



# 2026 RULE BOOK

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

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## WMRRA CHARTER

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

### WMRRA CHARTER STATEMENT

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

### 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. 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 deviations 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.**

# REVISIONS FROM 2025

The 2026-year rule book contains the following changes:

## General updates

- ❖ [WMRRA Officials Contact List](#): Updated
- ❖ [2025 Season Champions](#): Updated
- ❖ [2025 Season Schedule](#): Updated
- ❖ [WMRRA History](#): Added 2024 President and Champion
- ❖ [Contingency Information](#): Removed references to contingency providers. This information is always outdated as we don't get updates on new contingency until after the rulebook comes out. Added basic information on what contingency is for new racers and a link to our website where they can get up to date information.
- ❖ Removed: **Technical Inspection Checklist - Abridged**. This was a redundant section that referenced the actual class rules. This was eliminated because it was redundant and caused confusion on where the actual class rules were. Additionally we have a Tech Inspection check list (see <https://wmrra.com/>) for actual safety related items that the riders are supposed to use prior to going to Tech and being inspected.

## Rule Changes: Class Structure

- ❖ [Superbike Race Classes](#): i. Added Novice Classes. h. Revised Amateur class now that Novice classes are added.
- ❖ Formula 600 Race Class: Removed in favor of a second 600SBK race per round.

## Rule changes: General Equipment

- ❖ [Gear Requirements](#): a.i. Removed restriction on in-helmet electronics. Added note that ECE rating will change to 22-06 starting in 2027.

## Rule Changes: Administration

- ❖ [Race Number Requirements](#): Second year Novice transition to 800 numbers removed.
- ❖ [Novice Rider Information](#): Revised to include newly added Novice Classes

## Rule Changes: Racing

- ❖ [Race Organization](#): 3. Changed the definition of a False Start no longer allowing leeway for a rolling start.
- ❖ [Race Organization](#): 5. Added line allowing exclusion of a Red Flag causing rider that causes Red Flag but didn't crash.
- ❖ [Race Organization](#): 5. & 6. Rewrote these to clarify Red Flagged race procedures. Both lines had portions of the total explanation but out of order. 5. is all about race stop procedures now. 6. Is in regards to a qualifying race.
- ❖ [Overall Championships](#): Added section defining our new two Overall Championship structure and to group all rules specific to Overall Championships in one place.
- ❖ [Section M](#) - Points and Awards - General Information: e. Clarified the definition of a Heat Race. Also throughout Rule Book I cleaned up where Heat was used erroneously to mean Race.
- ❖ [Flag Information](#): Updated Half Way flag description.

## WMRRA 2026 CONTACTS LIST

These could change during the season. See <https://wmrra.com/> for the most up to date contact list.

<b><i>POSITION</i></b>	<b><i>NAME</i></b>	<b><i>PHONE</i></b>	<b><i>EMAIL</i></b>
<b><i>WMRRA BOD Pos. 1 (2026-2029)</i></b>	Paul McComsey		<a href="mailto:chieftech@wmrra.com">chieftech@wmrra.com</a>
<b><i>WMRRA BOD Pos. 2 (2023-2026)</i></b>	Mark DeGross		<a href="mailto:mdegross@gmail.com">mdegross@gmail.com</a>
<b><i>WMRRA BOD Pos. 3 (2024-2027)</i></b>	CJ Hobbs		<a href="mailto:1stvp@wmrra.com">1stvp@wmrra.com</a>
<b><i>WMRRA BOD Pos. 4 (2025-2028)</i></b>	Chris Wilcox		<a href="mailto:wmrra@crwilcox.com">wmrra@crwilcox.com</a>
<b><i>President</i></b>	Kumpy Kump*		<a href="mailto:president@wmrra.com">president@wmrra.com</a>
<b><i>Treasurer</i></b>	Neil Heineman		<a href="mailto:treasurer@wmrra.com">treasurer@wmrra.com</a>
<b><i>1<sup>st</sup> VP-Race Director</i></b>	CJ Hobbs*		<a href="mailto:1stvp@wmrra.com">1stvp@wmrra.com</a>
<b><i>Race Control</i></b>	Colt Bristow		
<b><i>Announcer</i></b>			
<b><i>Crash Truck Driver</i></b>	Ric Clements	206.235.5552	<a href="mailto:crash@wmrra.com">crash@wmrra.com</a>
<b><i>Corner Captain</i></b>	Craig Johnson	253.988.3508	<a href="mailto:corner.captain@wmrra.com">corner.captain@wmrra.com</a>
<b><i>Course Marshal</i></b>	Chris Lafayette		
<b><i>Air Fence Coordinator</i></b>	Chris Lafayette		
<b><i>Pit Steward - Gate</i></b>	Katie Morris		
<b><i>Pit Steward - Starter</i></b>			
<b><i>Emergency Assist Team</i></b>	Tim O'Mahony		
<b><i>RD Assistant</i></b>	Joanne Maurin		
<b><i>2<sup>nd</sup> VP – Marketing, Promotion, Administration</i></b>	Tico Sandoval*		<a href="mailto:2ndvp@wmrra.com">2ndvp@wmrra.com</a>
<b><i>Marketing Mgr.</i></b>	Tico Sandoval		<a href="mailto:promotions@wmrra.com">promotions@wmrra.com</a>
<b><i>Website Administrator</i></b>	Anna Piechowski		<a href="mailto:website@wmrra.com">website@wmrra.com</a>
<b><i>Sponsorship &amp; Contingencies Mgr.</i></b>	Mallory Dobbs	360.280.4664	<a href="mailto:contingency@wmrra.com">contingency@wmrra.com</a>
<b><i>3<sup>rd</sup> VP – Admin, Registration</i></b>	Danielle Mulkins*		<a href="mailto:registration@wmrra.com">registration@wmrra.com</a>
<b><i>Head Registrar</i></b>	Danielle Mulkins		<a href="mailto:registration@wmrra.com">registration@wmrra.com</a>
<b><i>Head Scorekeeper</i></b>	Britny Hobbs		<a href="mailto:scoring@wmrra.com">scoring@wmrra.com</a>
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<b><i>Track Cashier</i></b>			
<b><i>Club Secretary</i></b>	Jen Chancellor*		<a href="mailto:secretary@wmrra.com">secretary@wmrra.com</a>
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<b><i>Novice Rep</i></b>	Damon Poor*		<a href="mailto:novicerep@wmrra.com">novicerep@wmrra.com</a>
<b><i>Riders Rep</i></b>	Don Williams*		<a href="mailto:riderrep@wmrra.com">riderrep@wmrra.com</a>

