



# 2022 RULEBOOK

## WMRRA Club Information

WMRRA  
P.O. Box 94323  
Seattle, WA 98124-6623

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# Table of Contents

<b>WMRRA CHARTER</b>	<b>1</b>
<b>WMRRA CHARTER STATEMENT</b>	<b>1</b>
<b>MAJOR CHANGES FROM 2021</b>	<b>1</b>
<b>RULE BOOK DISCLAIMER</b>	<b>2</b>
<b>WMRRA 2022 CONTACTS LIST</b>	<b>3</b>
<b>2021 OVERALL SEASON CHAMPIONS</b>	<b>4</b>
<b>2021 WMRRA CALENDAR OF EVENTS</b>	<b>5</b>
<b>GENERAL RACETRACK VISITOR INFORMATION</b>	<b>6</b>
<b>2022 CONTINGENCY PROGRAM INFORMATION</b>	<b>7</b>
<b>SECTION A – ADMINISTRATION</b>	<b>8</b>
<b>SECTION B – LICENSES, ENTRIES, AND RACING NUMBER ALLOCATION</b>	<b>8</b>
General Information	8
Types of WMRRA Competition Licenses	8
Fees for 2022	9
Race Number Requirements	9
Retired Race Numbers	9
In Memoriam Numbers	10
License Replacement	10
Age Requirements	10
Race Entries	11
Novice Rider Information	12
Refund Policy	13
National Racer Support	14
<b>SECTION C – GENERAL EQUIPMENT</b>	<b>14</b>
Gear Requirements	14
Pit Requirements	14

Technical Inspection Information	14
Technical Inspection Checklist	15
<b>SECTION D – CLASSES AND REGULATIONS</b>	<b>16</b>
<b>SECTION D1 – SUPERSPORT REGULATIONS</b>	<b>17</b>
General Information	17
PROHIBITED Modifications	17
ALLOWED Modifications	17
Supersport Race Classes	19
<b>SECTION D2 – SUPERBIKE REGULATIONS</b>	<b>21</b>
General Information	21
Superbike Class Regulations	21
Superbike Race Classes	22
<b>SECTION D3 – FORMULA/GRAND PRIX REGULATIONS</b>	<b>24</b>
General Information	24
Formula Race Classes	24
Grand Prix Race Classes	24
<b>SECTION D4 – VINTAGE REGULATIONS</b>	<b>26</b>
General Information	26
Vintage Race Classes	26
<b>SECTION E – MACHINERY AND NUMBERS</b>	<b>28</b>
General Information	28
Controls	28
Fluids	29
Engine and Tank Guards	31
Wheels and Tires	32
Number Plates	32
Specific Technical Inspection Requirements	33
<b>SECTION F – NOISE CONTROL</b>	<b>33</b>
<b>SECTION G – GAS/FUEL</b>	<b>34</b>

<b>SECTION H – RACE ORGANIZATION</b>	<b>34</b>
<b>SECTION J – FLAGS AND SIGNALS</b>	<b>35</b>
Start Procedure	37
<b>SECTION K – CONDUCT</b>	<b>37</b>
<b>SECTION L – PROTESTS</b>	<b>39</b>
General Information	39
Protest Procedure	40
<b>SECTION M – POINTS AND AWARDS</b>	<b>41</b>
General Information	41
Endurance Scoring	42
Championship Points and Awards	43
<b>SECTION N – PENALTIES</b>	<b>43</b>
<b>SECTION O – SHORT ENDURANCE REGULATIONS</b>	<b>44</b>
Super Teams	44
Solo 60 and Solo 120	45
<b>SECTION P – ENDURANCE RACE REGULATIONS</b>	<b>45</b>
General Information	45
Scoring	47
Pit Lane/Hot Pit and Pit Stops	47
<b>SECTION Q – SIDECAR RACE REGULATIONS</b>	<b>49</b>
General Information	49
Machine Requirements	49
<b>SECTION R – RULEBOOK INFORMATION</b>	<b>54</b>
<b>SECTION S – ELECTRONIC SCORING/TRANSPONDER INFORMATION</b>	<b>54</b>
<b>A SHORT WMRRA HISTORY</b>	<b>55</b>

# 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 2021

The 2022-year rulebook contains the following major changes:

- ◆ **2021 Season Champions:** Updated
- ◆ **Changes affecting multiple sections of the rulebook:**
  - ◆ *Class name changes:* Formula 2 to Formula 600, Novice 600 and 600 Sportsman combined to become 600 Amateur, Novice 1000 and Open Sportsman combined to become Open Amateur, Middleweight Sportsman to Middleweight Amateur, Formula Female to Female GP, Formula 40 to GP 40
  - ◆ *Removed race classes:* Classic Superbike
  - ◆ *Added race classes:* Female Lightweight GP
- ◆ **Section B.2.a:** Revision of race class to Amateur
- ◆ **Section B.5 & B.6:** Additional sections added dedicated to Retired and In Memoriam
- ◆ **Section B.10.d.i:** Removed petition for sportsman class
- ◆ **Section B.10.f:** Only 1st year novices qualify for year end awards within the Novice Championship
- ◆ **Section D1.1.d & e:** Removal of novices to enter any Supersport race classes
- ◆ **Section D2.1.d & e:** Removal of novices to enter any Superbike classes
- ◆ **Section D2.3.e:** Removal of Classic Superbike class
- ◆ **Section D2.3.f (formerly g):** Class name change from Open Sportsman to Open Amateur
- ◆ **Section D2.3.g:** Class name change from Middleweight Sportsman to Middleweight Amateur
- ◆ **Section D2.3.h:** Class name change from 600 Sportsman to 600 Amateur
- ◆ **Section D2.3.f-g:** Addition of verbiage, “Expert riders winning 6 podium positions in an Amateur class in a single year automatically disqualifies them from future entry in that Amateur class. They may still enter other Amateur classes on a different bike type.”
- ◆ **Section D2.3.f-g:** Removal of break out times within Amateur race classes (formerly Sportsman)
- ◆ **Section D2.3:** Removal of novice class bike requirements (now captured within the Amateur race class rules)
- ◆ **Section D2.3.i.iii (formerly iv):** Removal of the verbiage to get approval to ride more than one machine per weekend
- ◆ **Section D2.3.i.v:** Addition of verbiage to disallow 2nd year novices to accrue novice championship points.
- ◆ **Section D3.1.c:** Removal of novices to be allowed to enter Formula race classes
- ◆ **Section D3.3:** Addition of specific GP race class section

- ◆ **Section E.5.h:** Addition of exception to allow for flush axles to not be lockwired
- ◆ **Section J.f.vii:** Revision of verbiage for Meatball flag
- ◆ **Section M.1.f:** Revision of Formula 600 to 1.5 points per round
- ◆ **Section N.2.c:** Addition of verbiage to consider irresponsible riding as unsportsmanlike conduct
- ◆ **Section N.8:** Addition of line to include 30-second penalty for failing to navigate the chicane (to include the final lap)

## RULE BOOK DISCLAIMER

**It is the Rider's Responsibility to read the entire Rulebook.** Please read all sections pertaining to your class(s) carefully. These rules are applicable to all Washington Motorcycle Road Racing Association (WMRRA) sanctioned events in 2021. The organizers of the event shall not have the right to waive these rules except as explicitly stated. All riders are expected to be familiar with the contents and should thoroughly study sections related to their particular machinery.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish a minimum acceptable requirement 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/her 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 referee, and race-direction. Their decision is final.**

## WMRRA 2022 CONTACTS LIST

<b>POSITION</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
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\*Denotes Executive Board Member

## 2021 OVERALL SEASON CHAMPIONS

1<sup>st</sup> – Adam Robarts (#1)

2<sup>nd</sup> – Andy DiBrino (#62X)

3<sup>rd</sup> – Chris Sarbora (#2)

4<sup>th</sup> – Kevin Pinkstaff (#21X)

5<sup>th</sup> – Steven Campbell (#4)

### CLASS OVERALL CHAMPIONS

<b>160 Vintage</b>	Tico Sandoval
<b>250 Ninja Cup</b>	Darrin Griffin
<b>750 Vintage</b>	Paul Gienau
<b>450 Superbike</b>	Drat Diestler
<b>500 Vintage</b>	-
<b>600 Superbike</b>	Adam Robarts
<b>600 Supersport</b>	Chris Sarbora
<b>Formula Female</b>	Jolene Janacek
<b>Formula 2</b>	Adam Robarts
<b>Formula Ultra</b>	Andy DiBrino
<b>Formula 40</b>	CJ Hobbs
<b>Middleweight Sportsman</b>	Scott Tueton
<b>Middleweight Supersport</b>	Andrew Kapaldo
<b>Middleweight Superbike</b>	Drat Diestler
<b>Lightweight Superbike</b>	Todd Eugene
<b>Lightweight Supersport</b>	Todd Eugene
<b>Lightweight Vintage Superbike</b>	-
<b>Novice 600</b>	Logan Oster
<b>Novice 1000</b>	Cory Desouza
<b>Classic Superbike</b>	Miles McElhany
<b>Open Supersport</b>	Andy DiBrino
<b>Open Superbike</b>	Chris Sarbora
<b>Ultra Lightweight Supersport</b>	Andy Halbert
<b>Sounds of the Past 160</b>	-
<b>Sounds of the Past 250</b>	-
<b>Sounds of the Past 500</b>	-
<b>Sounds of the Past 750</b>	-
<b>Sidecar</b>	-



## 2021 WMRRA CALENDAR OF EVENTS

DATE(S)	LOCATION	EVENT(S)
<b>TBD</b>	TBD	<b>NRS Classroom</b>
<b>May 6<sup>th</sup> - 8<sup>th</sup></b>	The Ridge Motorsports Park w/OMRRA and WMRC Shelton, WA	<b>Practice/Sprint Races</b>
<b>June 10<sup>th</sup> - 12<sup>th</sup></b>	Portland International Raceway w/OMRRA and WRMC Portland, OR	<b>Practice/Sprint Races</b>
<b>June 17<sup>th</sup> &amp; 19<sup>th</sup></b>	The Ridge Motorsports Park Shelton, WA	<b>Practice/Sprint Races</b>
<b>July 8<sup>th</sup> - 10<sup>th</sup></b>	Pacific Raceway Kent, WA	<b>Practice/Sprint Races</b>
<b>July 29th - 31st</b>	Portland International Raceway w/OMRRA and WRMC Portland, OR	<b>Practice/Sprint Races</b>
<b>August 19<sup>th</sup> - 21st</b>	The Ridge Motorsports Park Shelton, WA	<b>Practice/Sprint Races</b>
<b>September 9<sup>th</sup> - 11<sup>th</sup></b>	Pacific Raceways Kent, WA	<b>Practice/Sprint Races</b>

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

Please check <https://wmrra.com/race/schedule/> or contact WMRRA to confirm date and event type.

## GENERAL RACETRACK VISITOR INFORMATION

### GENERAL:

1. Racing fuel NOT guaranteed to be available to any track, so bring your own.
2. Tire service is generally provided at the track by vendors, but their presence is not guaranteed.

