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WMRRA CHARTER

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

WMRRA CHARTER STATEMENT

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

MAJOR CHANGES FROM 2004

The 2005 year rulebook contains the following changes:

- . Class rules
- . Tech requirements
- . Machinery requirements
- . TFS

Please read the entire rulebook!

Please read all sections pertaining to your classes carefully. These rules are applicable to all Washington Motorcycle Road Racing Association (WMRRA) sanctioned events in 2005. The organizers of the events shall not have the right to waive these rules except as explicitly stated. All riders are expected to be fully conversant with the contents and should thoroughly study sections relating to their particular machinery.

WMRRA P.O. Box 94323 Seattle, WA 98124-5623	
WMRRA Hotline:	(425) 338-4686
Registered Agent:	Lincoln Sieler (206) 624-7600
President:	Luke Gaylor (206) 619-7981
Referee:	Bobby Hawbaker (206) 368-2933

RULE BOOK DISCLAIMER

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

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

WMRRA 2005 VIP CONTACT LIST

TITLE	NAME	PHONE	EMAIL
President	Luke Gaylor	(206) 619-7981	president@wmrra.com
Secretary	Diane Thompson	(206) 762-4743	secretary@wmrra.com
Treasurer	Dan Brown	(253) 639-4459	treasurer@wmrra.com
1st VP-Promotions	Jack Moore		1stvp@wmrra.com
Charity Coordinator	Jackie Hallstrom	(425) 489-8387	Jackie@cinderellastrunk.com
EMAIL List Master	Brett Parker	(206) 601-2282	cybercat@ccat.com
Int'l Cycle Show	Jack Moore		1stvp@wmrra.com
Taste of Racing			
Web Master	Kevin Hochhalter		webmaster@wmrra.com
2nd VP- Race Director	Joel Crabtree	(206) 835-1902	race.director@wmrra.com
Chief Tech Inspector	Paul Bishop		tech.inspector@wmrra.com
Corner Captain	Nadia Shashani	(206) 244-6228	corner.captain@wmrra.com
Course Marshal	Troy Knapp	(509) 665-3112	knappmutts@verizon.net
Crash Truck Driver	Ric Clements	(425) 277-6707	RicCImnts@AOL.com
Pit Steward	Paul Bishop		tech.inspector@wmrra.com
Pit Steward			
Referee	Bobby Hawbaker	(206) 368-2933	ratracer@mail.blarg.net
Rule Book	Barry Wressell	(253) 887-0850	bwressell@comcast.net
Spokane Facilities	Tim Keane		timk@micapeak.com
Starters	Bill Hollenger & Debbie Purdue		
3rd VP-Scoring, Registration, Trophies, Contingencies	Andre Lister	(425) 269-1462	registration@wmrra.com
Contingency Program	Jeff Wieand	(206) 334-0811	contingency@wmrra.com
Head Scorer	Jackie Hallstrom	(425) 489-8387	wmrrascoring@hotmail.com
Season Awards Banquet	Nadia Shashani	(206) 244-6228	corner.captain@wmrra.com
Timing/Scoring System	Brent Hallstrom	(425) 489-8387	scoring@wmrra.com
Novice Rep	Dave Huck	(206) 679-7865	djhuck178@hotmail.com
Superbike/GP Rep	Tyler Sandell	(206) 782-9636	superbike.rep@wmrra.com
Supersport Rep	Chris Denzler		supersport.rep@wmrra.com
Vintage Rep	Duncan Craick	(425) 880-4712	vintage.rep@wmrra.com
Past President	Joel Crabtree	(206) 835-1902	race.director@wmrra.com
Board of Directors	Briggs Willoughby	(425) 254-0141	briggsw@microsoft.com
Board of Directors	Diane Thompson	(206) 762-4743	secretary@wmrra.com
Board of Directors	Kory Gill	(425) 844-0190	koryg@microsoft.com
Board of Directors	Tyler Sandell	(206) 782-9636	superbike.rep@wmrra.com
Hotline Administration	Janice Logan	(425) 338-4686	jmlwmrra@aol.com
Hotline Administration - Fax Number	Janice Logan	(503) 439-6279	jmlwmrra@aol.com
WMRRA WEBSITE: WWW.WMRRA.COM			

2004 WMRRA CHAMPIONS

OVERALL:

Points total from best three classes:

- 1st – Mike Sullivan
- 2nd – Andy Moore
- 3rd – Ross DeLong
- 4th – Thomas Lynn
- 5th – Ken Holme

BY CLASS:

125 Grand Prix	Andrew Moore
250 Grand Prix	Dave Matthews
250 Vintage	Thomas Deem
500 Vintage	Ross Poitras
600 Superbike	Mike Sullivan
600 Supersport	Mike Sullivan
600 TFS	Phil Clarke
600 SS Twins	Ross DeLong
750 Superbike	Dan Lippis
750 Supersport	Ross DeLong
Formula Thunder	Barry Wressell
Formula Ultra	Mike Sullivan
Heavyweight Early GP	Ken Holme
Lightweight Classic Superbike	Craig Hammond
Lightweight Early GP	Ken Holme
Lightweight Superbike	Thomas Lynn
Middleweight GP Twins	Thomas Lynn
Open GP Twins	Ross DeLong
Open Single	Cedric Smith
Open Supersport	Mike Sullivan
Open Vintage	Gary Ryder

2005 WMRRA CALENDAR OF EVENTS

DATE(S)	LOCATION	EVENT(S)
March 19	To Be Announced	NRC – Classroom Session
April 2-3	Pacific Raceway	Practice/Sprint Races NRC – Track Session
May 7-8	Pacific Raceway	Practice/Sprint Races
May 28-29	Spokane Raceway Park	Practice/Sprint Races
June 11-12	Pacific Raceway	Practice/Sprint Races Sounds of the Past weekend
July 23-24	Spokane Raceway Park	Practice/Sprint Races
July 30	To Be Announced	NRC – Classroom Session
August 13-14	Pacific Raceway	Practice/Sprint Races NRC – Track Session
September 3-4	Spokane Raceway Park	Practice/Sprint Races
To Be Announced	To Be Announced	NRC – Classroom Session ONLY
October 8-9	Pacific Raceway	Practice/Sprint Races Marty Capadona Margarita 48

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

Please contact WMRRA to confirm date and event type.

GENERAL RACETRACK VISITOR INFORMATION

Visitors to Pacific Raceway should be aware of the following:

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

Visitors to Spokane Raceway Park should be aware:

1. Spokane Raceway is located on Hayford Road between Spokane and Airway Heights, one mile north of SR-2. Use exit 272 or 276 off I-90. The entrance is at the intersection of Sprague Avenue and Hayford Road.
2. The pit area is in the track's infield. To access the pits from outside, you must cross the track shortly after entering the gate. All persons are advised to use extreme caution when crossing, and MAY NOT CROSS while racing or practice is in progress.
3. The infield crossover road which leaves the straightaway on rider's left just before turn 1 is not normally used by WMRR. Riders may not take this road unless directed to do so by the officials. This road is not visible to riders proceeding down the back straight.
4. The track exit is located at the end of the back straight, on rider's left, just before entering turn 4.
5. There are no "hot pits" at S.R.P.
6. No racing engines may be started before 9:00 am.

2005 CONTINGENCY PROGRAM INFORMATION

WMRRA is pleased to be part of the following contingency programs for 2005:

**Yamaha
Kawasaki
Suzuki
Honda
Dunlop
Metzeler
Pirelli
Bridgestone
Michelin
EBC
Ferodo
Galfer
SBS Brakes
Silkolene
Pit Bull Race Stands
Intuitive Race Products (IRP)**

This is the list of contingency programs that were confirmed at the time of the printing of the 2005 WMRRA rulebook. Additional sponsors and programs may be added during the year.