\*Denotes Executive Board Member

## **2025 OVERALL SEASON CHAMPIONS**

**1<sup>st</sup> – Kevin Pinkstaff**  
**2<sup>nd</sup> – John Gessner**  
**3<sup>rd</sup> – Brian Pinkstaff**  
**4<sup>th</sup> – Adam Faussett**  
**5<sup>th</sup> – Sawyer Lafayette**

### **CLASS OVERALL CHAMPIONS**

<b>Middleweight Amateur</b>	Andrew Carpenter
<b>600 Amateur</b>	Piercen Hudson
<b>Open Amateur</b>	Maximilian Aulinger
<b>160 Vintage</b>	Matthew Winter
<b>750 Vintage</b>	Perry Lund
<b>Heavyweight Classic Superbike</b>	Marc Brown
<b>250 Ninja Cup</b>	Brian Burchill
<b>Ultra Lightweight Supersport</b>	Sean O'Banion
<b>Lightweight Supersport</b>	Sawyer Lafayette
<b>Middleweight Supersport</b>	David Verdecchia
<b>600 Supersport</b>	John Gessner
<b>Open Supersport</b>	Brian Pinkstaff
<b>Lightweight Superbike</b>	Sawyer Lafayette
<b>450 Superbike</b>	Adam Faussett
<b>Middleweight Superbike</b>	Oliver Jervis
<b>600 Superbike</b>	John Gessner
<b>750 Superbike</b>	Mark DeGross
<b>Open Superbike</b>	Kevin Pinkstaff
<b>Ultra-Lightweight GP</b>	Sean O'Banion
<b>Middleweight GP</b>	Chris Wilcox
<b>Female Lightweight</b>	Lucy Blondel
<b>Formula Female</b>	Vanessa Walters
<b>Formula 40</b>	CJ Hobbs
<b>Formula 600</b>	John Gessner
<b>Formula Ultra</b>	Kevin Pinkstaff

## 2026 WMRRA CALENDAR OF EVENTS

<u>Round</u>	<u>DATES</u>	<u>LOCATION</u>	<u>EVENT(S)</u>
1	April 17-19	The Ridge Motorsports Park Shelton, WA	Practice/Sprint Races <i>Double Point Round</i>
2	May 1-3*	Portland International Raceway Portland, OR	Practice/Sprint Races
3	June 5-6*	Portland International Raceway Portland, OR	Practice/Sprint Races
4	June 19-21*	The Ridge Motorsports Park Shelton, WA	Practice/Sprint Races
5	July 17-19	The Ridge Motorsports Park Shelton, WA	Practice/Sprint Races
6	July 31- August 2*	Portland International Raceway Portland, OR	Practice/Sprint Races
7	August 28-30	The Ridge Motorsports Park Shelton, WA	Practice/Sprint Races
8	September 11-13*	Pacific Raceways Kent, WA	Practice/Sprint Races <i>Double Point Round</i>

\*Joint round with the Oregon Motorcycle Road Racing Association (OMRRA).

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

Please check <https://wmrra.com/> 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](#) 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:

1. Spectator parking is south of the 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:

*Note: Portland International Raceways noise emissions will be monitored 50 feet from the racetrack. Machines may not exceed 92dBA from 7:00-9:00 AM or following the race day until 10:00 PM. The limit is 103dBA during the race day.*

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

1. WMRRRA race pits are located on the inside of the "Pro Pit" area.
2. The nearest gas station is located just across I-5.
3. There are 110-volt electricity outlets 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 PIR and WMRRRA personnel. Riders and crew may not recover their own machines.
13. PA system announcements are available on the radio at AM 1620.

## CONTINGENCY INFORMATION

What is Contingency Money? - Contingency money is a form of sponsorship where a manufacturer or company pays a cash reward or provides product credit to a racer for achieving a top finish in a specific race while using their products.

WMRRRA's Sponsor & Contingency Coordinator works with manufacturers and businesses to provide our competitors with contingency opportunities. See our website for current contingency options.

<https://wmrra.com/>

## 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 WMRRRA President will appoint a temporary Referee for that event. A rider may appeal the Referee's decision to the WMRRRA 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. See <https://wmrra.com/> for contact information for the Executive Board.
2. All official club business should be addressed to:

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

## SECTION B – LICENSES, ENTRIES, AND RACING NUMBER ALLOCATION

1. General Information
  - a. All entrants in WMRRRA events must hold a current competition license from a recognized motorcycle road racing organization. A WMRRRA competition license may be obtained in advance or when entering an event by application through the registrar.
  - b. All entrants with a valid race license must purchase a WMRRRA season license in order to reserve a WMRRRA race number and accrue [championship](#) points. Washington residents are encouraged to purchase a WMRRRA season license.
  - c. All entrants can race under reciprocal licensing upon proof of valid license from another sanctioned road racing organization. The validity of ANY race license will be determined at the discretion of the Race Director or Referee. Racers may use a Reciprocal License for up to 3 events in any WMRRRA season.
  - d. Returning WMRRRA racers that haven't raced and/or volunteered at a WMRRRA event for more than 2 years must petition to the WMRRRA Executive Board for Expert license reinstatement or go through the Novice program.
  - e. License and event fees will be determined by the Executive Board prior to the first round of the season. See <https://wmrra.com/> for the list of current fees.