### VISITORS TO PACIFIC RACEWAYS:

1. You may cross the track BETWEEN RACES ONLY at the Turn 10 crossing and ONLY AS DIRECTED BY RACE OFFICIALS. Because of 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.
2. Spectator parking is west of the paddock area. NO spectator vehicles are allowed into the infield at any time.
3. There are very limited 110-volt AC electrical outlets and water in the pits.
4. 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.
5. For emergency use, there is a telephone in the control tower: 253-631-2879.
6. Competitors enter the pits/paddock during or after a race via the pit entrance on the outside of Turn 9 as marked by cones. This is the pit/paddock entrance only and is not to be used as a hot pit.
7. 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.
8. There are no "hot pits".
9. No racing engines may be started before 9:00 AM.
10. No firearms of any kind are permitted.

### VISITORS TO THE RIDGE MOTORSPORTS PARK:

Directions: Take I-5 (Olympia) to exit for Hwy 101 North. Follow for 26 miles, past Shelton, and turn left on West Dayton Airport Road (Hwy 102, Look for State Patrol Academy signs). Follow about 1 mile, turn right on Eells Hill Road. Track will be on the right side of the road.

1. Spectator parking is south of paddock area. NO spectator vehicles are allowed into the infield at any time.
2. A snack bar is located in the main building, hours vary.
3. Restrooms and showers are available
4. Racing engines may not be started before 9:00 AM
5. No firearms of any kind are permitted.

### VISITORS TO PORTLAND INTERNATIONAL RACEWAY:

Directions: Portland International Raceway (PIR) is located off I-5 at Exit 306B, north or southbound.

1. WMRRR race pits are located on the inside of "Pro Pir" area.
2. The nearest gas station is located just across I-5.
3. There are 110-volt electricity outlets along pit wall and on poles by the grass.
4. RV parking is available. No sewage dumping.

5. A snack bar is in the pits near the motocross track, hours vary.
6. Restrooms are available, showers are not.
7. Track crossings occur regularly, mid-way down the front straight near the base of the Pro Pit Tower. Gate access is controlled by security personnel.
8. Registration is located on the second floor and Scoring on the third floor of the Pro Pit Tower.
9. Gear Technical Inspection takes place at ASIT near the base of the Pro Pit Tower.
10. The Riders Meeting takes place each race day near the base of the Pro Pit Tower. Racer attendance is required.
11. Results are posted at the base of the Pro Pit Tower.
12. Disabled machines on the race track are picked up and returned to the pit area as convenient to the race schedule by WMRRRA personnel. Riders and crew may not recover their own machines.
13. PA system announcements are available on the radio at AM 1620.

## 2022 CONTINGENCY PROGRAM INFORMATION

WMRRRA's contingency program for 2022 is not yet finalized, but below is a list of companies who participated in WMRRRA's 2021 contingency program. Most or all of these companies will be back in the 2022 program:



Additional sponsors and programs may be added during the year. It is the responsibility of all competitors to determine the requirements of all contingency programs. While WMRRRA will attempt to keep all riders informed as to these requirements, WMRRRA takes no responsibility for lost awards due to a rider's non-compliance with contingency requirements.

**WMRRRA 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 7 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. General Information

- a. All entrants in WMRRA events must hold a current competition license from a recognized motorcycle road racing organization. WMRRA competition license may be obtained in advance or when entering an event by application through the registrar.
- b. Washington residents are encouraged to purchase a WMRRA season license.
- c. All entrants with a valid race license must purchase a WMRRA single event or season license, except for current license holders with OMRRA, AFM, or WMRC. Any rider who wishes to reserve a WMRRA race number, must purchase a WMRRA season license. The validity of ANY race license will be determined at the discretion of the Race Director or Referee. License and event fees will be determined by the Executive Board prior to the first round of the season.
- d. Returning WMRRA racers that haven't held a WMRRA license for 3 years or more must petition to the WMRRA Executive Board for Expert license reinstatement or go through the Novice program.

### 2. Types of WMRRA Competition Licenses

- a. Novice: Issued to novice riders after completion of required training both on and off track. This training consists of a WMRRA provided New Racer School (NRS) classroom session AND on-track segment through a WMRRA approved track day organization. Novice license allows entry to 600 Amateur, Open Amateur, Ninja 250 Cup, Ultra-Lightweight Supersport, Lightweight Supersport, Lightweight Superbike, 450 Superbike, Middleweight Supersport, Middleweight Superbike, or Vintage classes only. **NOTE: Other classes may be entered at the Race Director and Referees discretion.**
- b. Expert: Issued to experienced racers and novices who have successfully completed the requirements outlined in *Section B.8*.

- c. Single-event race licenses are available to races licensed with non-reciprocal clubs who do not currently have a WMRRRA license. License shall be valid only for the event purchased.

### 3. Fees for 2022

- a. Season license and membership (includes WMRRRA competition event gate fees for the license holder - \$200.00
- b. First year new racer package (must be considered a novice), to include the NRS classroom session and WMRRRA Novice License and first race - \$99.00
- c. Annual WMRRRA membership: Volunteers (racers are exempt) that work three consecutive race weekends will have their fees waived. - \$50.00
- d. Single-event license - \$75.00
- e. Registration processing fee NON-REFUNDABLE (included in first race entry fee) - \$120.00
- f. Post registration fee - \$30.00
- g. Non-member processing fee - \$5.00
- h. Mid-season race number changes - \$50.00
- i. Season gate pass - \$100.00

### 4. Race Number Requirements

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 February 15.
- b. 6 thru 799: Available for all expert riders.
- c. 800 thru 899: Returning novice riders.
- d. 900 thru 999: First year WMRRRA novice riders
- e. 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 their number.
- f. For a rider to retain their previous year's competition number for the New Year, the application must be received by February 15<sup>th</sup>. Additionally, you must finish 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 of numbers.

### 5. Retired Race Numbers

Retired race numbers are reserved and cannot be used by current racers. Numbers can be retired by a vote with the following requirements:

- a. Must be a WMRRRA license holder
- b. Must have died as a result of an on track incident, or succumbed from injuries sustained in a WMRRRA sanctioned event. -OR-
- c. Been considered a member of the Washington Motorcycle Hall of Fame (WAMHOF).

The retired race numbers are:

- a. Marty Wilkison - 9
- b. Jim Kuniyuki - 70
- c. Sam Crawford - 70
- d. Mike Sullivan - 74 - WAMHOF
- e. Jim Bailey - 236
- f. Wylie Brandell - 254
- g. Claude Jinks - 314
- h. John Doyle - 444
- i. Alex Anderson - 726
- j. Khalil Mohamed - 928

## 6. In Memoriam Numbers

In memoriam are racers that have been recognized as an ambassador of the sport and passed in the previous year. These numbers are **NOT** reserved.

NOTE: as this is the initial season we have included racers that passed before the 2021 calendar year and would like to recognize them.

- a. Rich King - 55
- b. Jim Paulsen - 83
- c. Pearce Lutz - 105
- d. Alex Marley - 128
- e. Kurt Husted - 134
- f. Jim West - 211
- g. Casey Clarke - 283
- h. Kelly Johnson - 303
- i. John Lippis - 350
- j. Seth Isaacs - 705
- k. Trevor Peterson - 969

## 7. License Replacement

Any competitor who has lost their current license card can obtain a duplicate from the registrar at a cost of \$5.

## 8. Age Requirements

The minimum age for participation in WMRRR racing competition shall be eighteen (18) years. Any person (hereinafter "Applicant") under the age of eighteen years may make written application the WMRRR Executive Board for a WMRRR 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. The 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 WMRRR license under this section:
  - i. Written approval from the WMRRR 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 the WMRRR racing event.
  - ii. The Applicant and at least one parent or legal guardian shall be required to attend the WMRRR 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 WMRRR 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 WMRRR Executive Board.
  - v. The WMRRR Executive Board, Race Director, and Referee may not require the Applicant to compete in Novice heat races.
  - vi. The Applicant shall be required to run number plates in accordance with *Section E.25 – 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 WMRRR Executive Board.
  - vii. The applications for waiver of the age requirements shall be considered by the WMRRR Executive Board, Race Director and Referee on a case by case basis and is granted in the sole discretion of the WMRRR Executive Board, the Race Director and the Referee with no requirement expressed or implied, that the decision be reasonable and fair.
  - viii. Applications that are rejected by the WMRRR Executive Board, Race Director and Referee may not be appealed. The Applicant shall be required to comply with all the rules contained within this Rulebook.
- f. The WMRRR Executive Board reserves the right, at any time, to grant relief from, or place further restrictions and/or limitations upon, any Applicant under this section in its sole discretion. Restrictions may include, but are not limited to eligibility for competition, classes, machinery, or other conditions.

## 9. Race Entries

- a. 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 can ride in a practice or a race. This form must be updated every year. Every rider must have a copy of a medical form on their person while on the track. Entry forms, medical forms and race results shall be retained and filed by the registrar and kept by WMRRR for two years. ALL COMPETITORS MUST HAVE PERSONAL MEDICAL COVERAGE. Exception: Current AMA, FIM, or other professional riders who demonstrate they cannot obtain coverage. Any racer found to be competing in WMRRR events without personal medical insurance will be suspended for 12 months from the date of the infraction.

- b. No rider's entry will be accepted after the close of registration without the approval of the registrar and Referee. The late rider will be assessed a post registration fee (See *Section B.3*).
- c. By entering an event, it shall be deemed that the entrant has read these rules and agrees to be bound thereby.
- d. A person who pays fees to WMRRRA with NSF (insufficient funds) checks or declined credit cards will not be allowed to participate in WMRRRA events until all NSF checks and/or declined credit cards may be considered VOID, and all points and monetary awards obtained withdrawn. At the discretion of the WMRRRA Treasurer, all further checks and/or attempted credit card charges may be refused, and all race entries denied until NSF checks and/or declined credit cards are covered and withdrawn money is repaid.

## 10. Novice Rider Information

- a. All new riders to road racing are considered to be novice riders.
- b. Requirements for a WMRRRA Novice Race License shall be the following:
  - i. Attendance at a 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 (vintage riders are exempt from the latter). **NOTE: If you plan to or have already attended a new racer clinic or race school not on the WMRRRA 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 WMRRRA New Racer School classroom session before being issued a WMRRRA Novice License.**
- c. After successful completion of the WMRRRA New Racer School (NRS) classroom session AND successful completion of an NRS on-track segment, the prospective Novice MUST provide the following to the WMRRRA Registration Officials in order to pick up their WMRRRA 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\*. At the discretion of the Race Director/Referee this requirement may be altered.

\* Novice racers may petition for GP 40, Female GP, and Female GP Lightweight. Eligibility and approval considered if and when all the following requirements are met:

- a. The novice has successfully completed 4 novice races.
- b. The novice has requested and received a recommendation from their mentor and/or novice representative.
- c. The novice has been evaluated by the race direction.