For further information please contact:

**Jeff Wieand
Phone: (206) 334-0811
Email: contingency@wmrra.com**

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

SECTION A – ADMINISTRATION

1. The authority of the referee in the interpretation of these rules shall be absolute. In the absence of the referee, the WMRRA president will appoint a temporary referee for that event. A rider may appeal the referee's decision to the WMRRA executive board. The appeal must be received or date stamped within seventy-two (72) hours after the event. See bylaws article 5e and f for appeals process.
2. All official club business should be addressed to:

WMRRA
P.O. Box 94323
Seattle, WA 98124-5623

SECTION B - LICENSES, ENTRIES AND RACING NUMBER ALLOCATION

1. All entrants in WMRRA events must hold a current competition license from a recognized motorcycle roadracing organization. A WMRRA competition license may be obtained in advance or when entering an event, by application through the registrar.
2. Washington State residents must purchase a WMRRA full membership, or a single-event license, in order to participate in WMRRA events.
3. Out-of-state riders, who hold valid racing licenses from other organizations, must complete a WMRRA license application and pay an annual \$5 processing fee. Out-of-state riders who wish to reserve a competition number for the season must purchase a WMRRA membership (\$20).
4. Types of WMRRA competition licenses.
 - a. Novice: Issued to novice riders after completion of the WMRRA New Rider Clinic or other approved motorcycle roadracing school. Allows entry to Novice, 125GP and Vintage classes only.
 - b. Graduated Novice: issued to novice riders after completing graduation requirements (See section B-14).
 - c. Expert: issued to experienced racers, including those who became graduated novices during the previous year.
 - d. Single-event race licenses are available to experienced racers who do not currently have a license. License shall be valid only for the weekend purchased (Friday thru Sunday).
5. Fees for 2005:
 - a. Annual license and membership \$75.00
 - b. Annual WMRRA membership only \$20.00
 - c. Race license only \$55.00
 - d. Single-event license \$20.00
 - e. Registration processing fee \$50.00
 - f. Post registration fee \$30.00
 - g. Non-member processing fee \$5.00
 - h. Mid-season race number changes \$50.00
 - i. New Racer Clinic \$150 (Includes membership, not license)
 - j. Season gate pass \$75 (Pacific Raceway only)
 - k. Gate Fee \$8.00

6. For a rider to retain his previous year's competition number for the new year, his application must be received by February 15th. Additionally, you must start at least one race or volunteer at least two race events within a two year window. Applications will be date stamped on the day they are received. This date stamp will govern the application in relation to the deadline, and the order of preference for numbers.
7. Competition number allocation:
 - a. 1 thru 5: Reserved for previous year's top five season points winners. These riders' regular numbers will be reserved for one year, provided their license application is received by Feb. 15.
 - b. 6 thru 699: Available for all expert riders.
 - c. 700 thru 799: Non-WMRRA novice riders.
 - d. 800 thru 899: Graduated and returning novice riders.
 - e. 900 thru 999: First-year WMRRA novice riders.

Note: WMRRA will allow AMA and other professional license holders to use their own numbers. If a local rider has been assigned the same number, the visiting pro will add an "X" to his number. Superteams may use the number currently assigned to the bike, provided the team uses the same number all season.
8. Any competitor who has lost his current license card can obtain a duplicate from the registrar at a cost of \$5.
9. The minimum age for participation in a WMRRA competition event shall be fourteen (14). Any competitor under the age of eighteen (18) must have his competition license application signed by his parent or guardian. Competitors between the ages of 14 and 16 (inclusive) shall make written application to the WMRRA Executive Board for approval of the motorcycle and class to be ridden. Written approval must be received prior to riding on the track.
10. There shall be an official entry form to be used in all competition events. There shall also be a medical form that must be on file with the registrar before a rider is allowed to ride in practice or a race. This form must be updated every year. Every rider must have a copy of the medical form on his person while on the track. Entry forms, medical forms and race results shall be retained and filed by the registrar and kept by WMRRA for two years.
11. No rider's entry will be accepted after the close of registration without the approval of the registrar and the referee. The late rider will be assessed a post registration fee (see Section B-5).
12. By entering an event, it shall be deemed that the entrant has read these rules and agrees to be bound thereby.
13. A person who pays fees with NSF (insufficient funds) checks to WMRRA or refused credit cards will not be allowed to participate in WMRRA events until all NSF checks and their applicable bank charges are covered. Entries made with NSF checks may be considered VOID, and all points and money awards withdrawn. At the discretion of the WMRRA treasurer, all further checks may be refused, and entry denied until NSF checks are covered and withdrawn money repaid.

14. Novice Riders:

- a. All new riders to road racing are considered to be novice riders.
- b. Requirements for a WMRRA Novice Race License shall be one of the following:
 - I. Attendance at WMRRA New Rider Clinic CLASSROOM session AND successful completion of the WMRRA New Rider Clinic TRACK session.
 - II. Successful completion of an APPROVED motorcycle RACING class (class must be approved by WMRRA Referee and/or Race Director) AND successful completion of a WMRRA New Rider Clinic CLASSROOM session. The prospective Novice MUST provide the following to WMRRA Registration Officials:
 1. A copy of the Motorcycle Race Class completion certificate.
 2. A copy of the NRC classroom completion certificate.
 3. A letter from the prospective Novice requesting issuance of a WMRRA Novice Race license based upon the above requirements.
- c. To graduate out of the Novice class, riders must:
 - I. Compete in and finish a minimum of six heats.
 - II. Participate in at least one WMRRA race day as part of the race day team (set up the track, tear down the track, or airfence) AND cornerwork for a minimum of ONE complete Race Day or Practice Day.
 - III. Use a number in the 700 thru 900 series, and use yellow number plates for the remainder of their novice season or a minimum of three race weekends.
 - IV. Be observed by the referee or his designee, who will examine all aspects of the rider's racing conduct to determine whether his skill level and safe behavior are sufficient to grant entry into expert classes.
 - V. Be observed by at least one of the designated WMRRA expert instructors who participate in the regular novice practices for at least one full practice session. Said instructor(s) will examine all aspects of the rider's racing conduct to determine whether their skill level and safe behavior are sufficient to grant entry into expert classes. The burden shall be on the particular novice to ensure that he or she is so observed. The requirements of part IV and this part carry equal weight and both must be fulfilled to graduate from the novice class.
 - VI. Complete a graduation form. This must be signed by the referee and one of the instructors indicating the completion of all novice graduation requirements, and turned in to the registrar before the rider will be allowed to enter expert classes.
 - VII. Novice riders who have not passed these requirements must petition the WMRRA executive board in writing to be allowed to participate in WMRRA endurance or SuperTeams events.
- d. The novice race is for practice to develop safe racing skills, not competition.
- e. A novice rider may petition the executive board in writing to lower or waive the graduation requirements.
- f. A non-novice competitor may petition the executive board to have a graduated novice rider returned to the novice class for safety or skill level concerns.

15. Refund policy.

- a. Riders must fill out a refund form and submit the receipt in order to obtain a refund, except: non-appearance of pre-entered riders will result in an automatic refund. If a rider is processed at registration they must fill out a refund form.
- b. If a rider is processed at registration, but does not race, FULL REFUND except for the registration processing fee and any post entry fees.
- c. If the machine(s) is entered in one or more classes and is ridden in practice but not in a race: the registration processing fee will apply. FULL REFUND of additional entries, except for post entry fees.
- d. If the machine(s) is entered in more than one class and is ridden in a race: FULL REFUND of classes not ridden.
- e. Refund requests must be received no later than 30 days following the event the request is for.
- f. Refunds for canceled heats or reduced laps in a heat are not offered unless specifically authorized by the executive board.
- g. Medic One Fee is non-refundable.