## 2. Types of WMRRR Competition Licenses

- a. Novice: Issued to novice riders after purchase and completion of all required training. See [Section B](#).
- b. Expert: Issued to experienced racers and novices who have successfully completed the requirements outlined in Novice Rider Information [Section B](#).
- c. Single-event race licenses are available to those who have previously held a WMRRR license and want to participate for a weekend only. Contact [registration@wmrra.com](mailto:registration@wmrra.com) for more details. License shall be valid only for the event purchased.
- d. Reciprocal License: Issued to visiting rider upon proof of valid license with reciprocal organization. Does not accrue [championship points](#).

## 3. Fees

See our website at <https://wmrra.com/> for the current fee structure.

## 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: Grandfathered in for existing Novices riders with these numbers only.
- d. 900 thru 999: All WMRRR novice riders
- e. Note: WMRRR 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.
- g. If the participant is riding a borrowed motorcycle they must either, change the numbers to their correct WMRRR issued racer numbers, or, inform Registration of the existing numbers on the motorcycle prior to grids being posted on the day they intend to race. This is only in the event of a last minute bike change. If the rider is going to ride this machine for more than one event the numbers must be replaced with their WMRRR rider 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 WMRRR license holder
- b. Must have died as a result of an on track incident, or succumbed from injuries sustained in a WMRRR sanctioned event. -OR-
- c. Been considered a member of the Washington Motorcycle Hall of Fame (WAMHOF).

The retired race numbers are:

#9 - Marty Wilkison

#70 - Jim Kuniyuki

#70 - Sam Crawford

#74 - Mike Sullivan - WAMHOF

#236 - Jim Bailey

#254 - Wylie Brandell

#314 - Claude Jinks

#444 - John Doyle

#726 - Alex Anderson

#928 - Khalil Mohmed

## 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.

### **#17 Eugene Brown - AKA No Lean Gene**

*Eugene Brown was a founder of OMRRA and their first Championship winner in 1972. He went on to hold that title a total of 8 times. In 1988 at the age of 41 he qualified for the USGP at Laguna Seca. At the age of 78 in 2025 he was still competing and still showing the kids how fast you can go without hanging off a bike. He will be greatly missed by all who knew him.*

### **#71 Steve Schaefer-**

*With fond remembrance, his friends and colleagues recall Steve being an early WMRRRA mentor. Noting that he raced 1 of just 5 Kawasaki KR-250s in the USA.*

*- Bruce Scholten #177*

## 7. Age Requirements

The minimum age for participation in WMRRRA racing competition shall be eighteen (18) years. Any person (hereinafter "Applicant") under the age of eighteen years may make a written application to the WMRRRA Executive Board for a WMRRRA racing license. The application shall include but not be limited to the following:

- a. The written request for the waiver shall include the Applicant's full name, age, list of machinery and each and all classes in which the Applicant intends to compete.
- b. 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 WMRRRA license under this section:
  - i. Written approval from the WMRRRA Executive Board, Race Director and Referee confirming the waiver of the age requirements must be received by the Applicant prior to registering or competing in the WMRRRA racing event.
  - ii. The Applicant and at least one parent or legal guardian shall be required to attend the WMRRRA 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 WMRRRA 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 WMRRRA Executive Board. The WMRRRA Executive Board, Race Director, and Referee may not require the Applicant to compete in Novice races.
  - v. The applications for waiver of the age requirements shall be considered by the WMRRRA Executive Board, Race Director and Referee on a case by case basis and is granted in the sole discretion of the WMRRRA Executive Board, the Race Director and the Referee with no requirement expressed or implied, that the decision be reasonable and fair.
  - vi. Applications that are rejected by the WMRRRA Executive Board, Race Director and Referee may not be appealed for one year.
  - vii. The Applicant shall be required to comply with all the rules contained within this Rulebook.

- f. The WMRRRA Executive Board, Race Director, and Referee reserve 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.

## 8. 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 this 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 WMRRRA 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 WMRRRA 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 - Fees*).
- c. By entering an event, it shall be deemed that the entrant has read these rules and agrees to be bound thereby.
- d. WMRRRA participation is suspended immediately for members with NSF checks or declined credit card payments. All points and awards obtained will be withdrawn. Participation and future entries will be denied until all outstanding payments and withdrawn awards are fully repaid. The WMRRRA Treasurer may refuse further check or credit card payments.

## 9. Novice Rider Information

- a. All riders new to road racing are considered to be novice riders.
- b. Requirements for a WMRRRA Novice Race License shall be the following:
  - i. Purchase of a Novice license prior to attendance of a WMRRRA New Racer School.
  - ii. Attendance at a WMRRRA New Racer School (NRS) classroom session
  - iii. 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).
  - iv. **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 above requirements the prospective Novice MUST provide the following to the WMRRRA Registration Officials in order to receive 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. Finish a minimum of 10 races.
  - ii. Complete ALL of the following volunteer requirements.
    - 1. Participate in either the setup or teardown of the air fence.