- ii. Complete ALL of the following volunteer requirements.
  - Participate in either the setup or teardown of the air fence.
  - Participate in at least one half WMRRR race day as part of the race day team (set up the track, tear down the track, help Race Director/Referee, etc.)
  - Corner work for a minimum of one complete race day or practice day.
  - Participate in technical inspection at one race round.
- iii. 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 their skill level and safe behavior are sufficient to grant entry into expert classes.
- iv. Be observed by at least one the designated WMRRR expert instructors/mentors who participate in the regular novice practices for at least one full practice session. Said instructor(s) will examine all aspects of 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 novice to ensure that he or she is so observed. The requirements of part III and this part carry equal weight, and both must be fulfilled to graduate from the novice class.
- v. Complete a graduation form. This must be signed by the Referee and one of the instructors/mentors 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 amateur race classes are 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. Only 1st year novices accrue championship points for the end of the year awards.
- g. A novice rider may petition the Executive Board in writing to lower or waive the graduation requirements.
- h. A non-novice competitor may petition the Executive Board to have a recently promoted novice rider (within 2 consecutive attended race weekends) returned to the novice class for safety or skill level concerns.

## 11. 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 will be given after a refund form has been received.
- 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.
- h. Rider must fill out appropriate form (Form located at registration) and submit it to their rider representative for approval by the Executive Board

## 12. National Racer Support

Rider must fill out appropriate form (Form located at [www.wmrra.com/forms/](http://www.wmrra.com/forms/)) and submit to their rider representative for approval by the Executive Board.

# SECTION C – GENERAL EQUIPMENT

## 1. Gear Requirements

- a. Competitors must wear suitable riding equipment that has passed technical inspection. This equipment should consist of:
  - i. **Helmet – Must be full-face style (no flip-ups) with full coverage face shield and certified by the manufacturer, with sticker affixed, to meet SNELL 2015 or newer, BSI 6658-A or ECE 22-05.** No significant scratches or evidence of impact allowed. No electronics of any sort allowed within or on the helmet (Examples: cameras, heads-up displays, audio devices).
    - 1. Novices must have a visible yellow “X” on the back of their helmet.
- b. Leather gloves with wrist retention, which must overlap the arms of the leather jacket.
- c. Appropriate leathers 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.
- e. A “hard surface” or CE1 / CE2 Type certified full-length spine protector must be worn underneath leathers.
- f. Bare skin or undergarments must not show.
- g. A current WMRRA medical form must be carried in the inside pocket of the leathers.

## 2. Pit Requirements

- a. A fire extinguisher in working condition is required at each paddock/pit area. The minimum rating acceptable is 10 BC (5 lb. capacity). For endurance racing this requirement is 20 lb. capacity.
- b. SIX-INCH TALL (minimum), solid black race numbers must be displayed at each paddock/pit area for every rider.

## 3. Technical Inspection Information

- a. 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.
- b. 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.

- c. 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.
- d. It is the duty of all riders to ensure compliance to the technical rules of the class(s) they are entering. The primary duty of the technical inspector is to inspect machinery for safety only, not for compliance to class eligibility rules.

#### 4. 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 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.3*).
- b. The mandatory belly pan must be removed and accompany the motorcycle to Tech inspection the first race of the year. If the belly pan is approved, an annual belly pan sticker will be placed on the front fairing or number plate of the motorcycle. For the remainder of the season, if this approval sticker remains affixed, the belly pan need not be brought to Tech. Refer to *Section D4* for Vintage specific rules.
- c. Wheel weights must be taped.
- d. Control levers must be ball-end type.
- e. Safety wire the following fluid components:
  - i. Oil drains
  - ii. Oil fill caps/plugs (D-Clips allowed if securely wired)
  - 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.3*).
- g. Engine guards must be in place (*Section E.4*).
- h. No wheel damage or loose spokes (*Section E.5*).
- i. Breather hoses/catch tanks must be in compliance with the rules (*Section E.3*).
- j. Foot peg ends must be rounded (*Section E.2*).
- k. Valve stem caps must be rounded metal (*Section E.5*).
- l. Operating brakes front and rear. Front brake caliper mounting bolts must be safety wired (*Section E.2*).
- m. Handlebar ends must be plugged (*Section E.2*).

- n. Structurally sound brake lever guard must be installed in a manner that shields the lever from coming in contact with another rider or motorcycle.
- o. Shark fin style rear sprocket guards must be installed on all machines.
- p. Self-closing throttle – throttle must snap shut from all handlebar positions (*Section E.2*).
- q. Clip-style master links must be secured with RTV (*Section E.1.c*).
- r. All axle nuts, axle bolts and axle pinch bolts must be secondarily secured (*Sections E.5*).
- s. Tires must be in good condition (*Section E.5*).
- t. Gauges must be taped (*Section E.1.l*).
- u. Lights must be removed (*Sections E.1.k*).
- v. Apparent good condition of personal riding gear (*Sections C.1*).
- w. Current WMRRRA medical form in pocket of leathers (*Section C.1.g*).
- x. All previous tech inspection stickers must be removed from the motorcycle (*Section E.7.a*).
- y. Proper number plates and numbers (*Section E.6*).
- z. Exhaust system must comply with noise limits. Muffler/s are REQUIRED (*Section F*).
- aa. OEM spin-on filters required. Non-OEM filter allowed at the discretion of the referee/race director.
- bb. Cameras may be mounted on motorcycles subject to the following conditions:
  - i. Cameras must be secured to the motorcycle with safety wire and/or a positive tether in addition to the mount. All cameras must be present at tech inspection and must have approved tech sticker in place before entering track. Any camera that becomes detached from a motorcycle while on track may not be re-installed for the remainder of the event.
  - ii. Cameras should not protrude from the sides of the motorcycle or be positioned anywhere they might be struck by a passing machine. Cameras must not obscure any portion of the number plates. Video cameras mounted to the front fairing or top of tail are acceptable provided they do not obscure number plates. If unsure of suitable mounting positions, check with WMRRRA Tech for clarity and approval.
  - iii. Cameras cannot be attached to the rider in any way. This includes, but is not limited to the chest, back or helmet.
  - iv. Rider's name and competition number must be clearly indicated on the camera and external case.

## SECTION D – CLASSES AND REGULATIONS

### General Note:

1. The term **OPEN** in these rules means unlimited displacement.
2. The term **MULTI** means more than one cylinder.
3. The term **TWIN** means two cylinders.
4. The term **TRIPLE** means three cylinders.

## SECTION D1 – SUPERSPORT REGULATIONS

### 1. General Information

- a. **NOTE: If the rulebook does not specifically allow the modification then it is not allowed.**
- b. 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.
- c. Any motorcycle not in compliance with any American State specifications will be moved up one displacement class unless demonstrated to be equivalent to U.S. version. This rule does not apply to open class machines.
- d. Racers: experts only

### 2. PROHIBITED Modifications

In order to alleviate any question as to the machine's eligibility to participate in a supersport class event, the following items must be 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. Engine cases and internals
- i. No material may be added or removed from the internals of the engine
- j. Ignition module (black box) must remain stock
- k. Aftermarket pistons, valves, and connecting rods are NOT ALLOWED
- l. Incomplete number of piston rings on piston, NOT ALLOWED

### 3. ALLOWED Modifications

The following modifications ARE ALLOWED for supersport class machines:

- a. **Handlebars:** Any type of handlebar is allowed, subject to rule in *Section E.2.a*.
- b. **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.
- c. **Tires:** Original tires may be replaced with good DOT approved tires with a minimum of 1/16<sup>th</sup> tread or commercially manufactured non-DOT approved full rain tires. Hand cut, modified, retread, or knobby tires are not allowed. Racing only tires are allowed.

- d. 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 1/8<sup>th</sup> inch rubber or soft plastic.
- e. Gearing: Final external gearing may be changed.
- f. 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.
- g. Carburetors: Internal jetting and needled 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.
- h. 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 U.S. warehouses to any of the manufacturer's U.S. retail outlets for sale to the public. Availability must be maintained throughout the current race season. Fuel maps may be modified.
- i. Brakes: Race-type brake linings in both disc and drum brakes may be used. Aftermarket disc brake rotors (including wave rotors) made of ferrous material that meet OEM specifications for diameter are allowed. Aftermarket master cylinders allowed. All other brake system components must remain stock. Brake rotor thickness may exceed OEM but must fit into the homologated brake caliper without modification. The number of floaters is free. Anti-lock Brake systems may be disabled, and the ABS control unit may be removed. ABS rotor wheels and sensors may be deleted, modified, or replaced. All other brake system components must remain stock.
- j. Oil or hydraulic brake and clutch lines: Any appropriate type may be used including braided lines.
- k. Bodywork: Original equipment bodywork is allowed or maybe 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. EXCEPTION: Unfaired and half faired models may add a full fairing with integral oil catch basin.
- l. Clutch: Aftermarket clutch plates and clutch springs are allowed. Dry clutches are NOT allowed, unless OEM.
- m. Updating and backdating (changing specifications to a previous or later model year): Allowed provided the parts, manufactured for the same model number, are directly interchangeable (bolt-on).
- n. Fenders: Frame mounted rear fenders may be removed; swingarm mounted fenders must be in place. Front fenders must be in place.
- o. Camshaft timing: Degreeing of the cams by means of slotting cam sprockets or using aftermarket cam sprockets or adapters is allowed.
- p. Exhaust: Aftermarket racing exhaust systems are allowed.
- q. Subframes: Aftermarket subframes may replace OEM subframes provided they use the original mounting points and are securely attached.
- r. Miscellaneous Items:

- a. Aftermarket cam chain tensioners will be permitted to replace stock tensioners.
- b. Front fork braces may be added.
- c. Steering dampers may be added.
- d. Headlight and taillight assemblies shall be removed.
- e. Over boring the engine is allowed in each class up to one-millimeter oversize, using OEM standard replacement parts. As stated above, updating and backdating is allowed, provided that the parts are directly interchangeable.
- f. Cooling fan(s) may be removed.
- g. Timing belt covers may be removed per the Ducati factory recommendation.
- h. You may use readily available wheel spacers (captive style is allowed) and replace the front wheel speedometer drive with a spacer.
- i. Crankcase breather can be modified or rerouted.
- j. Permanent installation of heated grips and/or heated grip elements along with required wiring and switches are allowed. No heat grip wraps allowed.
- k. Ignition module (black box) must remain stock.
- l. OEM Ignition switch may be removed or modified.
- m. Ignition timing may be adjusted/modified.
- n. Cam idler gear mods: Allowed as per manufacturer's service manual.
- o. Welding crank together: Allowed.
- p. Steering head bearings: Any type allowed.
- q. Head milling: Milling of the head gasket surface only will be allowed for the purpose of increasing compression and balancing combustion chamber volume.
- r. Valve grind: Standard only. Grinding must not extend beyond the valve seat.
- s. Engine bearings: Allowed, any same year OEM.
- t. Electronic shifting devices are allowed.
- u. Batteries: Standard numerical designation for model. Four valve Ducati's may change to dry type. Batteries must be capable of starting the motorcycle three times in a row.
- v. Minor relief, Chamfer as per two-stroke cylinders: manufacturer's port windows recommendation for ring clearance only.
- w. Gaskets: May be used throughout the engine. All gaskets can be replaced with aftermarket duplicates. For multi-layer gaskets: the entire gasket must be used.
- x. Gas caps: Aftermarket gas caps are allowed but must use stock mounting points.
- y. Backdating Suzuki SV650 connecting rods are allowed.
- z. OEM manufactured kit harness allowed for supersport; new kit defined as having OEM part number and available off the shelf from the manufacturer.
- s. All turbocharged machines that are qualified to compete in supersport class events must run in Open Supersport.