16. Injured Rider Fund.

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

17. National Racer Support.

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

SECTION C - GENERAL EQUIPMENT

1. Competitors must wear suitable riding equipment that has passed technical inspection. This equipment should consist of: helmet, leather gloves, leather jacket, leather pants and appropriate leather boots of a minimum height of eight inches from the top of the sole and overlapping the pants. Jacket and pants must zip together with a competition grade zipper, or a one-piece leather racing suit may be worn. Non-leather competition suits may be used subject to approval by the WMRRA referee. Some form of "hard surface" spine protector must be worn. Bare skin or undergarments must not show. All helmets must be DOT (Department of Transportation) or Snell approved motorcycle helmets, full-face style only. A current WMRRA medical form must be carried in the pocket of the leathers.
2. A FIRE EXTINGUISHER in working condition IS REQUIRED AT EACH PADDOCK/PIT. The minimum rating acceptable is 10BC (5 lb. Capacity). For endurance racing this requirement is 20 lb. Capacity.
3. The technical inspector must inspect personal safety equipment and motorcycles for safety aspects before the rider is allowed on the course for practice or racing. Any equipment found to be in unsatisfactory condition will be rejected by the technical inspector.
4. It is the duty of all riders to ensure compliance to the technical rules of the class(es) they are entering. The primary duty of the technical inspector is to inspect machinery for safety only, not for compliance to class eligibility rules.
5. When multiple heats are run:
 - a. A rider must complete a heat using the same machine (defined as the same chassis) on which he starts that particular heat.
 - b. A rider must use the same machine in both heats in races that are money classes or where manufacturer's contingency money is offered.
 - c. If a rider changes motorcycles for a later heat of a trophy race, the motorcycle being used must still bear that rider's own number.

6. If two riders share one machine, it must bear the rider's correct number during the race. Any exceptions must be approved in advance by the head scorer.
7. Technical Inspection Checklist:

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

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

SECTION D – CLASSES

1. The Supersport classes will consist of: (see Section P for further clarification)
 - a. 600 Supersport
 - b. 650 Supersport Twins
 - c. 750 Supersport
 - d. Open Supersport
2. The Superbike classes will consist of: (see Section Q for further clarification)
 - a. Lightweight Superbike
 - b. 600 TFS
 - c. 600 Superbike
 - d. 750 Superbike
3. The Formula / Grand Prix classes will consist of: (see Section R for further clarification)
 - a. Formula Ultra
 - b. Open Single
 - c. Middleweight Grand Prix Twins
 - d. Open Grand Prix Twins
 - e. 125 Grand Prix
 - f. 250 Grand Prix
 - g. Formula Thunder
 - h. Lightweight Early Grand Prix
 - i. Heavyweight Early Grand Prix
4. The Novice Class
 - a. The primary purpose of this class is to allow the beginning racer to gain confidence and experience under racing conditions, while not racing for points or other awards. Motorcycles entered in the novice class are subject to the same equipment requirements as all other classes (see sections C and E).
 - b. Novice competitors who have machinery that complies with 125GP or vintage class regulations are allowed to run in those classes in lieu of novice. All others shall compete in the novice class only. Exceptions must be approved in advance by the WMRRA referee.
 - c. Novice competitors that are riding slower machines, or are relatively "slow" riders may be directed by the referee to ride with another appropriate class.
 - d. See section B-14 for graduation requirements.
5. The Vintage classes will consist of: (see Section T for further clarification)
 - a. Lightweight classic superbike
 - b. Open classic superbike (not offered in 2005)
 - c. Lightweight classic vintage(up to 250cc)
 - d. Junior classic vintage(251 to 350cc)
 - e. Senior classic vintage(351 to 500cc)
 - f. 750cc formula vintage
6. Supermotard classes will consist of:
 - a. Open Supermotard
 - b. Middleweight Supermotard
 - c. Lightweight Supermotard
 - d. Moto-X Supermotard(See Section X for further clarification)

7. Money classes for 2005 are: Lightweight Superbike, 600 Superbike, and Formula Ultra. All other classes (except Novice) are Trophy classes.
8. The term OPEN in these rules means unlimited displacement. The term MULTI means more than one cylinder. The term TWIN means two cylinders. The term TRIPLE means three cylinders.
9. For special events the class structure may be changed by the race organizers.
10. In any competition event, there must be at least three competitors entered to constitute a class as recognized by these regulations. Race organizers may move riders into other classes or races for the day if needed to make a class but only with the consent of all the riders involved.

SECTION E - MACHINERY AND NUMBERS

1. All machines must be fitted with properly working clutch, gear box and integral ball-ended brake and clutch levers. Minimum size of the ball-end shall be 1/2-inch diameter.
2. The rear wheel must have an efficient cover extending to at least a vertical line drawn through the rear axle.
3. All machines must be fitted with a guard completely enclosing the primary drive.
4. Oil fixtures (drain plug, filter, filter plate bolts, caps and plugs) must be safety wired with 0.032 inch minimum diameter STAINLESS STEEL WIRE. This includes gear oil plugs in shaft-drive motorcycles and plugs for enclosed chains. This also includes both engine and transmission for those machines equipped with separate units. Spin-on oil filters must be secured by a hose clamp and the hose clamp must be safety wired to prevent rotation of the filter or loosening of the clamp. K&N spin-on oil filters with a nut on the end of the filter can be used without a hose clamp but must safety wire the nut to bike to prevent it from loosening.
5. All water-cooled motorcycles must use either plain water or plain water with an approved coolant additive in the cooling system. Currently approved coolant additives are Redline brand "Water Wetter", Silkolene brand "Pro CCA" and "RC-20". Any other coolant additive must be submitted in writing to the referee and approved prior to use. Anti-freeze may not be used. The use of anti-freeze and/or any other unapproved additive is subject to penalties and/or fines per Section N. All radiator caps, drain plugs and petcocks must be safety wired.
6. All four-stroke engines must have the oil breather line(s) returning to the oil tank or an alternative heat resistant catch tank of at least eight-ounce capacity (no glass) with the inlet line securely fastened and adequately vented to avoid pressurization. Alternatively, production-based motorcycles may vent the oil breather(s) to an unmodified airbox with plugged drains.
7. Automatic chain oilers must be inoperative. Clip style master links must be safety wired.
8. Wheel rims smaller than sixteen inches (front) and fifteen inches (rear) in diameter shall not be used. Aluminum axles are not permitted. Spokes must be tight and wheels must be reasonably true. Brakes must be manufactured and installed in a safe and workmanlike manner. Front and rear brakes must operate effectively. All disc brake caliper mounting bolts must be safety wired. Wheel balance weights must be taped.
9. Tires must be in good condition and be either DOT approved with a minimum of 1/16 inch tread, or suitable road racing tires depending on the class entered. Valve stem caps must be installed and must be metal with rounded or blunt edges (IE – no plastic caps, no novelty caps, no sharp edges or integral valve core removal tools, etc). It is **strongly** recommended that the cap include a rubber gasket to prevent loss of air pressure at high speed.

10. Oil and fuel lines must be safety wired or mechanically clamped to their fittings. Coolant lines must be mechanically clamped to their fittings. Spring clamps are not allowed. Leaking fittings or gas tanks are prohibited.
11. All oil lines including oil-cooler lines, unless OEM must be braided stainless steel. All hose connections must be approved by the technical inspector. Hose clamps are not allowed. The ONLY exception to this rule will be motorcycles that are equipped with an oil cooler stock from the factory. When OEM equipment is used, NO modifications to the oil-cooler or hoses are allowed.
12. All machines must be reasonably clean and free from leaks.
13. All brackets to secure mufflers to the frame must be triangulated to prevent forward and aft movement of the muffler, and all muffler bracket bolts must be safety wired.
14. All footrests, gearshift and brake pedals shall have no sharp edges protruding. All sharp edges must be filed smooth and/or covered with 1/8 inch of rubber or plastic. Footpegs ground sharp while racing shall be repaired or filed smooth before the next heat. Footpegs must be plugged when round.
15. All nuts and bolts shall be securely fastened.
16. Damaged or repaired handlebars are prohibited. The handlebar must be capable of supporting the weight of the motorcycle. Handlebars must have plugged or covered ends. Handlebar grips and control levers must remain at least one inch from the fuel tank and must not touch the fairing throughout the steering arc. Frame mounted steering stops must be used as the sole means of limited steering head travel. Steering stabilizers, if used, must be securely mounted.
17. All machines shall be equipped with a self-closing twist grip type throttle, which will be checked at the extremes of steering lock.
18. All machines must be equipped with an effective kill switch placed on the handlebar within easy reach of the rider's hand in the normal riding position, and marked or colored red.
19. All stands, turn signals, mirrors, and any other accessories deemed dangerous by the technical inspector must be removed.
20. All machines must meet their respective class specifications. Riders wishing to petition for "like-design" status in order to ride a later model year motorcycle in a class with a cutoff year may do so by submitting a petition in writing to their rider representative for consideration and approval by the Executive Board. The petition should include all relevant information on the motorcycle, class to be ridden, and any supporting information or documentation necessary for the board to base their decision on. The board will return its decision in writing.
21. All previous technical inspection stickers must be removed prior to presenting the machine for technical inspection. Fairing lowers must be removed to allow inspection. Bellypans must be brought to tech inspection along with the bike. Exception: Vintage bikes with mounted bellypans are not required to remove the bellypan for tech inspection if it is inconvenient to do so.
22. Supercharged engines are prohibited at WMRRA events, except Formula Ultra.
23. Turbocharged engines are allowed at WMRRA events, subject to individual class regulations.