2. Participate in at least one half WMRRA race day as part of the race day team (set up the track, tear down the track, help Race Director/Referee, etc.)
  3. Corner work for a minimum of one complete race day or practice day.
  4. Participate in technical inspection at one race round.
- iii. Be observed by the Race Director, and any others designated by the Race Director, 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 of the following; mentor, or novice rep., who participate in the regular novice practices for at least one full practice session. Said observer 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.
  - v. Complete a graduation form. This must be signed by the Race Director, 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.
  - vi. A novice rider may petition the Executive Board in writing to lower or waive the graduation requirements.
- e. Novice riders will be eligible to collect points and trophies for daily awards and Class Championships. Novice riders are not eligible to collect points towards the OVERALL championship.
  - f. 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.
  - g. Novice competitors may only compete on one type of machine per day (disabling a cylinder is considered a secondary machine which IS NOT allowed).
  - h. Novice license allows entry to 600 Amateur, Middleweight Amateur, Open Amateur, 600 Novice, and Open Novice. In lieu of the Amateur and Novice race classes Novices can compete in up to two of the following classes: 250 Ninja Cup, Vintage, Middleweight Supersport, Lightweight Superbike, Lightweight Supersport, Ultra Lightweight Supersport or 450 Superbike classes only. **NOTE: Other classes may be entered at the discretion of the Race Director and Referee.**
    - i. Novice racers may petition to compete in Formula 40, and Formula Female. Eligibility and approval considered if and when all the following requirements are met:
      1. The novice has requested and received approval from the novice representative.
      2. The novice has been evaluated and received approval by the Race Director.

## 10. 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: a 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: you can request a 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 races or reduced laps in a race are not offered unless specifically authorized by the Executive Board.
- g. The Medic One fee AND the pit-usage fee are both non- refundable.

## 11. National Racer Support

The rider must fill out the appropriate form (Forms are located at <https://wmrra.com/>) and submit to the [Rider's Rep](#) for approval by the Executive Board.

# SECTION C – GENERAL EQUIPMENT

## 1. Gear Requirements

- a. Competitors must wear suitable riding equipment. WMRRRA provides a good faith inspection of personal safety equipment. It is the riders responsibility to maintain and use appropriate safety equipment.

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 2020 or newer, BSI 6658-A or ECE 22-05 or newer, or FRHPhe-01 (FIM). **Beginning in 2027 ECE 22.06 will be required for ECE rated helmets.** No significant scratches or evidence of impact allowed. **Novices must have a visible yellow "X" on the back of their helmet,** these are provided at Tech Inspection.
- a. Gauntlet style leather gloves with wrist retention, which must overlap the cuffs of the leather jacket.
- b. Appropriate leather boots of a minimum height of eight inches from the top of the sole.
- c. Leather jacket and pants, which must zip together with a full-circumference competition grade zipper, or a one-piece leather racing suit.
- d. A "hard surface" or CE1 / CE2 Type certified full-length spine protector must be worn underneath leathers. Built in airbags that provide spine protection also suffice.
- e. Bare skin or undergarments must not show.
- f. A current WMRRRA medical form must be carried in the inside pocket (or taped inside in a waterproof bag if there is no pocket) in 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 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 WMRA 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.
- e. See <https://wmra.com/> for a downloadable Tech Inspection Checklist that needs to be filled out prior to having the motorcycle tech inspected on race day and then presented to the tech inspector.

## 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 TRIPLE means three cylinders.
4. The term TWIN means two cylinders.
5. The term SINGLE means one cylinder.
6. Classes designated as "Exhibition" do not accrue points towards any Championship.

## 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 U.S. state specifications will be moved up one displacement class unless demonstrated to be equivalent to a 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 as delivered to the general public:

- a. Frame and swingarm assembly
- b. Front fork tubes and stanchions
- 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 - Controls](#)).
- b. Suspension: Rear shocks may be replaced with any type of suitable replacement. Fork internals may be modified and/or replaced without restriction.
- c. Tires: Unrestricted, per ([Section E - Wheels and Tires](#)).
- 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. ([Section E - Controls](#))
- 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 when 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 needles may be changed. Slides must be OEM; however existing drilled holes may be enlarged. The carburetor's bore size must remain stock. All intake manifold components including rubber boots must be unmodified.
- 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:
  - i. Race-type brake linings in both disc and drum brakes may be used.
  - ii. Aftermarket disc brake rotors made of ferrous material that meet OEM specifications for diameter are allowed. Brake rotor thickness may exceed OEM but must fit into the homologated brake caliper without modification. The number of floaters is free.
  - iii. Aftermarket master cylinders are allowed.
  - iv. 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.
  - v. 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 may be removed. Replica bodywork 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: Clutches may be replaced with non-OEM drive and driven plates. Clutch springs may be changed to aftermarket parts, added or removed. The original clutch assembly may be modified or replaced by an aftermarket clutch, including back torque limiting capabilities (slipper type). If a motorcycle comes with an OEM slipper clutch, adjustments may be made to it.