#### 4. Supersport Race Classes

- a. 600 Supersport
  - i. Up to 600cc multi-cylinder, four-stroke motorcycles (636cc Kawasaki ZX6 allowed)
  - ii. Up to 675cc three-cylinder, four-stroke
  - iii. Up to 850cc twin-cylinder, four-stroke

- iv. Open AIR-COOLED four-stroke 1000cc or above
  - v. Machines primarily classified below “600” subject to referee discretion.
- b. Middleweight Supersport
  - i. Up to 500cc multi-cylinder, four-stroke
  - ii. Up to 650cc twin-cylinder, four-stroke
  - iii. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
  - iv. Open single-cylinder two or four-stroke
  - v. Production chassis only. Grand Prix and Moto3 motorcycles and/or frames are prohibited.
- c. Open Supersport
  - i. Unlimited OEM displacement
- d. Ultra-Lightweight Supersport
  - i. Up to 200cc multi-cylinder, four-stroke
  - ii. Up to 321cc twin-cylinder, four-stroke
    - 1. Street legal pump gas only (87-93 octane) designed to be run in street legal vehicles
  - iii. Up to 400cc single cylinder, four-stroke
    - 1. Street legal pump gas only (87-93 octane) designed to be run in street legal vehicles
- e. Lightweight Supersport
  - i. Up to 250cc multi-cylinder, four-stroke
  - ii. Up to 400cc twin-cylinder, four-stroke
  - iii. Up to 450cc single-cylinder, four-stroke
  - iv. Grand Prix and Moto3 motorcycles and frames not allowed
  - v. Motorcycles legal for MotoAmerica Junior Cup or FIM World Supersport 300 allowed (must follow all motor, rev limit, weight, and other requirements)
- f. 250 Ninja Cup
  - i. The intent of the 250 Ninja Cup class is to provide an inexpensive class for Novice and Expert racers. Novices may enter the 250 Ninja 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. Up to 250cc twin-cylinder, four-stroke motorcycles
  - iii. Special 250 Ninja Cup class requirements:
    - 1. Stock unmodified airbox must remain installed. Snorkel may be removed.
    - 2. Removal of the kickstand mounting tab from frame on 2008 and newer Kawasaki 250R is required.
    - 3. Stock unmodified ECU, no piggyback modules
    - 4. Pre-2008 Kawasaki 250R wheels may be replaced if they do not weigh less than OEM
    - 5. All other supersport rules apply, including the statement “If the rulebook does not specifically allow the modification then it is not allowed.”



## SECTION D2 – SUPERBIKE REGULATIONS

### 1. General Information

- a. Superbike class motorcycles must be production-based street motorcycles. 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.
- b. 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.
- c. The term DISABLED-CYLINDER BIKE is defined as a 600cc multi-cylinder motorcycle with a cylinder or cylinders disabled to reduce displacement. Engine displacement and number of cylinders are defined by the disabled configuration for determining class eligibility. In case of protest, the method of cylinder disablement must be easy for the referee to visually inspect, either via spark plug removal or dummy injector, and not require motor teardown to prove the type or effectiveness of disablement. On machines with cylinder disablement, no engine modification is permitted below the head gasket except those specifically allowed in the supersport regulations. Pistons, rods and cranks may not be lightened, balanced, or otherwise altered or removed. There is no allowance for overbore on a DISABLED-CYLINDER BIKE. These motorcycles are, by definition, superbikes.
- d. Racers: experts only.

### 2. Superbike Class Regulations

- 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 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 work like 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.
- r. No turbochargers, superchargers or blowers are allowed unless OEM.
- s. Single-cylinder, four-stroke motorcycles entered in the superbike classes are not required to be production based.

### 3. Superbike Race Classes

- g. Lightweight Superbike
  - i. Up to 125cc single-cylinder, two-stroke
  - ii. Up to 400cc multi-cylinder, four-stroke
  - iii. Up to 500cc twin-cylinder, four-stroke
  - iv. Up to 600cc single-cylinder, four-stroke
  - v. Grand Prix and Moto3 motorcycles and/or frames allowed up to 125cc two stroke
- h. 450 Superbike
  - i. Up to 125cc single-cylinder, two-stroke
  - ii. Up to 450cc multi-cylinder, four-stroke
  - iii. Up to 600cc multi-cylinder, four-stroke, up to and including 1990 models
  - iv. Up to 700cc twin-cylinder, four-stroke
  - v. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
  - vi. Open single-cylinder, four-stroke
- i. Middleweight Superbike
  - i. Up to 125cc single-cylinder, two-stroke
  - ii. Up to 500cc multi-cylinder, four-stroke
  - iii. Up to 600cc multi-cylinder, four-stroke, up to and including 1990 models
  - iv. Up to 700cc twin-cylinder, four-stroke
  - v. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
  - vi. Open single-cylinder, two or four-stroke
- j. 600 Superbike
  - i. Up to 425cc multi-cylinder, two-stroke
  - ii. Up to 640cc multi-cylinder, four-stroke
  - iii. Up to 715cc three-cylinder, four-stroke
  - iv. Up to 850cc twin-cylinder, four-stroke
  - v. Up to 1250cc twin-cylinder, air-cooled pushrod, four-stroke
  - vi. Open displacement single-cylinder
- k. Open Superbike
  - i. Unlimited displacement (machinery must adhere to Superbike Regulations)
- l. Open Amateur

- i. Machines that meet WMRRRA Open Superbike Regulations
  - ii. Minimum 700cc displacement. Machines below 700cc may race open amateur on a case by case basis as evaluated by the race director and referee
  - iii. Race direction/Referee determines competitor class eligibility.
  - iv. Open Amateurs is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards.
  - v. Racers will not be allowed to race in Formula Ultra or Formula 600 in the same weekend that the racer has competed in any Amateur class.
  - vi. Expert riders winning 6 podium positions in an Amateur class in a single year automatically disqualifies them from future entry in that Amateur class. They may still enter other Amateur classes on a different bike type. Riders may petition the Race Direction to waive this restriction. This should be considered largely self-policing and the responsibility of participating racers to protest ineligible competitors. The Race Direction and Referee have full discretion to disqualify, promote or demote any racer to Amateur classes, requested or not.
- m. Middleweight Amateur
  - i. Machines must meet WMRRRA Middleweight Superbike Regulations.
  - ii. Race direction/Referee determines competitor class eligibility.
  - iii. Middleweight Amateurs is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards.
  - iv. Racers will not be allowed to race in Formula Ultra or Formula 600 in the same weekend that the racer has competed in any Amateur class.
  - v. Expert riders winning 6 podium positions in an Amateur class in a single year automatically disqualifies them from future entry in that Amateur class. They may still enter other Amateur classes on a different bike type. Riders may petition the Race Direction to waive this restriction. This should be considered largely self-policing and the responsibility of participating racers to protest ineligible competitors. The Race Direction and Referee have full discretion to disqualify, promote or demote any racer to Amateur classes, requested or not.
- n. 600 Amateur
  - i. Machines must meet WMRRRA 600 Superbike Regulations.
  - ii. Race direction/Referee determines competitor class eligibility.
  - iii. 600 Amateur is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards.
  - iv. Racers will not be allowed to race in Formula Ultra or Formula 600 in the same weekend that the racer has competed in any Amateur class.
  - v. Expert riders winning 6 podium positions in an Amateur class in a single year automatically disqualifies them from future entry in that Amateur class. They may still enter other Amateur classes on a different bike type. Riders may petition the Race Direction to waive this restriction. This should be considered largely self-policing and the responsibility of participating racers to protest ineligible competitors. The Race Direction and Referee have full discretion to disqualify, promote or demote any racer to Amateur classes, requested or not.
- o. Novice Classes

- i. 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 *Section C and E*).
- ii. Novice competitors who have machinery that complies with the 250 Ninja Cup, Vintage, Middleweight Supersport, Lightweight Superbike, Lightweight Supersport, Ultra Lightweight Supersport or 450 Superbike class can run up to two of those classes in lieu of the novice class. All others shall compete in the novice class only.
- iii. Novice competitors may only compete on one type of machine per day (disabling a cylinder is considered a secondary machine which IS NOT allowed).
- iv. Novice competitors that are riding slower machines or are relatively “slow” riders may be directed by the Referee to ride with another appropriate class.
- v. Novice racers are not eligible for the overall championship. Only 1st year novices accrue championship points for the end of year Novice Championship.
- vi. See *Section B.8.d* for graduation requirements.

## SECTION D3 – FORMULA/GRAND PRIX REGULATIONS

### 1. General Information

- a. All types of motorcycles are allowed\* as long as the following criteria is met:
  - i. All equipment must comply with *Sections C and E*.

\*Bikes equaling and or lesser in performance to an SV650 will **NOT** be allowed in the Formula classes.
- b. 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.
- c. Racers: experts.

### 2. Formula Race Classes

- a. Formula Ultra
  - i. Any motorcycle of unlimited engine displacement, including turbo/super-charged engines.
- b. Formula 600
  - i. Up to 640cc multi-cylinder, four-stroke
  - ii. Up to 715cc three-cylinder, four-stroke
  - iii. Up to 900cc twin-cylinder, four-stroke
  - iv. Machines primarily classified as “600” subject to the referee’s discretion

### 3. Grand Prix Race Classes

- a. GP 40
  - i. Unlimited displacement motorcycles with primary classification of 600 Supersport and above.

- ii. Racers must be 40 years of age or older by mid-season (June 30) to compete in this class.
  - iii. Class points are awarded, but points do not count towards Overall Title Championships
- b. Female GP
  - i. 600cc and above multi-cylinder, four-stroke
  - ii. 649cc and above twin-cylinder, four-stroke
  - iii. Up to 1200cc twin-cylinder, AIR-COOLED four-stroke
  - iv. 675cc and above three-cylinder, four-stroke
  - v. Racers must be female as defined by Washington state law.
  - vi. Class points are awarded, but points do not count towards Overall Title Championships.
- c. Female Lightweight GP
  - i. Any machine eligible in-Lightweight Superbike, and Ultra lightweight Superbike.
  - ii. Racers must be female as defined by Washington state law.
  - iii. Class points are awarded, but points do not count towards Overall Title Championships.