24. Number plates:

- a. In all racing events, competitor's motorcycles shall be fitted with three non-metallic number plates; one on the front and one on each side. Each number plate will consist of the entrant's competition number as numerical digits and a contrasting background.
- b. The number plate digits must be solid black and at least six inches high. The distance from any digits edge to the outside border of the number plate must be at least one inch.
- c. Backgrounds will be white for all competitors except Novice and Graduated Novice. Novice and Graduated Novice will be required to use yellow backgrounds.
- d. All number plates must be visible at 100 feet from the front and each side of the motorcycle while the rider is in a normal seating position (Section E-24f). Non-conforming motorcycles are subject to black-flagging (Section J-4).
- e. For special events, such as endurance races, the organizers may assign numbers for each entry and may provide a program listing the numbers and the rider's names for pre-entered competitors.
- f. In any event, riders whose numbers are not legible (at the discretion of the head scorer) do not have to be scored.
- g. Motorcycles without numbers or number plates in compliance with E24 a-e will not be allowed on the racetrack during a race unless given special approval by the head scorer and referee.
- h. Please note that the change to electronic timing and scoring does not eliminate or alter number plate requirements in any way.

25. All headlight and tail light bulbs and lenses must be removed.

26. All instruments and gauges must be removed or taped except in the areas required for necessary monitoring.

27. Horns must be inoperative, or may be removed.

28. For the purpose of class eligibility, rotary engine displacement will be calculated as: $1.7 \times \text{Compression volume} \times \text{number of rotors}$.

29. "R" clips may be used in lieu of cotter pins as safety devices, but must be wired to the bike and wired or zip tied at the mouth. "D" clips or any other clips not specified in this rule book are not allowed.

30. All axle nuts and axle pinch bolts must be safety wired. For motorcycles having dual pinch bolts on each side of the wheel, it will be sufficient to safety wire only one pinch bolt per side in addition to the axle nut.

31. A WMRRA Sticker must be displayed on the front number plate. The sticker will be provided by the WMRRA tech inspection staff.

32. Engine guards:
- a. Motorcycles which have been found to be susceptible to track oiling, will be required to have functional engine covers or guards in place to minimize the potential for oil spillage in the event of a crash.
 - b. In general, inline four cylinder engines are required to have guards in place on each side of the crankcase that contains oil behind the crankcase cover. Acceptable protection includes aftermarket extra-thick case covers, or external shields (preferably steel) bolted in place over the OEM case covers, or other means of protection acceptable to the technical inspector.
 - c. If crankcase protection is required but no aftermarket engine guards are available, then other hand-fabricated guard(s) must be used. Unavailability of guards does not constitute exemption from this requirement.
 - d. The following motorcycle models are known to require engine guards at the time of printing of this rule book. These requirements will be extended to other models during the year as required.
 - I. All Honda CBR: Both sides
 - II. All Kawasaki ZX-6, 7, 9, 10 and 12: Left side
 - III. All Suzuki GSXR,GSX and RF: Both sides
 - IV. Yamaha FZR400 and FZR600: Right side
 - V. Yamaha YZF600, 1996 and earlier: Right side
 - VI. Yamaha YZF600, 1997 and later: Both sides
 - VII. Yamaha R1 and R6: Both sides
33. Electronic scoring transmitters must be in place and operating for tech inspection.
34. Fluid-catching bellypans - ALL 4 stroke machines MUST use a fluid retaining device (i.e. a bellypan or catchpan) capable of retaining at least 4 quarts of fluid. Vintage class eligible motorcycles running in Vintage classes only are exempted from this requirement. It is strongly recommended that Vintage motorcycles comply with this rule if possible.
35. Under certain very limited circumstances, the Race Director may waive this rule for specific motorcycles. Please note that this is at the Race Director's discretion.
These circumstances are the following:
- a. Brand new model motorcycles that do not yet have this equipment available from aftermarket bodywork manufacturers may be exempted. Once this equipment becomes available for any specific model, the race director shall not allow further exceptions for this model. Models that are exempted shall be published on the WMRRA web site two weeks before an event.
 - b. Certain unorthodox machines that the Race Director has determined are too impractical or unsafe to mount this equipment on. These are to be examined on a case by case basis.
36. Under no other circumstances shall the Race Director, Tech Inspectors or any other WMRRA official allow a 4 stroke machine lacking an oil retention device as described above on the track. Should a machine be taken on the track lacking such equipment during a practice, warm up, or racing session, the rider of that machine will be disqualified from racing from the rest of the weekend, including any race they are currently competing in.

SECTION F - NOISE CONTROL

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

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

(or)

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

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

SECTION G - GAS/FUEL

1. All fuel used at WMRRA events must be gasoline based. Gasohol, octane boosters, oxygenates and other additives are allowed as long as the fuel remains gasoline based. Oxidizing fuels such as nitro-methane and nitrous oxide are strictly prohibited.
2. Exception: the use of nitrous oxide is allowed in the formula ultra class only.
3. Any competitor found using fuel other than that specified above shall be subject to suspension.

SECTION H - RACE ORGANIZATION

1. Adequate mobile fire fighting equipment shall be available at all events.
2. At all events, the starting and finishing line(s) will be clearly defined.
3. The pre-grid area adjacent to the starting line must be kept clear to permit riders to pull in.
4. At all events, a qualified first aid attendant with equipment and transportation must be present at the track facility at all times. The referee SHALL NOT ALLOW practice or racing to begin until the attendant and transportation are at the course. The attendant and/or driver will be made aware of on-track procedure as outlined in section K-12. THE FEE FOR ANY TRIPS TO THE NEAREST HOSPITAL ARE THE RESPONSIBILITY OF THE INJURED PARTY, NOT THE ORGANIZERS.
5. A race shall be considered begun when the starting signal is given, except in the case of a false start. Each competitor must pull to within one-half bike length of the assigned grid position line. It shall be considered a false start when one or more competitors leave the starting line before the starting signal is given. Leaving the starting line is defined as allowing the center of the REAR WHEEL to pass over the front of the rider's grid position. A rider who falsely starts twice in a race shall be penalized to a grid position one hundred feet behind the starting line or behind the last starter, whichever is greater. At the discretion of the referee, if a race is allowed to start when one or more riders make false starts, those rider(s) will be penalized one lap or Black flagged for a stop and go penalty.