- m. Updating and backdating (changing specifications to a previous or later model year): Is 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:
  - i. Aftermarket cam chain tensioners are permitted to replace stock tensioners.
  - ii. Front fork braces may be added.
  - iii. Steering dampers may be added.
  - iv. Headlight and taillight assemblies shall be removed.
  - v. Cooling fan(s) may be removed.
  - vi. Timing belt covers may be removed per the Ducati factory recommendation.
  - vii. You may use readily available wheel spacers (captive style is allowed) and replace the front wheel speedometer drive with a spacer.
  - viii. Crankcase breather can be modified or rerouted.
  - ix. Permanent installation of heated grips and/or heated grip elements along with required wiring and switches are allowed. No heat grip wraps allowed.
  - x. OEM Ignition switch may be removed or modified.
  - xi. Ignition timing may be adjusted/modified.
  - xii. Cam idler gear mods: Allowed as per manufacturer's service manual.
  - xiii. Welding crank together: Allowed.
  - xiv. Steering head bearings: Any type allowed.
  - xv. Head milling: Milling of the head gasket surface only will be allowed for the purpose of increasing compression and balancing combustion chamber volume.
  - xvi. Valve grind: Standard only. Grinding must not extend beyond the valve seat.
  - xvii. Engine bearings: Allowed, any same year OEM.
  - xviii. Electronic shifting devices are allowed.
  - xix. Batteries: Unrestricted.
  - xx. Minor relief, Chamfer as per two-stroke cylinders: manufacturer's port windows recommendation for ring clearance only.
  - xxi. 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.
  - xxii. Gas caps: Aftermarket gas caps are allowed but must use stock mounting points.
  - xxiii. Backdating Suzuki SV650 connecting rods are allowed.
  - xxiv. OEM manufactured kit harness and ecu allowed for supersport; kit harness 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. Open Supersport
  - i. Unlimited OEM displacement
- b. 600 Supersport
  - i. Up to 640cc multi-cylinder, four-stroke

- ii. Up to 675cc three-cylinder, four-stroke
  - iii. Up to 900cc twin-cylinder, four-stroke
  - iv. Open AIR-COOLED four-stroke 1000cc or above
  - v. Machines primarily classified below “600” subject to referee discretion.
  - vi. Motorcycles legal for MotoAmerica Super Hooligans allowed (must follow the current RSD Super Hooligan Technical Regulations)
- c. 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. 2015+ Yamaha FZ07/MT07 and 2022+ Yamaha R7 allowed
  - vi. Production chassis only. Grand Prix and Moto3 motorcycles and/or frames are prohibited
- d. 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. Production chassis only. Grand Prix and Moto3 motorcycles and/or frames are prohibited
- e. 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
  - iv. 2020+ Aprilia RS 250 SP allowed
- f. Ultra-Lightweight GP
  - i. See Ultra-Lightweight Supersport rules
- g. 250 Ninja Cup
  - i. Up to 250cc twin-cylinder, four-stroke motorcycles
  - ii. Special 250 Ninja Cup class requirements:
    - 1. Stock unmodified airbox must remain installed. Snorkel may be removed from the airbox.
    - 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.”
- h. 250 GP
  - i. See 250 Ninja Cup rules

## SECTION D2 – SUPERBIKE REGULATIONS

### 1. General Information

- a. All modifications are allowed subject to the detailed specifications within this section.

- b. Factory racing equipment (motorcycles or parts designed expressly for racing) is allowed in this class. 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, with the exception of amateur and novice classes which allow novice entries.

## 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

- a. Open Superbike
  - i. Unlimited displacement (machinery must adhere to Superbike Regulations)
- b. 750 Superbike
  - i. Up to 750cc multi-cylinder, four stroke
  - ii. Up to 890cc three-cylinder, four stroke
  - iii. Up to 955cc twin-cylinder, four stroke
- c. 600 Superbike
  - i. Up to 500cc multi-cylinder, two-stroke
  - ii. Up to 640cc multi-cylinder, four-stroke
  - iii. Up to 715cc three-cylinder, four-stroke
  - iv. Up to 900cc twin-cylinder, four-stroke
  - v. Open AIR-COOLED four-stroke motorcycles 1000cc or above
  - vi. Motorcycles legal for MotoAmerica Super Hooligans allowed (must follow the current RSD Super Hooligan Technical Regulations)
- d. 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
  - vii. Suzuki GSX-8R allowed, at stock bore and stroke only
- e. Middleweight GP
  - i. See Middleweight Superbike rules
- f. 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
  - vii. Suzuki GSX-8R allowed, at stock bore and stroke only
- g. Lightweight Superbike
  - i. Up to 125cc single-cylinder, two-stroke
  - ii. Up to 300cc 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 and 250cc four-stroke.
- h. Amateur Classes
  - i. Amateur Classes are race classes that are a place for new racers (Novices), and Expert racers that need more time to develop and build speed before moving up to Expert Classes.
  - ii. Racers will not be allowed to race in Formula Ultra in the same weekend that the racer has competed in any Amateur class.
  - iii. The Race Direction and Referee have full discretion to disqualify, promote or demote any racer to Amateur classes, requested or not.
  - iv. This class does not accrue points towards the Overall Championship
  - v. Amateur Classes are the following:
    - 1. Open Amateur: Machines that meet WMRRRA Open Superbike Regulations
    - 2. 600 Amateur: Machines must meet WMRRRA 600 Superbike Regulations

3. Middleweight Amateur: Machines must meet WMRRA Middleweight Superbike Regulations
- i. Novice Classes
  - i. Novice Classes are only available to racers with a Novice License
  - ii. Novice Classes are race classes for Novices to race and compete at their pace against other novice riders without Experts.
  - iii. This class does not accrue points towards the Overall Championship
  - iv. Novices choosing not to graduate to Expert in order to stay in this class can be promoted out of this class via a majority decision of Referee, Race Director, and Novice Rep, requested or not. This class is for novice-level riders and will be preserved for such by their decision.
  - v. Novice Classes are the following:
    1. 600 Novice: Machines must meet WMRRA 600 Superbike Regulations
    2. Open Novice: Machines that meet WMRRA Open Superbike Regulations

## SECTION D3 – FORMULA 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/supercharged engines.
- b. Formula 40 - Eugene Brown Memorial
  - 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 do not count towards Overall Title Championships
- c. Formula Female
  - 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.
- d. Formula Female Lightweight
  - 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 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 the 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.