**Note: For special events, the class structures may be changed by the race organizers.**

## SECTION D4 – VINTAGE REGULATIONS

### 1. General Information

- a. Hard and fast rules for preparing vintage racing machines are difficult to establish and enforce. Vintage racers will interpret these rules both literally and with the proper intent. That intent is to provide a format for older motorcycles of widely differing specifications to race on an equal-as-possible basis without substantially altering machine appearance. Motorcycles that are out of specification or belong to a class that is not currently being run must move up to the next active class. The WMRRA Vintage SME, in conjunction with the Referee, will answer questions and arbitrate protests concerning eligibility of Vintage motorcycles.
- b. Though modifications are allowed, they should reflect those practiced when the motorcycle was originally manufactured. Modifications reflecting later technology (Example: carbon fiber) are not the intent and are forbidden.
- c. Engine, frame, fork, shock or other changes that substantially modify the appearance of the original are not allowed (Examples: replacing stock forks with upside-down forks, replacing spoked wheels with cast wheels, replacing disk brake calipers with non-stock later specification alternatives, etc.).
- d. Maximum overbore from stated class limit is 0.080" for singles, 0.060" for twins, 0.040" for triples, and 0.025 for fours. Below, "model year" refers to motorcycles with identical appearance and mechanical specifications, irrespective of date of manufacture. Motorcycle examples given are not an exhaustive list of eligible machinery.

### 5. Vintage Race Classes

- a. 160 Vintage
  - i. Honda CB/CL 160 and CB/CL 175 motorcycles only, drum brakes, treaded tires
  - ii. Bore size limited to 53mm
  - iii. Stock camshaft required
- b. 250 Vintage
  - i. Motorcycles with maximum model year 1972, drum brakes, drum brakes, treaded tires
  - ii. Four-stroke singles to 250cc
    1. Examples: Ducati 250, BSA 250, Aermacchi 250, Parilla 250
  - iii. Four-stroke multi to 200cc
    1. Examples: Honda CB/CL 160 and 175 including vertical
  - iv. Two-stroke singles to 185cc
    1. Examples: Suzuki TS185, Yamaha CT, Kawasaki F7
  - v. Two-stroke multi to 125cc
    1. Examples: Yamaha AS1
- c. 500 Vintage
  - i. Motorcycles with maximum model year 1972, drum brakes, treaded tires
  - ii. Four-stroke singles to 500cc
    1. Examples: Aermacchi 350, Ducati 350, BSA Goldstar 500
  - iii. Four-stroke multi to 350cc
    1. Examples: Honda CB/CL 350, CB350/4

- iv. Two-stroke singles to 360cc
  - 1. Examples: Yamaha RT, Kawasaki Bighorn
- v. Two-stroke multi to 250cc
  - 1. Examples: Suzuki X6, Kawasaki S1, Yamaha DS7
- d. 750 Vintage
  - i. Motorcycles with maximum model year 1972, treaded tires
  - ii. Four-stroke engines to 750cc
    - 1. Examples: Honda CB750, CR750, Suzuki GT750, Kawasaki H2, Norton Commando
- e. Lightweight Vintage Superbike
  - i. Air cooled motorcycles with model years between 1973-1985
  - ii. Up to 500 cc, two and four-stroke
    - 1. Examples: Honda CB550, Yamaha RD350-400, Suzuki GT380-550
- f. Heavyweight Vintage Superbike
  - i. Air cooled motorcycles with model years between 1973-1985
  - ii. Multi-cylinder to 1100cc, four-stroke only
  - iii. Twins to 1300cc, four-stroke only
  - iv. Twin shock chassis only
  - v. The intent of this class is to replicate the AMA Superbike class from 1976 through 1982
    - 1. Examples: KZ1000, Z1000R, GS1000, DOHC, CB750

## SECTION E – MACHINERY AND NUMBERS

### 1. General Information

- a. All machines must be fitted with properly working clutch, gear box and integral ball-ended brake and clutch levers. Levers may not be repaired or altered.
- b. Countershaft sprocket nut must be secured with a mechanical locking device (such as safety wire or locking tab) of appropriate workmanship.
- c. Chains
  - i. A shark fin chain deflector is required.
  - ii. Automatic chain oilers must be inoperative.
  - iii. Clip style master links must have RTV adhesive applied to prevent loss of clip.
  - iv. All rivet master links must have an outer plate visibly marked for easy identification.
- d. All machines must be reasonably clean and free from leaks.
- e. All brackets to secure mufflers on the frame must be triangulated to prevent forward and aft movement of the muffler. 'Low-Slung' modern mufflers, and under tail exhausts that are bracketed to the frame are not required to be triangulated. All muffler bracket bolts must be safety wired.
- f. All nuts and bolts shall be securely fastened.
- g. All stands, turn signals, mirrors, and any other accessories deemed dangerous by the technical inspector must be removed.
- h. 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 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.
- i. Supercharged engines are prohibited at WMRRRA events, except Formula Ultra.
- j. Turbocharged engines are allowed at WMRRRA events, subject to individual class regulations.
- k. All headlight and taillight bulbs and lenses must be removed.
- l. All instruments and gauges must be removed or taped except in the areas required for necessary monitoring.
- m. Horns must be removed.
- n. For the purpose of class eligibility, rotary engine displacement will be calculated as:  $1.7 \times \text{Compression volume} \times \text{Number of rotors}$ .
- o. A WMRRRA sticker must be displayed on the front number plate. The sticker will be provided by the WMRRRA tech inspection staff.
- p. If WMRRRA has a Season Title Sponsor, all competitors must display the Title Sponsor's decal in an approved location the motorcycle being raced.

### 2. Controls

- a. Handlebars



- i. Damaged or repaired handlebars are prohibited. The handlebar must be capable of supporting the weight of the motorcycle.
  - ii. Handlebars must have plugged or covered ends.
  - iii. Handlebar grips and control levers must remain at least 1 inch from the fuel tank and must not touch the fairing throughout the steering arc. Frame and mounting steering stops must be used as the sole means of limited steering head travel.
  - iv. Steering stabilizers, if used, must be securely mounted.
  - v. A structurally sound brake lever guard must be securely installed in a manner that shields the brake lever from coming into contact with another rider or motorcycle.
  - vi. All machines must be equipped with a quick self-closing twist grip type throttle, which will be checked at the extremes of steering lock.
  - vii. 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.
- b. Brakes
  - i. Brakes must be manufactured and installed in a safe and workmanlike manner.
  - ii. Front and rear brakes must operate effectively.
  - iii. Front disc brake caliper mounting bolts must be safety wired. D-Clips are permitted; minimum wire size of clip is 0.058 inch.
  - iv. Front drum brake actuating arm pinch bolts and brake stay, or torque arm bolts must be safety wired.
  - v. Front brake caliper bolts must be safety wired with 0.025-inch minimum diameter stainless steel wire. In lieu of safety wire, front brake caliper bolts may be secured with D-Clips. D-Clips shall be positioned to prevent rotation and shall be fastened to the motorcycle. It is sufficient to secure two D-Clips together if one of the two is fastened to the motorcycle.
- c. Rearsets
  - i. 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. Foot pegs ground sharp while racing shall be repaired or filed smooth before the next heat.
  - ii. Foot pegs must be plugged when round.

### 3. Fluids

- a. Bellypans
  - i. All four-stroke machines MUST use a fluid retaining device (IE – 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 crank case, 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:

1. Brand new model motorcycles that do not 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 WMRRR web site two weeks before the event.
  2. 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.
- ii. Under no other circumstances shall the Race Director, Tech Inspectors, or any other WMRRR official allow a four-stroke machine lacking an oil retention device as described above on 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 the rest of the weekend, including any race they are currently competing in.
- b. Oil
- i. Oil fixtures (drain plug, filter, filter plate bolts, caps, and plugs) must be safety wired with **0.025-inch minimum diameter stainless steel wire. D-Clips are not allowed on any oil fixtures (with the exception of the oil fill cap)**. 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.
  - ii. All oil lines must be safety wired or mechanically clamped to their fittings. Spring clamps are not allowed. Leaking fittings are prohibited
  - iii. 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 8 oz. capacity (no glass) with the inlet line securely fastened and adequately vented to avoid pressurization.
    1. A belly pan as described in Section E-34 does not satisfy this requirement as a catch tank.
    2. Alternatively, production-based motorcycles may vent the oil breather(s) to an unmodified airbox with plugged drains.
  - iv. 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.
- c. Coolant
- i. All water-cooled motorcycles must use either plain water or plain water with an approved coolant additive in the cooling system.
    1. 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.

- ii. Anti-freeze may not be used. The use of antifreeze and/or other unapproved additive is subject to penalties and/or fines per Section N.
- iii. All radiator caps, drain plugs and petcocks must be safety wired. D-Clips are PROHIBITED.
- iv. Coolant lines must be mechanically clamped to their fittings. Spring clamps not allowed. Leaking fittings are prohibited.
- v. 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 a heat resistant material securely attached to the machine).
  - 1. The coolant reservoir is to be a separate container from any oil catch tanks.
  - 2. The inlet line must be mechanically clamped to the reservoir unless it is OEM in which the existing clamps will be allowed.
  - 3. The coolant reservoir will have an outline line which terminates in the belly pan to avoid pressurization.
  - 4. Any modifications made to an OEM coolant overflow reservoir must be made in a safe and workmanlike manner.

d. Fuel

- i. All fuel lines must be safety wired or mechanically clamped to their fittings. Spring clamps are not allowed. Leaking fittings or gas tanks are prohibited.

#### 4. 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.
  - i. 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.
  - ii. If crank case 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.
  - iii. The following motorcycle models are known to require engine guards at the time of printing this rulebook. These requirements will be extended to other models during the year as required.
    - 1. All Honda CBR inline four-cylinder: Both sides
    - 2. All Kawasaki ZX-6, 7, 9, 10, and 12: Left side
    - 3. All Suzuki GSXR, GSX and RF: Both sides
    - 4. Yamaha FZR400 and FZR600: Right side
    - 5. Yamaha YZF600, 1996 and earlier: Right side
    - 6. Yamaha YZF600, 1997 and later: Both sides
    - 7. Yamaha R1 and R6: Both sides

- 8. Triumph 675: Both sides
- b. 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 leakage and resulting fire in the event of a crash.
  - i. This currently includes Yamaha R6, 2006 and 2007. These requirements will be extended to other models during the year as required.

## 5. Wheels and Tires

- a. Wheel rims smaller than sixteen inches (front) and fifteen inches (rear) in diameter shall not be used.
- b. Aluminum axles are not permitted.
- c. Spokes must be tight, and wheels must be reasonably true.
- d. Wheel balance weights must be taped.
- e. 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.
- f. 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.
- g. The rear wheel must have an efficient cover extending to at least a vertical line drawn through the rear axle.
- h. All axles, axle nuts, bolts, cap nuts and pinch bolts must be safety wired with 0.025-inch minimum diameter stainless steel wire. EXCEPTION: In the case where axles and their couplers are flush with the fork leg, wiring all pinch bolts is sufficient. For motorcycles with dual pinch bolts it is sufficient to safety wire only one pinch bolt per side. In lieu of safety wire, axle nuts may be secured with a cotter pin, R-Clip, or D-Clip through the axle, and pinch bolts may be secured with D-Clips. Both R-Clips and D-Clips must be fastened to the motorcycle, and R-Clips must additionally be safety wired or zip tied closed at the mouth. Minimum wire size for D-Clips used to secure axle nuts is 0.058 inch.