6. 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 overhead at the start/finish line and at all corner stations.
7. When a race is stopped, the positions of the riders at the last lap over the finishing line prior to the stop signal shall be considered the finishing positions. However, any rider who crashes prior to the issuance of the red flag will be scored as did not finish (DNF).
8. A race shall be considered finished when the checkered flag falls or when the red flag falls after halfway. A grid qualifying heat shall be considered final if the red flag falls after the completion of one full lap.
9. A rider will not be allowed to gain position by leaving and re-entering the designated race course.
10. There shall be at least one escorted practice session for new rider to be held at the beginning of the normal practice period.
11. A new or novice rider must participate in at least one of the supervised practice sessions in order to compete in the day's events. If unable to make one of the practice sessions, the rider's entry fee will be refunded and the rider will not be allowed on the racetrack.
12. Grid positions are determined by season points or by the order entries are received, at the discretion of race officials. If qualifiers are run, then grid positions in the main event will be determined by the results of the qualifier.
13. A ONE LAP board will be displayed by the starter on the starting grid to give riders time to complete one lap in order to warm up their tires. When the starter displays the GRID board, the track is closed and all competitors must report to their assigned starting position.
14. 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.
15. After receiving the checkered flag, each rider must proceed around the course in the normal direction until he reaches the designated track exit, unless directed otherwise by race officials.
16. All racing and other vehicles shall travel only in the forward direction around the race course unless otherwise directed by race officials.

SECTION J - FLAGS AND SIGNALS

1. Each flagman shall have one or two assistants as deemed necessary by the race director. All flagmen and their assistants shall be briefed by the race director or his designee before practice or racing begins. The race director will also brief the ambulance crew(s) as regards procedure. In addition to the flagmen, there shall be at least one person in communication with race control at all times at each corner station.
2. All flagmen must have a yellow, a yellow/red striped, a white with red cross, and a red flag.

3. The following flag signals shall be used at all WMRRA events:
 - a. Green: Start/Course is clear
 - b. Crossed blue and white flags (furled): Half way (not used in heats under six laps)
 - c. White: One lap to go
 - d. Checkered: End of race or practice
 - e. Red: Race stopped. Hand up, come to a safe stop at the edge of the track near the next corner station and wait for instructions from the flagman.
 - f. Black: Complete lap, report to starter
 - g. Black with Orange dot (meatball): Stop and go penalty
 - h. White/Red cross: Ambulance (or other four-wheel vehicle) on course
 - i. White/Red cross (waving): Ambulance (or other four-wheel vehicle) on course, directly ahead
 - j. Yellow/red stripes: Oil, water or debris on the track
 - k. Yellow (stationary): Caution/danger ahead
 - l. Yellow (waving): Immediate danger ahead, hold position (no passing)
 - m. Blue: Hold your line, do not look back. You are being lapped. (This is not a move-over flag.)
 - n. Blue with yellow diagonal stripe: Rider entering track
4. When the black flag is displayed, the rider must report to Starter. Failure to do so will mean disqualification from the event and the possibility of suspension. As soon as possible, the rider receiving the black flag should acknowledge the flag by raising a hand. The rider should then safely pull off the racing line and check his machine for fluid leakage as soon as he can do so safely, and proceed off the racing surface if necessary to avoid oiling the race track. After reporting to race officials, the rider may be allowed to re-enter the race if it is safe to do so.
5. When the stationary yellow flag is displayed, it is a warning signal ONLY. RIDERS MUST PROCEED WITH CAUTION, using their own judgment.
6. 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, he shall relinquish that rider's position BEFORE HE RESUMES RACING.
7. White/red cross (ambulance) flag:
 - a. The ambulance flag is used only in a main 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, novice or grid qualifying heat, the race will be red-flagged.
 - c. Riders, corner workers, and ambulance personnel will follow the procedure outlined in Section K-12.
8. When the Meatball flag (Black with orange dot) is displayed, the rider must report to Starter for a stop and go penalty.
9. All flagmen and their assistant(s) shall be in their positions on the track before the first practice session begins.
10. If the referee determines that there are not sufficient people available to man flag and corner positions, thereby causing a dangerous condition for the competitors, he can halt all racing activities until enough people are made available to man the race track in a safe manner.

11. It is the duty of all flagmen to warn competitors by means of the yellow flag before their assistant(s) proceed to the aid of a rider who has fallen or stopped in any way causing a danger to other competitors. A corner worker will direct the riders AWAY FROM THE DANGER.
12. The penalty for not stopping when a red flag is displayed is disqualification and the loss of all awards, points and prize money earned that race day. If the violation is repeated, the rider will not be eligible for competition at any future WMRRRA events.

SECTION K - CONDUCT

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

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

SECTION L – PROTESTS

1. The purpose of these rules is to run an orderly, competitive and fair race emphasizing the safety of all involved. The rules are not intended to allow one racer or team to defeat another with the rulebook rather than on the racetrack. The rules are not intended to allow one racer or team to harass another in anonymity. All protests MUST be in writing and all protesters must be prepared to be identified to the protested person or team. Protests deemed capricious or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied or assessed with a fine rather than a penalty. In the event this rule, which states the overall purpose and principles of the WMRRA 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 WMRRA Executive Board.
2. Any competitor may enter a protest against another entered competitor in the event in which both are entered, or against a decision made by the race organizers.
3. All protests must be submitted to the referee not later than thirty minutes following the posting of the results of the last heat of the day for the class protested. The protest must be in writing, be submitted with the appropriate fees, and the protester must attempt to have the person protested present at time of submission of the protest.
4. Any rider filing a protest with the referee either verbally or without stating the specific rule broken may be assessed a fine of up to \$50 by the WMRRA executive board for unsportsmanlike conduct.
5. The WMRRA executive board may register a protest against a rider(s) or motorcycle(s) without filing the normal fees, if the majority of the executive board present at the racetrack approves the protest. If the protest is not upheld, WMRRA will follow the same procedure as an individual as specified in Section L-8 below. Motorcycles that are obviously in non-compliance with these rules shall be disqualified by the referee.

6. Protest procedure:
 - a. The protest must specify the machine protested and the specific area(s) of protest and must be signed and accompanied by the proper fee. The protest fees are as follows:
 - 1) Visual protest (no disassembly see L-9)
 - 2) Some disassembly (seat, bodywork, gas tank and air box removal) \$25.00
 - 3) Removal of Valve Cover \$50.00
 - 4) Removal of Cylinder Head \$250.00
 - 5) Disassembly of the Bottom End \$500.00
 - b. The following items will be inspected during an engine teardown: bore and stroke, compression ratio, camshafts, valve size, porting, carburetors, ignition, and other components as the referee should deem necessary. Any other illegal modifications discovered during a teardown will count towards upholding a protest.
 - c. Following the submission of a written protest and the proper protest fee, the referee will notify the rider and/or owner of the motorcycle in question. The rider, owner, or pit crew member is then required to bring the machine under protest immediately to the impound area designated by the referee.
 - d. Failure to bring the motorcycle to the impound area will automatically uphold the protest and result in the loss of rewards, prizes, and points for the machine under protest as well as forfeiture of the above in any other event entered by the rider or owner that day.
 - e. The protesting party must remain at the track facility during teardown. However, the protester is only entitled to witness that part of the teardown that is relevant to the protest (unless allowed to be present by the protested party.)
7. If after inspection the protest is upheld, the rider will forfeit any awards, prizes, and points earned by the protested machine that day and, at the discretion of the referee, may forfeit ALL season points earned by the machine in the class protested. The rider or owner must prove to the satisfaction of the referee that the machine meets the rules of the class before it can be entered in any further WMRRA events.
8. If the protest is upheld, the protest fee will be returned to the protesting party. If the protest is not upheld, the protest fee will be given to the protested rider/owner.
9. The organizers or any competitor may submit a "visual" protest to the referee against another competitor in the event in which both are entered, for obvious violations of class eligibility rules. In this case there is no protest fee.
10. Any appeal of any protest or referee's decision, must be submitted in writing to the WMRRA executive board in accordance with section A-1 of this rulebook and bylaws article 5e.
11. Any official or competitor may submit a scoring protest to the head scorer, referee or their designee. All protests must be submitted within 30 minutes of the posting time on the scoring sheet for the class being protested. The head scorer and/or referee will use the heat results, heat video, 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. Any additional scoring protests must be submitted in writing and received or postmarked within five days following the event. All scoring protests submitted after the initial time deadline will be for position and points only. The protester forfeits any trophies or monies that would have been awarded.