### 2. 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 Classic Superbike
  - i. Air cooled or liquid 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, Honda Ascot 500, Yamaha RZ350.
- f. Heavyweight Classic Superbike
  - i. Open four-stroke twin-cylinder AIR-COOLED machines 750cc and above. No age restriction. Examples: BMW R1200S, Harley Davidson XR1200, Triumph Thruxton 900, Ducati 1100 DS.
  - ii. Open four-stroke four-cylinder AIR-COOLED machines, maximum model year 1984. Examples: Suzuki Katana GSX1100 and GS1000, Kawasaki GPZ1100 and Z1000, Honda CB1100R and CB900F, Yamaha FJ.
  - iii. Two-stroke AIR or WATER-COOLED machines to 750cc. No age restriction. Examples: Kawasaki H2, Suzuki RG500.

## SECTION E – MACHINERY AND NUMBERS

### 1. General Information

- a. All machines must be fitted with properly working clutch, gearbox and integral ball-ended brake and clutch levers. Levers may not be repaired or altered (beyond filing off sharp edges).
- 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 (Except for machines with upside down swingarms covering the lower path of the chain in front of the rear sprocket.)  
**Subject to Referee discretion.**
  - 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 not leaking any fluids.
- 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. Muffler bolt holding muffler to hanger 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. All headlight and taillight bulbs and lenses must be removed. **Exception:** In rain conditions, riders are encouraged to securely attach a small constant brightness red light to a rear-facing surface of their motorcycle, centered on or under the tail section. Such lights must be turned off during dry races and may not function as a brake light.
- j. Horns must be removed.
- k. For the purpose of class eligibility, rotary engine displacement will be calculated as:  $1.7 \times \text{Compression volume} \times \text{Number of rotors}$ .
- l. If WMRRRA has a Season Title Sponsor, all competitors must display the Title Sponsor's decal in an approved location on the motorcycle being raced, if requested by sponsor.
- m. 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 an 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.

## 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, the guard shall have no sharp edges protruding, and any guards ground sharp while racing must be replaced or filed smooth.
- 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 drum brake actuating arm pinch bolts and brake stay, or torque arm bolts must be safety wired.

- iv. 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 re-inspection by tech.

### 3. Fluids / Fluid Containment

- a. Belly Pans
  - i. All four-stroke machines MUST use a fluid retaining device (i.e. a belly pan or catch pan) capable of retaining 125% of engine oil capacity. Vintage class eligible motorcycles running in Vintage classes only are required to use a fluid retaining device capable of retaining the amount of fluid in the crankcase, except dry sump engines, which must be capable of retaining at least 2 quarts. Under certain very limited circumstances, the Race Director may waive this rule for specific motorcycles. Please note that this is at the Race Director's discretion. These circumstances are the following:
    - 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 WMRRA 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 WMRRA 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 & Oil Filters
  - 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 oil fill caps, and dipstick).** 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. Safety wiring the nut on a K&N or similar filter is not acceptable.
  - 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-3](#) 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.
  - v. OEM Spin-on filters are encouraged. Non-OEM oil filters are allowed. Spin-on oil filters subject to manufacturer recall are not allowed. Includes: K&N H204 and H204C March 1, 2016 - September 30, 2016.
- c. Coolant
- i. All water-cooled motorcycles must use either plain water or plain water with a non-glycol based coolant additive in the cooling system.
  - ii. Antifreeze may not be used. The use of antifreeze and/or other unapproved additives are 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. 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 crankcase protection is required but no aftermarket engine guards are available, then other hand-fabricated guard(s) must be used. Unavailability of guards does not constitute exemption from this requirement.

- 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.
- f. Valve stem caps must be installed and must be metal with rounded or blunt edges (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 five 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 belly pan (preferred) 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 - Flags and Signals](#)).
- h. In cases where the rider participates in and has a valid license from another recognized road race organization (examples: MotoAmerica, AHRMA), the rider is allowed to run the number (with proper suffix letter) and plate colors required by that organization. Numbers must be clearly legible and meet minimums for height, width, position and quantity.
- i. 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.
- j. In the event a rider whose numbers are not legible **may not** be scored (at the discretion of the head scorer).
- k. 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.
- l. 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. If the belly pan has previously been inspected and the current season tech inspection sticker is still on the bike then the belly pan does not need to be present for inspection.

## 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** (Stroke in MM)

(or)

**N = 12,000** (Stroke in inches)

3. At all WMRRRA 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 WMRRRA 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, 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. It shall be considered a false start when any competitor is seen to be rolling when the start signal is given. That is, if the rider begins rolling before the start signal and fails to stop again before the time when the start signal is given. Additionally, all parts of a competitor's motorcycle are to remain behind the line of their grid position prior to the start signal. The starting officials' decision will be final unless video evidence is provided to the contrary. If video evidence is available, the rider can file a protest following the procedures in Section L, and the Referee will make the final decision. The burden of proof is on the rider. 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. 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. In the event of a red flag, continue to track exit unless directed otherwise.
5. A race shall be considered finished when the checkered flag falls or when the red flag falls after halfway. If a race fails to reach half way prior to a red flag stoppage the race will be rescheduled, if possible. When a race has passed half way and is stopped by a red flag, 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 or is the cause of the red flag as determined by Race Director or Referee will be scored as did not finish (DNF).
6. A grid qualifying race 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 race 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 a race with 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.
  20. The finish line is defined by the location of the start finish flagger. Additionally, the start/finish flagger is to be located at the position of the electronic timing loop used by WMRR scoring.