## 6. Number Plates

- a. Motorcycles shall be fitted with three non-metallic number plates meeting the requirements below.
- b. The numbers shall be solid black for all competitors and must be at least six inches high.
- c. The distance from any digits' edge to the edge of the outside border of the number plate must be at least one inch. In the event the motorcycle has a central air intake, the number plates on each side of the air intake may be four inches high. All numbers must be on a straight uniform line.
- d. Locations for number plates are as follows:
  - i. One centered on the front of the motorcycle and one on each side of the bellypan or tail.
  - ii. 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.

- iii. EXCEPTION FOR REAR/TAIL: 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 shall 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.
- e. Each number plate will consist of the entrant's competition number as numerical digits and a white background (expert) or yellow background (novice).
- f. Novice yellow plates must be similar in color to Pantone PMS-102 yellow.
- g. All number plates must be visible at 100 feet from the motorcycle while the rider is in a normal seating position. Non-conforming motorcycles are subject to black flagging (*Section J.1.a.vi*).
- h. For special events, such as super teams 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.
- i. In any event, riders whose numbers are not legible **may not** be scored (at the discretion of the head scorer).
- j. Motorcycles without numbers or number plates in compliance with this section will not be allowed on the racetrack unless given special approval by the head scorer and Referee.
- k. Please note that changes to electronic timing and scoring does not eliminate or alter number plate requirements in any way.

## 7. Specific Technical Inspection Requirements

- a. All previous technical inspection stickers must be removed prior to presenting the machine for technical inspection.
- b. 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.

## SECTION F – NOISE CONTROL

1. All motorcycles must have a muffler and must not exceed the maximum allowable sound limit of 115 decibels.
2. Sound limit of 115 decibels 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 shall not exceed 105 decibels at 50 feet. This 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. EXCEPTION: The use of nitrous oxide is allowed in the Formula Ultra class only.
2. 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 FEES ASSOCIATED WITH ANY TRIPS TO A MEDICAL FACILITY 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 leading edge of the front wheel to move more than a foot forward before starting light goes out. A rider who falsely starts twice in a race shall be penalized to 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 all corners, continue to go to track exit unless directed otherwise
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 racecourse. In addition, a rider who circumvents one or more corners by leaving and re-entering the racecourse will be assessed a 30 second penalty.
8. A new or novice rider at their first event 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.

9. 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. Unless determined by a qualifying heat event.
10. Once pit gate 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 race day staff.
11. 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.
12. After receiving the checkered flag, each rider must proceed around the course in the normal direction until he/she reaches the designated track exit, unless directed otherwise by race officials.
13. All racing and other vehicles shall travel only in the forward direction around the racecourse unless otherwise directed by race officials.
14. On the restart of a red-flagged race, the grid positions will be determined by the position order on the last completed lap, prior the red flag, after two completed laps, as infrastructure allows. Otherwise the original grid position stands. Any/all rider(s) who are determined to have been involved and at fault in the crash that caused the red flag will be moved to the back of the grid.
15. The restart of a race that had been previously red flagged will be considered the same event as the original start. A lap does not need to be completed for a race event to be considered an official start.
16. A rider may not switch to a different motorcycle for the restart. If a rider's original motorcycle cannot be repaired in time for the restart of the race, that rider is not eligible to restart the race.
17. A racer may change motorcycles after the sighting lap but before the start. Riders electing to do so must start from the hot pit at the location designated by the Race Director and/or referee.
18. 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 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 numbers
19. 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 race control.

## SECTION J – FLAGS AND SIGNALS

### 1. Flag Information

- a. 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/her 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.
- b. All flagmen must have a yellow, a yellow/red striped, a white with a red cross, and a red flag.

- c. All flagmen and their assistant(s) shall be in their positions on the track before the first practice session begins.
- d. If the Referee determines that there are not sufficient people available to man flag and corner positions, thereby causing a dangerous condition for the competitors, he/she can halt all racing activities until enough people are made available to man the race track in a safe manner.
- e. It is the duty of the flagmen to warn competitors by means of the yellow flag before their assistant(s) proceed to the aid of a rider who has fallen or stopped in any way causing a danger to other competitors. A corner worker will direct the riders AWAY FROM THE DANGER.
- f. The following flag signals shall be used at all WMRR events:
  - i. Green: Start/Course is clear
  - ii. Crossed blue and white flags (furled): Half-way (not used in heats under six laps)
  - iii. White: One lap to go
  - iv. Checkered: End of race or practice
  - v. Red: Race or session stopped: A waving red will be shown at all flag stations. Put a hand up or foot out to let the riders behind you know you will be coming off pace, then safely decelerate and proceed as directed by Race day staff.
  - vi. Black: Safety violation
    - 1. When the black flag is displayed, the rider must report to a track official at track exit. Failure to do so will mean disqualification from the event and the possibility of suspension. As soon as possible, the rider receiving the black flag should acknowledge the flag by raising a hand. The rider should then pull safely off the 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.
  - vii. Black flag with 12" red circle ("Meatball"):
    - 1. When a black flag with an orange "meatball" circle is displayed in a square fashion, then pointed directly at the rider, the rider's motorcycle is an immediate hazard. Examples: on fire, leaking oil. The rider must immediately raise his left hand, get safely off track as quickly as possible, and stop at the nearest Turn Station.
  - viii. White/Red cross: Ambulance (or another four-wheel vehicle) on course
    - 1. The ambulance flag is used only in an endurance race or super teams' event and will be displayed whenever an ambulance or service vehicle is on the racetrack.
    - 2. If an ambulance is required during a practice session, qualifying session, or race, it will be red flagged.
    - 3. Riders, corner workers, and ambulance personnel will follow the procedure outline in *Section K.12*.
  - ix. White/Red cross (waving): Ambulance (or another four-wheel vehicle) on course, directly ahead
  - x. Yellow/Red stripes: Oil, water or debris on the track or safety violation
    - 1. When the Yellow/Red striped flag is displayed for debris on the track, the corner worker will attempt to point out the safe line on the track. Also, may be used folded into a triangle to point at riders who have a safety violation. If the Yellow/Red flag is folded and pointed at a rider, treat the



flag as a black flag and report to a track official at track exit. Failure to do so will mean disqualification from the event the possibility of suspension. As soon as possible, the rider receiving the folded Yellow/Red striped flag should acknowledge the flag by raising a hand. The rider should then pull safely off the 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.

- xi. Yellow (stationary): Caution/danger ahead
  - 1. When the stationary yellow flag is displayed, it is a warning signal ONLY. RIDERS MUST PROCEED WITH CAUTION, using their own judgement.
- xii. Yellow (waving): Immediate danger ahead, hold position (no passing)
  - 1. When the waving yellow flag is displayed, it is a warning that immediate danger lies ahead. RIDERS SHALL NOT PASS AT THE WAVING YELLOW FLAG. Any rider to do so may be penalized or disqualified at the discretion of the Referee. This includes passing "lapped" riders. If a rider cannot safely avoid passing the rider in front of him/her, he/she shall relinquish that rider's position BEFORE HE/SHE RESUMES RACING.
- xiii. Blue: Hold your line, do not look back. You are being lapped. (This is not a move-over flag)
- xiv. Blue with yellow diagonal stripe: Rider entering track

## 2. Start Procedure

- a. Upon completion of the sighting lap, a corner worker will display the GRID board before the start line. Riders will approach the grid with their hand or leg out, at a reduced speed. All riders will report to their assigned grid positions. If a rider does not know their assigned grid position, they are to grid in the last available row, or as directed by WMRRRA staff.
- b. WMRRRA staff will do a spot check of rider grid positions before beginning the start procedure.
  - i. WITH LIGHT: The light will be on as riders approach the starting grid from the sighting lap. A staff member will display the rectangular board in a horizontal position. The board will then be turned to a vertical position and riders will then watch for the light to be turned off. Once the light is off, the race has started.
  - ii. NO LIGHT: If no starting light is used, the green flag will be used in place of the light. The rectangular board procedure will be the same as a start with the light. The flag will be displayed in the outstretched, horizontal position. Once the staff member releases the flag from the outstretched position, the race will start.
  - iii. WAVE START: Riders gridded in a wave start position will have their clutch hand raised until the group ahead of them is released. The starting procedures listed above will then apply to their starting group.

## SECTION K – CONDUCT

- 1. A rider will not be allowed to enter the racecourse 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 some, before or during any WMRRRA 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 their 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 **and be at least 16 years of age**. 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 **and pets** 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/her 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 racecourse 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/her 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/or safety gear that has been involved in a crash must re-pass technical inspection before being allowed back on the racecourse.
14. A rider who has crashed must be examined by an ambulance crew, and all their riding equipment must pass technical inspection before being allowed to ride again that day.
15. In the event of a crash that rider/s may not re-enter the racecourse. Only after the track has been flagged or cleared by WMMRA staff will the rider/s proceed to track exit to be examined by medical and Tech.
16. It is the responsibility of the rider to check and know grid position. If grid position is unknown or is incorrect, rider MUST follow direction of the Starters and Race day staff, or risk disqualification from the race.
17. No firearms of any kind are allowed at WMMRA events. Penalty for any violation is at the discretion of the Referee.
18. Loud generators may not have the exhaust directed toward other racers. It is suggested that those with loud generators select a pit near the edges of the pit area and use a long extension cord to keep the generator noise as far away from other racers as possible.

## SECTION L – PROTESTS

### 1. General Information

- a. 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 WMMRA 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 WMMRA Executive Board.
- b. 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.
- c. All protests must be submitted to the Referee no 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.
- d. 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 WMMRA Executive Board for unsportsmanlike conduct.
- e. The WMMRA 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, WMRRRA 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.