SECTION M - POINTS AND AWARDS

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

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

2. Multiple heats - Olympic point system:
 - a. To determine overall positions when multiple events are run for points in each class, each heat is scored according to the "Olympic" system where the winner receives one point, second two points, third three points and so on, on an ascending scale so that last place receives the same number of points as machines that finish the event.
 - b. Any rider that does not receive the checkered flag will receive the same number of points as the last place, plus three points. Any rider that does not start a particular heat will receive the same number of points as the last place plus six points.
 - c. When more than one final heat is run on one day, all "Olympic" points earned in heats will be added together to decide the overall positions for the day's events. Ties will be decided by the highest finishing order in the last event or heat.
3. The Point structure for each heat is on a descending scale from first to last and is based upon the place the rider finished following the checkered flag:
 - a. Any rider who does not receive the checkered flag but started the heat race will receive one point and will be scored as a **DNF**. A race start for a heat race is defined as crossing the start/finish line after the start signal is given.

- b. Any rider who started the heat but does not have a proper working transponder, does not have a transponder mounted on their motorcycle or has scoring issues will receive one point. This will be scored as a **No TX**. The scoring may be revised or changed but it is the rider's responsibility to fill out a scoring protest form and turn it into the scoring staff. (**Section Z and Section L-11**)
 - c. Any rider who has gone through tech and has entered an event(s) but does not compete in the race heat(s) entered will be considered as a DNS and will receive no points.
 - d. Any rider who is disqualified from an event per the track referee will receive no points and that heat. This is considered a **DQ**.
 - e. Any rider who has pre-paid but does not go through tech will receive no points. This is considered a **No Show**.
 - f. The Novice class is not awarded trophies or points. (**Section B-14**)
4. Points will not be awarded for motorcycles not displaying number plates in compliance with section E-24 except at the discretion of the chief scorer.
 5. A rider may NOT enter in two different classes that are run simultaneously in the same heat and thus try to earn points in each class for the same ride.
 6. In the event there is a tie for a championship, that tie will be broken based on the number of wins in the series or class. If that does not break a tie, the number of second place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur as well as at the end of the year.
 7. All classes (except Novice) will be awarded trophies for first, second and third place finish.
 8. The OVERALL Champion points structure will be derived from not more than three classes. Riders may enter more than three classes but, the total number of points calculated for the riders OVERALL points are derived from the three classes in which the rider has accumulated the most points at the end of the season.
 9. End of the year trophies are for first, second and third. Based upon the average number of entries in the class(s) 20 percent of the class size will be used to determine if more trophies could be presented at year end such as fourth or fifth and so on.
 10. The top five "End of Year" riders will earn a number plate. The one thru five number plates will be awarded at the end of the race season. The competitors have the option of running the top five number or their assigned WMRRRA number. The assigned WMRRRA number will be reserved for the season in which they are a plate holder.

11. The money class money payout schedule is as follows (page 27):

PRIZE MONEY PAYOUT FOR 2005

ENTRIES	FINISH POSITION												TOTAL PAYOUT	TOTAL ENTRY \$\$	PERCENT
	1	2	3	4	5	6	7	8	9	10	11	12			
3	\$95												\$95	\$195.00	49%
4	103	82											185	260.00	71%
5	111	89											200	325.00	61%
6	119	95	76										358	390.00	99%
7	127	102	81										318	455.00	70%
8	135	108	86										330	520.00	64%
9	143	114	92	73									487	585.00	83%
10	151	121	97	77									446	650.00	69%
11	159	127	102	81									469	715.00	66%
12	167	134	107	86	68								561	780.00	72%
13	175	140	112	90	72								588	845.00	70%
14	183	146	117	94	75								615	910.00	68%
15	191	153	122	98	78	63							705	975.00	72%
16	199	159	127	102	82	65							734	1,040.00	71%
17	207	166	132	106	85	68							764	1,105.00	69%
18	215	172	138	110	88	70	56						850	1,170.00	73%
19	223	178	143	114	91	73	58						881	1,235.00	71%
20	231	185	148	118	95	76	61						913	1,300.00	70%
21	239	191	153	122	98	78	63	50					995	1,365.00	73%
22	247	198	158	126	101	81	65	52					1028	1,430.00	72%
23	255	204	163	131	104	84	67	53					1061	1,495.00	71%
24	263	210	168	135	108	86	69	55	44				1139	1,560.00	73%
25	271	217	173	139	111	89	71	57	45				1173	1,625.00	72%
26	279	223	179	143	114	91	73	59	47				1208	1,690.00	71%
27	287	230	184	147	118	94	75	60	48	39			1281	1,755.00	73%
28	295	236	189	151	121	97	77	62	49	40			1317	1,820.00	72%
29	303	242	194	155	124	99	79	64	51	41			1352	1,885.00	72%
30	311	249	199	159	127	102	82	65	52	42			1388	1,950.00	71%
31	319	255	204	163	131	105	84	67	54	43	34		1458	2,015.00	72%
32	327	262	209	167	134	107	86	69	55	44	35		1495	2,080.00	72%
33	335	268	214	172	137	110	88	70	56	45	36		1531	2,145.00	71%
34	343	274	220	176	140	112	90	72	58	46	37		1568	2,210.00	71%
35	351	281	225	180	144	115	92	74	59	47	38		1604	2,275.00	71%
36	359	287	230	184	147	118	94	75	60	48	39	31	1672	2,340.00	71%
37	367	294	235	188	150	120	96	77	62	49	39	32	1709	2,405.00	71%
38	375	300	240	192	154	123	98	79	63	50	40	32	1746	2,470.00	71%
39	383	306	245	196	157	126	100	80	64	51	41	33	1783	2,535.00	70%
40	391	313	250	200	160	128	102	82	66	52	42	34	1821	2,600.00	70%
41	399	319	255	204	163	131	105	84	67	54	43	34	1858	2,665.00	70%
42	407	326	260	208	167	133	107	85	68	55	44	35	1895	2,730.00	69%
43	415	332	266	212	170	136	109	87	70	56	45	36	1932	2,795.00	69%
44	423	338	271	217	173	139	111	89	71	57	45	36	1970	2,860.00	69%
45	431	345	276	221	177	141	113	90	72	58	46	37	2007	2,925.00	69%

Parameters:
 Starting Point: \$95.00
 Grid size increment: 8.00
 Place %: 80.00%
 Entry Fee: \$100.00

SECTION N – PENALTIES

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

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

SECTION P - SUPERSPORT REGULATIONS

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

1. A supersport class motorcycle will be defined as an unmodified street motorcycle as delivered to the dealer from the manufacturer for the use in any American State with the exception of those modifications by the rules committee. Limited production motorcycles such as the Honda RC-45, Kawasaki ZX-7R (1995 and earlier), ZX-7RR (1996 and later) and any others deemed by WMRRA executive board to be in such limited supply as to be not readily available to the general public will not be legal for supersport classes and must race in the appropriate displacement superbike class.