## SECTION J – FLAGS AND SIGNALS

### 1. Flag Information

- a. Each flagger shall have one or two assistants as deemed necessary by the Race Director. All flaggers 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 flagger, there shall be at least one person in communication with race control at all times at each corner station.
- b. All flaggers must have a yellow, a yellow/red striped, a white with a red cross, and a red flag.
- c. All flaggers 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 staff 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 flaggers 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 WMRRRA events:
  1. Green: Start/Course is clear
  2. Black with White X: Half-way (not used in races under six laps)
  3. White: One lap to go
  4. Checkered: End of race or practice
  5. 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.
  6. Black: Safety violation
    - a. 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. 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.
  7. Black flag with 12" red circle ("Meatball"):
    - a. 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 their left hand, get 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. Stop at the nearest Turn Station.
  8. White/Red cross: Ambulance (or another four-wheel vehicle) on course
    - a. 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.
    - b. If an ambulance is required during a practice session, qualifying session, or race, it will be red flagged.
    - c. Riders, corner workers, and ambulance personnel will follow the procedure outlined in [Section K.12](#).
  9. White/Red cross (waving): Ambulance (or another four-wheel vehicle) on course, directly ahead
  10. Yellow/Red stripes: Oil, water or debris on the track or safety violation
    - a. 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 and 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.

11. Yellow (stationary): Caution/danger ahead
  - a. When the stationary yellow flag is displayed, it is a warning signal ONLY. RIDERS MUST PROCEED WITH CAUTION, using their own judgement.
12. Yellow (waving): Immediate danger ahead, hold position (no passing)
  - a. 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.
13. Blue: Hold your line, do not look back. You are being lapped. (This is not a move-over flag)
14. 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 7.

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 helmet. 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 side 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 side 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 race 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, the 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. In the event that the handlebars touch the ground before the flag drops, the rider may still be able to participate in the start of the race, if cleared by Start or Race day staff.
16. It is the responsibility of the rider to check and know grid position. If grid position is unknown or is incorrect, the rider MUST follow the directions from 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 race 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, WMMRA will follow the same procedure as an individual as specified in [Section L-Protest Procedure](#) 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 7. 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 race 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 race will receive zero (0) points and will be scored as a did not finish (DNF). A race start is defined as crossing the start/finish line after the start signal is given.

- ii. Any rider who started the race but does not have a proper working transponder, does not have a transponder mounted on their motorcycle, or has scoring issues will receive zero (0) points. 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 L](#)).
  - iii. Any rider who has gone through tech and has entered an event(s) but does not compete in the race race(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 Referee will receive no points in that race. 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.

	FINISH POSITION																				
NUMBER OF STARTERS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	1	4																			
	2	8	4																		
	3	13	8	4																	
	4	16	11	7	4																
	5	18	13	9	6	4															
	6	19	14	10	7	5	4														
	7	20	15	11	8	6	5	4													
	8	21	16	12	9	7	6	5	4												
	9	22	17	13	10	8	7	6	5	4											
	10	23	18	14	11	9	8	7	6	5	4										
	11	24	19	15	12	10	9	8	7	6	5	4									
	12	25	20	16	13	11	10	9	8	7	6	5	4								
	13	25	20	16	13	12	11	10	9	8	7	6	5	4							
	14	25	20	16	13	12	11	10	9	8	7	6	5	4	4						
	15	25	20	16	13	12	11	10	9	8	7	6	5	4	4	4	4				
	16	25	20	16	13	12	11	10	9	8	7	6	5	4	4	4	4	4			
	17	25	20	16	13	12	11	10	9	8	7	6	5	4	4	4	4	4	4		
	18	25	20	16	13	12	11	10	9	8	7	6	5	4	4	4	4	4	4	4	
	19	25	20	16	13	12	11	10	9	8	7	6	5	4	4	4	4	4	4	4	4
	20	25	20	16	13	12	11	10	9	8	7	6	5	4	4	4	4	4	4	4	4

- c. Points will not be awarded for motorcycles not displaying number plates in compliance with [Section E - Numbers and Plates](#) 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 race and thus try to earn points in each class.
- e. Heat Races: A heat race is defined as any individual race occurring twice in one day. Each heat will be run as an individual race. Despite being run as separate races they are considered two parts of the same race. Each race will receive half of the points awarded shown in Section M.1b.
- f. All classes will be awarded for first, second, and third.
- g. The *money class* payout schedule will be determined by a vote of the executive board on a yearly basis and will be announced prior to the first round of the season.

## 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..
- b. End of year trophies are awarded for first, second, and third in each class.
- c. Only racers holding a current WMRRRA Competition License are eligible for WMRRRA 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 WMRRRA Competition License prior to July 1 of the current race season become eligible for season-end championships.

## 4. Overall Championships

- a. An Overall Championship is a Championship that combines multiple race classes into one Overall Championship. This is different from a Class Championship which only includes a singular class.

- b. All classes designated as being included in an Overall Championship will be run an equal number of times in a race season. In the event a race that is part of an Overall Championship is canceled for any reason and can not be rescheduled within a season the EBoard will be required to find an equitable solution in regard to Championship points for the participants of that race. Their decision will be final.
- c. The Overall Championship points 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 overall championships.
- d. The top five Overall Championship points earners will have the option to run the corresponding plate number matching their Overall position in the prior year championship for the subsequent season only. Additionally if the top five Club Championship plate holders chose to do this they will use the letter 'C' after their number to designate them as the Club Championship number holder. The Title Championship holders do not have any letter designation requirement. The rider's previous race number will be reserved while using the top five number plate.
- e. Overall Championship classes can be changed by the Elected Board if it is deemed necessary in regard to scheduling with the goal of every class competing having an equal number of races in a season.
- f. Only classes listed as being part of an Overall Championship are included; all other classes will not accrue points towards one.
- g. The WMRRRA Title Championship is made up of Formula Ultra, Open Superbike, and Open Supersport.
- h. The WMRRRA Club Championship is made up of the following classes.
 