## 2. 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 *Section L.2.h*): No fee
  - ii. Some disassembly (seat, bodywork, gas tank and air removal): \$100.00
  - iii. Removal of Valve Cover: \$150.00
  - iv. Protests involving in-frame engine teardown, typically limited to head, cams, and fuel delivery system: \$1,000
  - v. Protests involving out-of-frame full engine teardown including pistons and cylinders, crank, and transmission: \$2,000
- 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.)
- f. 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 WMRRRA events.
- g. 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.
- h. 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.
- i. Any appeal of any protest or Referee's decision, must be submitted in writing to the WMRRRA Executive Board in accordance with *Section A.1* of this rulebook and bylaws Article 5.11. Any official, competitor, or competitor's WMRRRA rider representative may submit a scoring protest to the head scorer, Referee, or to any WMRRRA representative at the officially designated event registration location. All protests must be submitted within thirty minutes after the final results of the day have been posted. In the event of a scoring error, the signature of the competitor credited with the incorrect placing is

required. 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. General Information

- a. The point structure for each race is on a descending scale from first to last and is based upon the place the rider finished following the checkered flag:
  - i. Any rider who does not receive the checkered flag but started the heat race will receive one (1) point and will be scored as a did not finish (DNF). A race start for a heat race is defined as crossing the start/finish line after the start signal is given.
  - ii. 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 (1) 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*).
  - iii. 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 did not start (DNS) and will receive no points.
  - iv. Any rider who is disqualified from an event per the track Referee will receive no points in that heat. Riders will be allowed to disqualify themselves.
  - v. Any rider who has pre-paid but does not go through tech will receive no points. This is considered a no show.
- b. Points shall be awarded in accordance with the following schedule. Points shall be awarded for the main event ONLY at the following rate. Finishing position points are awarded as follows:
  - 1<sup>st</sup> Place:** 36 + starters beaten
  - 2<sup>nd</sup> Place:** 30 + starters beaten
  - 3<sup>rd</sup> Place:** 25 + starters beaten
  - 4<sup>th</sup> Place:** 21 + starters beaten
  - 5<sup>th</sup> Place:** 17 + starters beaten
  - 6<sup>th</sup> Place:** 13 + starters beaten
  - 7<sup>th</sup> Place:** 10 + starters beaten
  - 8<sup>th</sup> Place:** 8 + starters beaten
  - 9<sup>th</sup> Place:** 6 + starters beaten
  - 10<sup>th</sup> Place:** 4 + starters beaten
  - 11<sup>th</sup> Place:** 3 + starters beaten
  - 12<sup>th</sup> Place:** 2 + starters beaten
  - 13<sup>th</sup> Place and beyond:** 2 + starters beaten
  - DNF:** 1 Point
  - DNS:** 0 points

**DQ:** 0 points

- c. Points will not be awarded for motorcycles not displaying number plates in compliance with *Section E.6* except at the discretion of the chief scorer.
- d. 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.
- e. *Formula Ultra competitors* will be awarded double the number of points shown in *Section M.1b* per race.
- f. *Formula 600 competitors* will be awarded 1.5 the number of points shown in *Section M.1b* per race.
- g. *Multiple heat races*: Each heat will be run as an individual race. Each race will receive half of the points awarded shown in *Section M.1b*.
- h. All classes will be awarded for first, second, and third in each class.
- i. The *money class* payout schedule will be determined by a vote of the executive board.
  - i. Money classes for 2021 include the following:
    - 1. Formula Ultra
    - 2. Formula 600
    - 3. Ultra-Lightweight Superbike
    - 4. And any additional classes as determined by the WMRRRA executive board.

## 2. Endurance Scoring

- a. Points for each race will be calculated using all laps completed during the allotted time of the race. Receiving the checkered flag is not required to be awarded earned points. Each team will accumulate class and overall points from races in which they compete. These points will be computed on the following basis:
  - i. Class points will equal the team's class position points (from the chart below), added to team's mileage points. Overall points will equal the team's overall position points (from the chart below), added to a team's mileage points.
  - ii. Mileage points will be computed on the basis of laps completed x length of the track divided by 10. In the case of a 24-hour race, mileage points will be calculated as above except they will be divided by 20.
  - iii. 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.
  - iv. Following is the Overall and Class position points chart and payout chart:

1st	75		21st	20
2nd	65		22nd	19
3rd	60		23rd	18
4th	55		24th	17
5th	50		25th	16
6th	45		26th	15
7th	43		27th	14
8th	40		28th	13
9th	37		29th	12
10th	34		30th	11
11th	31		31st	10
12th	29		32nd	9
13th	28		33rd	8

14th	27		34th	7
15th	26		35th	6
16th	25		36th	5
17th	24		37th	4
18th	23		38th	3
19th	22		39th	2
20th	21		40th	1

### 3. Championship Points and Awards

- a. 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 the tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur as well as the end of the year.
- b. The OVERALL Champion point structure will be derived from no more than two classes. Riders may enter more than two classes, but the total number of points calculated for the rider's OVERALL points are derived from the top two classes in which the rider has accumulated the most points at the end of the season. Novice riders are not eligible to earn points towards the OVERALL championship.
- c. End of year trophies are awarded for first, second, and third in each class. EXCEPT: All amateur classes will not receive end of year awards per *Sections D2.3.g.vi, D2.3.h.v, D2.3.i.v.*
- d. 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 WMRRR number. The assigned WMRRR number will be reserved for the season in which they are a plate holder.
- e. Only racers holding a current WMRRR Competition License are eligible for WMRRR Overall or Class Championships. Reciprocal license holders are eligible for daily trophies, contingency and awards, but accrue Season points only for the purpose of gridding. Reciprocal license holders who upgrade to a full WMRRR Competition License prior to July 1 of the current race season become eligible for season-end championships.

## 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 Associations, e.g. riding on public streets with racing number plates displayed.
  - b. Physical assault (e.g. fighting) of any kind with fellow competitors, race day staff, volunteers, or spectators.
2. The following violations may result up to and not excluding; disqualification, forfeiture of any, entry fees, awards or prizes, and suspension or ejection from the racetrack premises
  - a. Harassment or verbal abuse of fellow competitors, race day staff, volunteers, or spectators.
  - b. Interfering with the race officials in the performance of their duties.

- c. Unsportsmanlike conduct e.g. lying to race official, circumventing race day procedures, knowingly entering an ineligible class, irresponsible riding, or any other action deemed unsportsmanlike by the Referee or race-direction.
  - d. Non-attendance of the riders meeting
- 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 race day.
  - a. Ignoring when a red flag is displayed.
  - b. Ignoring an ambulance flag.
  - c. Ignoring the black flag by the rider(s) 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. 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 belly pan without a legal belly pan that results in oiling the track.
- 6. 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.3.c* that results in anti-freeze being deposits on the track.
- 7. Any competitor that utilizes the turn 3 run-off 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.
- 8. Any competitor that fails to navigate the chicane at The Ridge Motorsports Park, to include the final lap (after the race is considered complete) will be given a 30-second penalty. Defined as not exceeding track limits in the first left turn into the chicane.
- 9. At the discretion of the Referee, a penalty may be assessed for any of the above violations.

## SECTION O – SHORT ENDURANCE REGULATIONS

### 1. Super Teams

- a. Super team races are one-hour endurance races which must have exactly two riders per team. Races will be governed by section V except as follows.
- b. Super team classes will follow the class structure of Section V (Endurance Race Regulations).
- c. 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.
- d. If refueling is necessary, it must be conducted per rule V-14.



- e. Competition numbers:
  - i. Each team will be assigned by the registrar, to be used for the entire season.
  - ii. Team must run same number for entire season to qualify for season points.
- f. 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.
- g. 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.

## 2. Solo 60 and Solo 120

- a. Solo 60 and Solo 120 races are one-hour and two-hour events respectively with a single rider per motorcycle. Races will be governed by Section V except with the addition of Novice Solo and ULW Superbike classes. Each class is intended to run independently of the other classes.
- b. Only one competitor per motorcycle is allowed. Sections V-28 and V-29 do not apply. Novices may petition the referee to be included in the expert solo classes if their machinery is already allowed in the expert sprint classes.
- c. If refueling or tire changes are necessary, rules in Section V apply.
- d. In the event of a crash, the rider will be allowed to re- enter the race upon successful re-tech of gear, motorcycle, and medical clearance of the rider. Section V-7 applies.
- e. Class points will be awarded for the solo event rider. The rider's motorcycle can change from event to event.

## SECTION P – ENDURANCE RACE REGULATIONS

### 1. General Information

- a. 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).
- b. The classes for WMRRRA endurance races will be:
  - i. Heavyweight Endurance
    - 1. Formula Ultra
    - 2. Open Superbike
    - 3. Open Grand Prix Twins
  - ii. Middleweight Endurance
    - 1. 600 Supersport
    - 2. 600 Superbike
  - iii. Lightweight Endurance
    - 1. Lightweight Superbike
    - 2. Open Single
- c. 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.
- d. The first 20 minutes and the last 20 minutes must be ridden by an expert license holder. Novice riders having completed two race weekends without crashing, may ride during any other time in the 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 the bike with a minimum 20-minute rest before remounting.
- e. Number plates shall comply with *Section E.6*.
  - f. All entrants must be on 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.
  - g. 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 WMRRRA Referee.
  - h. All crashed or disabled motorcycles will be returned to the team's designated pit area by the WMRRRA 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.
  - i. Red Flag Procedures:
    - i. A race bike may not be serviced.
    - ii. 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.
    - iii. The grid for restart will be same grid as that which started the race.
    - iv. The first lap to be scored shall be the first to be completed after the restart, any laps recorded under the red flag period shall not be counted as a scored lap.
    - v. 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.
    - vi. If the red flag situation is in effect with only 10 minutes of the time remaining, the red flag shall constitute the end of the race.
    - vii. AT NO TIME WILL A RACE BE PRO-RATED.
  - j. A team may change engines, wheels, tires, or other components after the official endurance clock begins counting race time.
  - k. 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 the race.
  - l. All welding must be done in a designated fire safe area.
  - m. 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.
  - n. 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.
  - o. 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.
  - p. 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 impounds lies with the referee.

- q. All track crossings during endurance races is at the discretion of WMRRR staff.

### 3. Scoring

- a. Endurance races are scored using a digital clock scoring system. Each team will provide its own scorers. Due to the length of the race, we recommend that you provide two or more scorers.
- b. A scorer's error is a team's error and laps missed by a scorer's error are not recoverable unless verified by a WMRRR scoring official. Final decision on all scoring errors lies with the WMRRR 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 WMRRR Referee.
- c. No calculators are allowed in the scoring area.
- d. Score cards official WMRRR 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.
- e. Altered or fraudulent score sheets may, at the sole discretion of the WMRRR Referee, be considered unsportsmanlike conduct per *Section K* and will result in disqualification from the event and a possible fine.
- f. Manual scorers must attend the manual scorer's meeting with the head scorer prior to the start of the race.
- g. Manual scoring must take place in the area designated by the head scorer.
- h. Each team may have only one set of manual scoring lap sheets, multiple sets will cause the team to be disqualified from the event.
- i. Improperly competed 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.

### 4. Pit Lane/Hot Pit and Pit Stops

- a. Locations:
  - i. Pacific Raceways: The pit area is located along the north side of the straight and is divided by a cement retaining wall and chain link fence. For this event, there will be 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 another 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.
- b. All riders entering the pit lane must signal their intentions.
- c. Pit lane (hot pit) is restricted to teams actually involved in making a rider on the track, or to photographers and journalists with WMRRR credentials. Pit stops may involve a maximum of six people (e.g. 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.
- d. Each team is limited to one person holding the "signal board" at the wall along the front straight away and one assistant who must remain back from the wall 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.
- e. 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.