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2. Any motorcycle not in compliance with any American State specifications will be moved up one displacement class unless demonstrated to be equivalent to US version. This rule does not apply to open class machines.
3. In order to alleviate any question as to the machine's eligibility to participate in a supersport class event, the following items must be as delivered to the general public:
 - a. Frame and swingarm assembly
 - b. Front forks (aftermarket springs and air caps are allowed)
 - c. Wheels
 - d. Gasoline and oil tanks
 - e. Fenders and side covers
 - f. Brakes (see exception below)
 - g. Carburetor(s) (except internal jetting)
 - h. OEM Seat base
 - i. Engine cases and internals (except allowed in P-6)
4. No material may be added or removed from the internals of the engine.
5. The following modifications ARE ALLOWED to supersport class machines:
 - a. Aftermarket cam chain tensioners will be permitted to replace stock tensioners.
 - b. Handlebars: Any type of handlebar is allowed, subject to rule E-16.
 - c. Front fork braces may be added.
 - d. Steering dampers may be added.
 - e. Suspension: Rear shocks may be replaced with any type of suitable replacement (air or gas shocks are allowed). Fork springs may be replaced with optional or aftermarket springs. Fork caps may be modified or replaced to allow external adjustment of fork springs only. Fork damping valves may be added, removed or modified without restriction. Fork oil may be changed.
 - f. Tires: original tires may be replaced with good DOT approved tires with a minimum of 1/16th inch tread or commercially manufactured non DOT approved full rain tires. Hand cut, modified, retread or knobby tires are not allowed. Racing-only tires slicks or otherwise (with the exception of full rains) are not allowed.
 - g. Controls: Brake lever, clutch lever, clutch perch, footrests, shift rod, gear shift lever, rear brake lever and throttle tube may be relocated or replaced without restriction. If sharp edges protrude, footrests must be covered with 1/8th inch rubber or soft plastic.
 - h. Headlight and taillight assemblies: shall be removed.
 - i. Gearing: final external gearing may be changed.
 - j. Airbox: the filter element may be removed or replaced with an aftermarket filter made for the specific model of motorcycle. Velocity stacks or individual air filters are not allowed, unless OEM. The airbox may not be modified. All OEM lids and snorkels must be in place and unmodified.
 - k. Carburetors: internal jetting and needles may be changed. Slides must be OEM, however existing drilled holes may be enlarged. The carburetor's bore size must remain stock. All intake manifold components including rubber boots must be unmodified.
 - l. Fuel injection: All components involved in fuel injection systems must remain standard except electronic control modules which can be modified or replaced with aftermarket modules. Replacement modules must connect to original connectors. Aftermarket modules must be available for immediate shipment from US warehouses to any of the manufacturers US retail outlets for sale to the public. Availability must be maintained throughout the current racing season. Aftermarket modules must be priced no higher than the retail price of the original OEM module.

- m. Brakes: racing type brake linings in both disc and drum brakes may be used. Aftermarket front disc brake rotors of a size and material equivalent to OEM are allowed. All other brake system components must remain stock. No modified rotors allowed.
 - n. Oil or hydraulic brake and clutch lines: any appropriate type may be used including braided lines.
 - o. Bodywork: original equipment bodywork is allowed or may be removed. Replica bodywork (a true copy of the original) is allowed, provided no aerodynamic or performance advantage is gained. Silhouette aftermarket tail sections allowed as long as the OEM seat base is retained.
EXCEPTION: Unfaired and half faired models may add a full fairing with integral oil catch basin.
 - p. Clutch: aftermarket clutch and clutch springs are allowed. Dry clutches are NOT allowed, unless OEM.
 - q. Miscellaneous: tail light assembly and instrument assemblies may be removed.
 - r. Updating or backdating a motorcycle is not allowed without special approval of the race director.
 - s. Overboring the engine is allowed in each class up to one-millimeter oversize, using OEM standard replacement parts. No updating or backdating.
 - t. Fenders: frame mounted rear fenders may be removed; swingarm mounted fenders must be in place. Front fenders must be in place.
 - u. Camshaft timing: degreasing of the cams by means of slotting cam sprockets or using aftermarket cam sprockets or adapters is allowed.
 - v. Exhaust: aftermarket racing exhaust systems are allowed.
 - w. Cooling fan(s) may be removed
6. Clarification of possible modifications in supersport classes:
- a. Ignition: Ignition module (black box) must remain stock.
 - b. Cam idler gear mods: Allowed as per manufacturer's service manual.
 - c. Welding crank together: Allowed
 - d. Steering head bearings: Any type allowed.
 - e. Head milling: Milling of the head gasket surface only will be allowed for the purpose of increasing compression and balancing combustion chamber volume.
 - f. Valve grind: Standard only. Grinding must not extend beyond the valve seat.
 - g. Engine bearings: ALLOWED, Any same year OEM.
 - h. Aftermarket pistons: NOT ALLOWED.
 - i. Aftermarket valves: NOT ALLOWED.
 - j. Aftermarket connecting rods: NOT ALLOWED.
 - k. Incomplete number of piston rings on piston: NOT ALLOWED.
 - l. Ignition timing: May be adjusted/modified.
 - m. Electronic shifting devices: NOT ALLOWED.
 - n. Lightweight batteries: Standard numerical designation for model. Four valve Ducatis may change to dry type. Batteries must be capable of starting the motorcycle three times in a row.
 - o. Minor relief, Chamfer as per two-stroke cylinders: manufacturer's port windows recommendation for ring clearance only.
 - p. Intake manifolds: No modification allowed.
 - q. Aftermarket gaskets: The use of aftermarket engine gaskets may be used throughout the engine.

- r. All other gaskets can be replaced with aftermarket duplicates. For multi-layer gaskets: The entire gasket must be used.
 - s. Gas caps: Aftermarket gas caps are allowed but must use stock mounting points.
7. Supersport classes will be:
 - a. 600 Supersport (up to 600cc four-stroke multi-cylinder, up to 750cc four-stroke twins)
 - b. 650 Supersport twins (up to 650cc four-stroke twins)
 - c. 750 Supersport (up to 750cc four-stroke multi-cylinder, up to 1000cc four-stroke twins)
 - d. Open Supersport (unlimited OEM displacement)
 8. All turbocharged machines that are otherwise qualified to compete in supersport class events must run in the OPEN supersport class, regardless of engine displacement.
 9. Unless specifically allowed in Section P, no other part modifications, replacements, additions, or deletions are allowed.

SECTION Q -SUPERBIKE REGULATIONS

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

- q. All fairings must be mounted at a minimum of three mounting points and in a safe and workmanlike manner.
- 4. No turbochargers, superchargers or blowers are allowed unless OEM.
- 5. The Superbike classes will consist of:
 - a. Lightweight Superbike (open displacement singles, up to 680cc four-stroke twins, up to 800cc air-cooled four-stroke twins, up to 450cc four-stroke multi-cylinder)
 - b. 600 TFS (1998 model year and older)
 - 1) up to 425cc multi-cylinder, two-stroke motorcycles;
 - 2) up to 640cc multi-cylinder, four-stroke motorcycles;
 - 3) up to 800cc twin-cylinder, four-stroke motorcycles;
 - 4) open displacement single-cylinder, two and four-stroke motorcycles;
 - 5) A motorcycle that has been prepared to compete in the Lightweight Early Grand Prix (**Section R-11 a, b**) shall be allowed to run in 600 TFS.
 - c. 600 Superbike:
 - 1) up to 425cc multi-cylinder, two-stroke motorcycles;
 - 2) up to 640cc multi-cylinder, four-stroke motorcycles;
 - 3) up to 800cc twin-cylinder, four-stroke motorcycles;
 - 4) open displacement single-cylinder, two and four-stroke motorcycles;
 - d. 750 Superbike (up to 800cc four-stroke multi-cylinder, up to 1067cc four-stroke twins)
- 6. Single cylinder, four-stroke motorcycles entered in the Superbike classes are not required to be production based.