Ninja 250	450 Superbike
Ultra-Lightweight Supersport	600 Supersport
Ultra-Lightweight GP	600 Superbike
Lightweight Supersport	750 Superbike
Lightweight Superbike	Open Supersport
Middleweight Supersport	Open Superbike
Middleweight Superbike	Formula Ultra
Middleweight GP	

## 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 7.

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 a 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) to whom the flag is displayed.
  4. The following violation will result in the loss of riding privileges for the next race 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](#) that results in antifreeze being deposited 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.
  8. At The Ridge Motorsports Park any competitor that fails to navigate the chicane, both left entry and right hand exit, within track limits (including the final lap after the race is considered complete), will be given a 10-second penalty on first offense. Subsequent offenses will incur a 30 second penalty for each additional offense.
  9. At the discretion of the Referee, a penalty may be assessed for any of the above violations.

## SECTION O – RULEBOOK INFORMATION

1. All proposals for rule changes must be submitted in writing to the WMRRRA staff on or before October 1<sup>st</sup>, 2025. 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 P – ELECTRONIC SCORING/TRANSPONDER INFORMATION

1. WMRRRA 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 race will be posted in a designated location no later than 1 hour after the completion of the race or 20 minutes after the last race 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 WMRRRA 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. WMRRRA 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 workload became too great, so they called the Tukwila meeting to share responsibility, and WMRRA was formed. According to Bill, "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 Metrallas to cafe and production classes was gradual. While the Japanese assaulted the big-bore classes with Honda 750s and especially Kawasaki Z-1s, many of our European stalwarts (from MSI, Dewey's Cycle, etc.) made long faces, and with good reason. More and more the Japanese bikes had horsepower, and the handling was catching up awful fast. The winters of 1975, '76, and '77 heard long debates before slicks were allowed in cafe classes. Bill White won a couple of Open Production Championships with a Z-1. And a guy named Tom Muir paid a call from Canada and won a few races on a Kawasaki 750 triple, reputedly one of the most overpowered bikes of the time. Japanese Motorcycles didn't walk away with everything however: Past champions, like BMW riders Dave Wilson and Rocky Phoenix, and Ducati riders Bruce Densmore and Mike Mayes fought to uphold the traditional European approach. In the mid-90s even a Harley Davidson Class was introduced and was highly entertaining for a couple of Seasons.

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

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

The WMRRA history won't fit in a nutshell. The club has spawned and hosted many great talents including: Randy Skiver, Jim Dunn, Diane Cox, Bruce Lind, Eugene Brown, Gary Goodfellow, Robert Holden, Steve Dick, Rhys Howard, Alan Seddon, Fred Merkel, Steve Crevier, Dale Franklin, Paul Peiroli, Mike Sullivan, Keith Pinkstaff, Joe Pittman, Shawn Roberti, Jason Fraser, Jimmy Moore and most recently Jake Holden.

Like Chinese dynasties, it helps to remember WMRR 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>	<b>YEAR</b>	<b>PRESIDENT</b>	<b>OVERALL CHAMPION</b>
1974	Bruce Bille	Mike Casling	2000	Mark McGuire	John Dugan
1975	Bruce Lind	Frank Juhan	2001	Barry Wressell	Alan Schwen
1976	Harvey Widman	Ray Curry	2002	Barry Wressell	Mike Sullivan
1977	Ed Kern	Bruce Lind	2003	Joel Crabtree	Mike Sullivan
1978	Ed Kern	Chris Michak	2004	Joel Crabtree	Mike Sullivan
1979	Mike Mayes	Chris Michak	2005	Luke Gaylor	Eli Edwards
1980	Mike Mayes	Bob Loose	2006	Luke Gaylor	Danny Lippis
1981	Kristie Tenneson	Randy Skiver	2007	Allister MacKinnon	Eli Edwards
1982	Chris Loomis	No WMRR Events	2008	Allister MacKinnon	Oliver Jervis
1983	Mel Nordberg	No WMRR Events	2009	Allister MacKinnon	Eli Edwards
1984	Chris Loomis	No WMRR Events	2010	Nico Tomacelli	Ross DeLong
1985	Chris Loomis	Mike Johnson	2011	Allister MacKinnon	Eli Edwards
1986	Chris Loomis	Steve Sipes	2012	Tim O'Mahoney	Mark DeGross
1987	Joe Davis	Joe Pitman	2013	Tim O'Mahoney	Ryan Sutton
1988	Richard Wascher	Joe Pitman	2014	Tim O'Mahoney	Ryan Sutton
1989	Richard Wascher	Joe Pitman	2015	Dan Lorentzen	Sam Verderico
1990	Michael Meagher	Bruce Lind	2016	Dan Lorentzen	Mark DeGross
1991	Michael Meagher	Joe Pitman	2017	Mark DeGross	Ryan Sutton
1992	Cathy Haggerty	Tim Healy	2018	Cliff Beebe	Ryan Sutton
1993	Cathy Haggerty	Shawn Roberti	2019	Barry Wressel	Adam Robarts
1994	Phil Carey	Shawn Roberti	2020	Barry Wressel	Adam Robarts
1995	Phil Carey	Jason Fraser	2021	Cliff Griffin	Adam Robarts
1996	Phil Carey	Jimmy Moore	2022	Cliff Griffin	Kevin Pinkstaff
1997	Phil Carey	Mike Sullivan	2023	Colt Bristow	David Kohlstaedt
1998	Jack Mills	Mike Sullivan	2024	Colt Bristow	Kevin Pinkstaff
1999	Mark McGuire	David Cook	2025	Kumpy Kump	Kevin Pinkstaff
2000	Mark McGuire	John Dugan	2026	Kumpy Kump	TBD
2001	Barry Wressell	Alan Schwen			