	Sunday, March 7 th , 2010	Sunday, June 20 th , 2010
Classroom	Sunday, March 14 th , 2010 Noon – 5:00PM	Sunday, June 27 th , 2010 Noon – 5:00PM
On-Track	2-Fast Pacific Wednesday, March 17 th , 2010 Sullivan Race School Pacific TBD in May	Sullivan Race School Spokane Thursday, May 27 th , 2010 Pacific Thursday, June 23 rd , 2010 2-Fast Pacific TBD

*NOTE: Entries received with postmarks after the deadline will be returned to sender.

NRS On-Track Segment

The goal of the on-track segment of the WMRRA NRS is to give you much more insight into what it takes to negotiate a racetrack at speed with confidence, safety, and control. Riders who successfully pass this track based segment, along with the classroom, will qualify for a Novice race license with WMRRA. Then, let the real fun begin! Below are just some of the things that will be covered during the NRS on-track segment.

- Review of WMRRA morning procedures & orientation
- Review of WMRRA on-track procedures & orientation
- Divide into small groups for individual instruction
- Braking and turning exercises
- Close quarters and passing exercises
- Pre-grid & warm up laps
- Gridding
- Practice normal & wave starts
- Race simulation

WMRRA Approved NRS On-Track Providers

For 2010, the WMRRA approved track day providers for the on-track segment of the NRS are [2-Fast](#) and [Sullivan Race School](#). Please visit their websites for pricing, schedules, and registration. Classroom sessions will only be accepted if completed in 2009 or 2010.

After completing both the NRS classroom session and NRS on-track, you will receive your Novice race license.

WMRRA New Racer School Application

How do I sign up for the school?

- 1) Fill out the **2010 New Racer School & Membership Application** (*included in this packet*)
- 2) Include a check, money order, or credit card information for \$130 in US funds made out to **WMRRA**. This covers the classroom session, your membership, and race license and only full payments will be accepted*. You will need to register for the on-track segment through one of the approved track day organizations separately.
- 3) Mail by deadline listed above to address on application.
- 4) Visit one of the WMRRA approved track day organizations and register for the NRS on-track segment. You can find a list of approved track day organizations on our website, <http://www.wmrra.com>.

*E-mail confirmations will be sent out once your application is processed.

Registration deadlines (postmark/fax) for 2010 are:

Sunday, March 7th, 2010 – Session 1

Sunday, June 20th, 2010 – Session 2

If you have questions or comments please feel free to contact me either by email at novice.rep@wmrra.com.

WMRRA New Racer School Checklist

You will be required to have the following to participate in the on-track segment of the NRS:

Required Equipment

- DOT or SNELL approved full face helmet in good condition – no flip-face helmets!
- Back Protector
- A one-piece leather suit, or a leather jacket and pants that zip completely together
- Leather gloves and boots
- Personal medical insurance is not required but it is STRONGLY recommended
- A race-prepped motorcycle (see below)
- An AMB transponder. Please see attached paperwork for information on ordering one.

Race Preparation Requirements

Your bike must be race-prepped before it will be allowed on the track. The WMRRA rulebook and the classroom session cover in detail the race prep requirements. Several veteran racers mentor new racers; a list of racers who are willing to help will be made available to you at the classroom session.

General requirements are:

- Safety wire: Brake calipers, axle bolts, pinch bolts, exhaust hangers, oil drain plug, oil filler cap, oil filter cover/filter, and external fluid connections
- Anti-freeze must be flushed and replaced with water (Water Wetter™; is allowed)
- Install case covers or case protectors for oil and clutch cases
- Remove mirrors and turn signals
- Remove headlights and taillights
- Remove side and center stands
- Tires must be in good condition - the newer, the better
- ...and more, depending on the make and model of your motorcycle.

Please refer to the rulebook for specific information about your make and model bike.

Knowing the rules is your responsibility and ignorance is not tolerated!

Note: WMRRA and track day organizations do not provide any riding gear or motorcycles. Cruiser type motorcycles are not recommended.

As a courtesy, rules and requirements for ALL racing machines are **from the 2009 WMRRA Rulebook** and are being provided in this packet for your information. A complete 2010 rulebook will be handed out at the classroom session or may be accessed on our website at any time. Remember, ignorance of the rules is no excuse. It is your responsibility to know and understand the rulebook.

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 Redline brand "Water Wetter", Silkolene brand "Pro CCA" and "RC-20". 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.
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. Bellypans must be brought to tech inspection along with the bike. Exception: Vintage bikes with mounted bellypans are not required to remove the bellypan for tech inspection if it is inconvenient to do so.
22. Supercharged engines are prohibited at WMRRRA events, except Formula Ultra.
23. Turbocharged engines are allowed at WMRRRA events, subject to individual class regulations.
24. Number plates:
 - a. 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.
 - b. 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.
 - c. Backgrounds will be white for all competitors except Novice and Graduated Novice. Novice and Graduated Novice will be required to use yellow backgrounds.
 - d. All number plates must be visible at 100 feet from the front and each side of the motorcycle while the rider is in a normal seating position (Section E-24f). Non-conforming motorcycles are subject to black-flagging (Section J-4).
 - e. For special events, such as 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 (at the discretion of the head scorer) do not have to be scored.
 - g. Motorcycles without numbers or number plates in compliance with E24 a-e will not be allowed on the racetrack during a race unless given special approval by the head scorer and referee.
 - h. Please note that the change 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: $1.7 \times$ Compression volume \times 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 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. I.All Honda CBR: Both sides
 - ii. II.All Kawasaki ZX-6, 7, 9, 10 and 12: Left side
 - iii. III.All Suzuki GSXR,GSX and RF: Both sides
 - iv. IV.Yamaha FZR400 and FZR600: Right side
 - v. V.Yamaha YZF600, 1996 and earlier: Right side
 - vi. VI.Yamaha YZF600, 1997 and later: Both sides
 - vii. VII.Yamaha R1 and R6: Both sides
 33. Electronic scoring transmitters must be in place and operating for tech inspection.
 34. Fluid-catching bellypans - ALL 4 stroke machines MUST use a fluid retaining device (i.e. a bellypan or catchpan) 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.
 35. 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.
 36. 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.
 37. "D" clips or any other clips not specified in this rule book are not allowed for use where safety wire is required.