- f. No machine may enter the course once the checkered flag is displayed.
- g. 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.
- h. Each team must have at least one fire extinguisher in their pit area at all times. See Section C.2.a for requirements. All fire extinguishers must be rated to at least 20 lbs. capacity. This requirement may be met by one 20 lb., two 10 lb., four 5 lb. extinguishers or any other combination equivalent to at least 20 lb. rating.
- i. All personnel in the hot pit area must be wearing shoes, long trousers, and shirt.
- j. Fuel Handling Regulations:
  - i. All fuel must be stored behind the cement pit wall except during the refueling stop itself.
  - ii. All gas stops must be made in the designated pit area. **NO REFUELING IS ALLOWED ON THE RACETRACK ITSELF.**
  - iii. 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.
  - iv. Riders must be off of their bikes during refueling
  - v. A refueling container or nozzle must be placed into the fuel tank. No complete fuel tank changes must be allowed. The use of funnels will not be permitted.
  - vi. 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 the case the container is accidentally dropped.
  - vii. Free standing refueling containers are not permitted by WMRRRA. All refueling containers must be hand-held and be placed into the motorcycle fuel tank. Refueling containers are restricted to no more than ten (10) gallons capacity.
  - viii. For fire safety, only ten (10) gallons of fuel will be allowed in each pit area at any one time.
  - ix. Fire extinguisher must be manned and ready 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 WMRRRA as long as the gauge reads full charge.
- k. Each pit area is required to have a bucket of absorbent material and a broom to handle any fuel or oil spills.
- l. 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 executive board per *Section B.6.*
- m. 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 Pacific Raceways pit area is bounded on the north by the chain link fence, the south by the racetrack surface, the east by the turn ten pit entrance and the west by the start finish line.
- n. 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.
- o. 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.

## SECTION Q – SIDECAR RACE REGULATIONS

### 1. General Information

- a. The technical design specifications for sidecars will be at the discretion of the sidecar sanctioning body. The safety requirements will be in accordance with Sections C and W.
- b. Three number plates are required, one on the front of the outfit and one on each side. Minimum dimensions are ten (10) inches high by ten (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.
- c. The English form for number must be used, that is a single vertical line for the “one” and a simple sloping line without a horizontal line for the “seven”.
- d. Bank sidecars are forbidden.
- e. 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 the driver and/or passenger, color to contrast protective gear.

### 2. Machine Requirements

#### 1. Engine:

- i. Maximum engine displacement shall be no larger than 1200 cc 4 stroke. 900cc 2 stroke. Bore and stroke may be altered to achieve this.
- ii. Engines shall be normally aspirated; IE superchargers or turbochargers shall not be allowed. The direct injection of fuel is not considered supercharging.
- iii. 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.
- iv. All gas lines must be fastened with a positive type clamp
- a. All fuel lines under pressure must be of the reinforced type. The fuel tank must be sufficiently and independently protected from the ground.
- b. 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.
- c. Maximum fuel capacity is 40 liters (10.56 U.S. gallons).
- d. Electric fuel pumps must be wired through a circuit cutout that will operate automatically in case of an accident.
- e. 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.
  - i. 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 one-half full. The heat resistant container must be firmly affixed to the outfit.
  - ii. 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

- iii. Breather pipes and 500cc (16 oz.) for engine breather pipes. All four stroke motors shall be 500cc (16 oz.) minimum.
- iv. 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.
- v. Fuel tank breather pipes and 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.
- vi. 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.
- f. All coolant lines must be fitted with a positive type clamp.
  - vii. All oil coolers and water radiators and their lines must be mounted above the sidecar platform.
- g. For water-cooled, water or otherwise approved fluid by sanctioning body only permitted.
  - viii. The drive shall be transmitted to the ground only through the rear wheel of the sidecar.

## **2. Chassis and Suspension:**

- a. 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.
- b. 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").
- c. 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 inline engines.
- d. 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.
- e. The motorcycle must be steered by a handlebar.
- f. 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.
- g. The steering axis must not be offset more than 75 mm from the front wheel center line.
- h. The effect of this change will allow linkage steering.
- i. 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").
- j. A steering head must be fitted which like the handlebar must not be attached to the unsprung part of the front wheel suspension.
  - k. No suspension or steering of any kind will be allowed on the sidecar wheel. It must be solidly fixed to the chassis.
  - l. 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/her clothes and escaping flames or leaking fuel and oil. NOTE: This can consist of a frame only, provided it provides effective protection.
  - m. 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.

### 3. The Sidecar

- a. The chair can be on either the right or left side of the machine.
- b. 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.
- c. Sidecar outfit track to be not less than 800mm (31.5") or more than 1100mm (43.3").

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"	
Wheelbase	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.

- d. Height of the screen protecting the passenger - 300mm (11.8")
- e. 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.
- f. The minimum outer diameter of all the tires is 460mm (18.1").
- g. Minimum dry weight of an outfit must be no less than 375 pounds.
- h. A passenger handhold on the rear outside of the outfit, opposite the chair and to the back of the driver, is compulsory.
- i. With regard to the handlebars:
  - i. Handlebars must be firmly secured to the forks.

- ii. The width of handlebars is not less than 450mm (17.7").
- iii. The minimum angle of rotation of the handlebar on each side of the center line or mid-position must be 20 degrees.
- iv. Whatever the position of the handlebars the front wheel must never touch the streamlining if any.
- v. 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.
- vi. Exposed handlebar ends must be plugged with a solid material or rubber covered.
- vii. The repair by welding of light alloy handlebars is prohibited.
- j. With regards to the driver:
  - i. 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.
  - ii. 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.

#### 4. Tires

- a. Note: All tires will be measured on the rim at a pressure of 1 kg/cm<sup>2</sup> (14 PSI); measurements taken at a tire section located at 90 degrees from the ground.
- b. 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).
- c. The rear tire must not exceed 254mm (10.00"), similarly measured.
- d. When the springs are compressed to their maximum, there must still remain a minimum wheel clearance of 15mm (.59") to every fixed part.
- e. The minimum diameter of an inflated tire must be 460mm (18.1").
- f. With the exception of slick tires and tires marked not for highway use, the manufacturer must identify the tire with a mark indicating:
  - i. The manufacturer's brand name
  - ii. The year of manufacture (in code)
  - iii. The tire dimensions
  - iv. The speed category (permitted max. speed) — V,
  - v. Any other feature necessary for correct use of the tire
  - vi. The minimum rim dimensions are 254mm (10.00") diameter x 64mm (2.51") width.
  - vii. The tire must be mounted on a corresponding rim. The rim interior must not be deformed or damaged.
  - viii. Tire Surface Tread Pattern:
    - ix. The surface of the tire can be smooth (IE. without tread grooves) or treaded.
    - x. The tread pattern is unrestricted.
    - xi. 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.



- xii. The choice of a certain type of tread pattern is left entirely up to the individual driver.
- xiii. 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.

**5. Control Levers:**

- a. 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.
- b. The maximum length of control levers measured from the pivot- point to the extremity of the ball must not exceed 200mm (7.87").
- c. Each control lever must be mounted on an independent pivot.
- d. Footrests, handholds, pedals, and levers need not be covered, but must be free from sharp of jagged edges.

**6. Streamlining, Protective Shields and Guards:**

- a. Any part of the streamlining which faces rearward, must be finished with rounded edges of 3.5mm (.137") minimum radius.
- b. 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.
- c. 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 30mm (1.181").
- d. 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.
- e. 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.
- f. 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.
- g. 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.
- h. The streamlining must not have any sharp edges.
- i. The driver's torso and the passenger's body must be completely visible from above at all times.
- j. 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.
- k. The inside of the sidecar wheel fender must cover the sidecar wheel to protect the passenger.

- l. A guard is required if secondary transmission is not shielded by the bodywork.
- m. 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.
- n. 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.
- o. 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.
- p. 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.
- q. 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).
- r. Any remote-mounted oil containing components shall have an oil containment system.
- s. All external oil lines shall be safety wired.
- t. All threaded components that have liquid behind them shall be safety wired.
- u. 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.
- v. 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.

## SECTION R – RULEBOOK INFORMATION

1. All proposals for rule changes must be submitted in writing to the WMRRA staff on or before October 1<sup>st</sup>, 2022. 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 S – ELECTRONIC SCORING/TRANSPONDER INFORMATION

1. WMRRA utilizes an electronic timing and scoring system. This system utilizes an AMB timing loop, and decoders produced by 'MYLAPS'.
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. MYLAPS's website address is: [www.mylaps.com](http://www.mylaps.com). Transponder ordering information and pricing can be found there.
8. WMRRA may have 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 MYLAPS 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. MYLAPS 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.

## A SHORT WMRRA HISTORY

In the spring of 1974, about 25 racer 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, WMRRRA voted to allow Claude Hammond (WMRRRA 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" WMRRRA competition during this period was a couple of exhibitions at the Monroe Speedway.

In 1985, WMRRRA 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 WMRRRA 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 Peirola, 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:

<b>YEAR</b>	<b>PRESIDENT</b>	<b>OVERALL CHAMPION</b>
1974	Bruce Bille	Mike Casling
1975	Bruce Lind	Frank Juhan
1976	Harvey Widman	Ray Curry
1977	Ed Kern	Bruce Lind
1978	Ed Kern	Chris Michak
1979	Mike Mayes	Chris Michak
1980	Mike Mayes	Bob Loose

1981	Kristie Tenneson	Randy Skiver
1982	Chris Loomis	No WMRRRA Events
1983	Mel Nordberg	No WMRRRA Events
1984	Chris Loomis	No WMRRRA Events
1985	Chris Loomis	Mike Johnson
1986	Chris Loomis	Steve Sipes
1987	Joe Davis	Joe Pitman
1988	Richard Wascher	Joe Pitman
1989	Richard Wascher	Joe Pitman
1990	Michael Meagher	Bruce Lind
1991	Michael Meagher	Joe Pitman
1992	Cathy Haggerty	Tim Healy
1993	Cathy Haggerty	Shawn Roberti
1994	Phil Carey	Shawn Roberti
1995	Phil Carey	Jason Fraser
1996	Phil Carey	Jimmy Moore
1997	Phil Carey	Mike Sullivan
1998	Jack Mills	Mike Sullivan
1999	Mark McGuire	David Cook
2000	Mark McGuire	John Dugan
2001	Barry Wressell	Alan Schwen
2000	Mark McGuire	John Dugan
2001	Barry Wressell	Alan Schwen
2002	Barry Wressell	Mike Sullivan
2003	Joel Crabtree	Mike Sullivan
2004	Joel Crabtree	Mike Sullivan
2005	Luke Gaylor	Eli Edwards
2006	Luke Gaylor	Danny Lippis
2007	Allister MacKinnon	Eli Edwards
2008	Allister MacKinnon	Oliver Jervis
2009	Allister MacKinnon	Eli Edwards
2010	Nico Tomacelli	Ross DeLong
2011	Allister MacKinnon	Eli Edwards
2012	Tim O'Mahoney	Mark DeGross
2013	Tim O'Mahoney	Ryan Sutton
2014	Tim O'Mahoney	Ryan Sutton
2015	Dan Lorentzen	Sam Verderico
2016	Dan Lorentzen	Mark DeGross
2017	Mark DeGross	Ryan Sutton
2018	Cliff Beebe	Ryan Sutton
2019	Barry Wressel	Adam Robarts
2020	Barry Wressel	Adam Robarts
2021	Cliff Griffin	Adam Robarts