SECTION R - FORMULA/GRAND PRIX REGULATIONS

- 1. All types of motorcycles are allowed as long as the following criteria are met:
 - a. All equipment must comply with sections C, E.
- 2. It must be possible for a Formula/Grand Prix class motorcycle that is not loaded to be inclined to an angle of at least fifty degrees from vertical, without any part of it other than the tires coming into contact with the ground.
- 3. The Formula / Grand Prix classes will be:
 - a. Formula Ultra
 - b. Open Single
 - c. Middleweight Grand Prix Twins
 - d. Open Grand Prix Twins
 - e. 125cc Grand Prix
 - f. 250cc Grand Prix
 - g. Formula Thunder
 - h. Lightweight Early Grand Prix
 - i. Heavyweight Early Grand Prix
- 4. The Formula Ultra class consists of:
 - a. Any motorcycle of unlimited engine displacement, including turbo- and super-charged engines. Nitrous oxide may be used.
- 5. The Open Single class consists of
 - a. Unlimited displacement Single cylinder two-stroke and four-stroke motorcycles
- 6. The Grand Prix Twins class consists of:
 - a. Middleweight Grand Prix Twins (up to 680cc four-stroke twins, up to 800cc four-stroke, liquid-cooled two-valve twins, up to 988cc two-valve air-cooled twins, up to 1250cc four-stroke two-valve pushrod twins)
 - b. Open Grand Prix Twins (Unlimited displacement two and four-stroke twins)

7. The 125cc Grand Prix class consists of:
 - a. up to 125cc two-stroke motorcycles
 - b. up to 250cc four-stroke motorcycles
8. The 250cc Grand Prix class consists of:
 - a. up to 250cc, single and twin-cylinder, liquid-cooled, two-stroke motorcycles
 - b. up to 430cc, single and twin cylinder, air-cooled, two-stroke motorcycles
 - c. up to 500cc, twin cylinder, four-stroke motorcycles
 - d. open displacement, single cylinder four stroke motorcycles
9. The Formula Thunder class allows four-stroke motorcycles in the following displacement categories:
 - a. Unlimited single cylinders
 - b. 600-884cc liquid-cooled twin cylinders (except desmodromic)
 - c. 600-750cc liquid cooled desmodromic twins
 - d. 700-1404cc air-cooled twin cylinders
 - e. 700-1000cc three cylinders
10. The intent of the Early Grand Prix classes is to recreate historical periods in road racing as defined by each class's cut off year. Engine, rolling chassis, and major components should be of the appropriate age for the class. It is difficult to define and enforce strict rules for these classes so competitors must understand and respect the spirit of this historical racing philosophy. "Spirit of the rule" compliance for machinery and/or components shall be at the discretion of the referee or race director.
 - a. Lightweight Early Grand Prix: All motorcycles up to 600cc displacement and four stroke twin cylinder motorcycles up to 750cc displacement – 1990 model year and older.
 - b. Certain motorcycles which were manufactured later than 1990 but are unchanged from the 1990 model (like-design) are allowed. Currently those motorcycles are GS500 up to 2004 and EX500 up to 2004.
 - c. Heavyweight Early Grand Prix: Unlimited displacement motorcycles – 1991 model year and older.”
 - d. See Section E-20 for information on petitioning for like-design status.
 - f. All turbocharged and supercharged machines, and all machines using nitrous oxide that are otherwise qualified to run in Grand Prix class events must run in the Formula Ultra class only, regardless of engine displacement.

SECTION S - SUPERTEAMS REGULATIONS

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

7. Season points will be awarded for the team name. The riders and/or motorcycle can change from event to event. Only one team can be fielded per event per team name, with exactly two people declared as riders for the team.

SECTION T - VINTAGE REGULATIONS

1. Intent of vintage racing regulations.
 - a. Hard and fast rules for the preparation of motorcycles for vintage racing are difficult to lay down and enforce. It is hoped that those involved in the preparation of machines for racing will interpret the rules in the proper spirit and intent.
 - b. It is understood that with older machines that are out of production, parts have to be altered and possibly non-standard parts substituted. Any external modifications should be in keeping with the rest of the machine and be consistent with safety. This aspect should be born in mind with respect to the following rules and regulations.
2. The following vintage classes are currently offered:
 - a. Lightweight classic vintage (up to 250cc)
 - b. Junior classic vintage (251 to 350cc)
 - c. Senior classic vintage (351 to 500cc)
 - d. 750cc formula vintage
 - e. Lightweight classic superbike (up to 550cc)
 - f. Open classic superbike (up to 1100cc – Not offered in 2005)
 - I. If your bike belongs to a class that is not currently being run, you must move up to the next active class (i.e. a 750 Classic will run in the Formula 750 class). As the grid sizes and variation of entered motorcycles warrant, other classes will be added.
3. Classic Vintage class regulations.
 - a. Includes all thoroughbred roadracing or street motorcycles having a maximum model year of 1967. Both two- and four-stroke engines are allowed.
 - b. The following models up to model year 1972 are also allowed:
 - I. Aermacchi
 - II. Benelli (except four and six cylinder machines)
 - III. BMW Rennsport, R50, R60, R69 (no /5 or later series)
 - IV. BSA singles, twins to 750cc (all years)
 - V. Bultaco, Montesa, and Ossa singles
 - VI. Ducati singles (all years)
 - VII. Greeves
 - VIII. Harley-Davidson ER, CR, and KR
 - IX. Honda CR twins to 500cc; CB, CL, SL up to 350cc; CB450K
 - X. Kawasaki A1-R, A7-R
 - XI. Norton singles, twins up to 750cc
 - XII. Rickman roadracing chassis powered by H-D CR/ER, G50 or 7R
 - XIII. Seeley G50, 7R
 - XIV. Triumph singles, twins to 750cc
 - XV. Velocette
 - XVI. Yamaha TD-1A,B,C (no updating beyond TD-1C specification)
 - c. Classic Vintage will be divided into the following classes:
 - I. Lightweight (up to 250cc)
 - II. Junior (251cc to 350cc)
 - III. Senior (351cc to 500cc)
 - IV. Unlimited (501cc and over)

- d. Specifications:
 - I. Engine modifications must not substantially alter the external appearance of the engine.
 - II. Clutches are without restriction.
 - III. Gearboxes may have any internal modification consistent with the period, i.e. components must have been available during the period.
 - IV. Carburetors must be consistent with the period. No accelerator pumps or flat slides.
 - V. Frames must be consistent with the period. Swingarms may have only minor bracing (no superstructures) and must be made of steel. Square section tubing may be used up to a cross section of 1 inch by 2 inch.
 - VI. Suspension: remote or external reservoir shocks and/or forks are not permitted.
 - VII. Major engine updating to non-period specification is not permitted.
 - VIII. Ignition systems are without restriction.
 - IX. Forks must be of a type/model used within the period.
 - X. Tanks, seats and fairings shall be of a style of pattern in use during the period.
 - XI. Tires and wheels: All classes may substitute modern treaded racing tires with rims to suit. Maximum rim width is WM4. Minimum rim diameter is 18 inches, except where originally fitted with smaller diameter wheels.
 - XII. Overbore limit is 0.060 inches.
- e. The following are NOT allowed in classic vintage:
 - I. Disc brakes
 - II. Cast wheels
 - III. Slick tires, or modified racing slicks.
- 4. Formula Vintage class regulations.
 - a. Includes all thoroughbred racing motorcycles 240cc to 750cc having a maximum model year of 1972. Both two- and four-stroke engines are allowed.
 - b. The following are examples of formula vintage class motorcycles:
 - I. Dunstall Norton 750
 - II. Harley-Davidson XR750
 - III. Honda CR-JSO, CR-750
 - IV. Kawasaki H1-R, H2R
 - V. Rickman roadracing chassis powered by Triumph 750cc, or Honda 750cc
 - VI. Suzuki TR-250, TR-500, TR-750
 - VII. Seeley Suzuki 500, Norton 750
 - VIII. Yamaha TD-2, TD-2B, TD-3, TA-250 (air cooled only)
 - IX. Yamaha TR-2, TR-2B, TR-3 (air cooled only)
 - c. Other roadracing motorcycles of historic interest will also be eligible, provided their performance and appearance meet the standards of GP racing machines of the era. Examples include ex-works BSA and Triumph racers, Ducati 750SS, Laverda SFC, Norton PR, etc.
 - d. Formula Vintage will be divided into the following classes:
 - I. Up to 250cc
 - II. 251cc to 500cc
 - III. 501cc to 750cc

- e. Specifications:
 - I. Major engine updating to non-period specification is not permitted.
 - II. Frame and swingarm must be round tubular construction and of a style, type and material used in the period. The swingarm must be of a conventional style, made of steel, each leg being constructed of single main tube and the movement controlled by suspension units mounted on either side of the rear wheel near the rear axle. The swingarm may be made of steel square section tubing but with a cross section of the main tubes not exceeding 1 inch by 2 inch. Bracing or superstructures are allowed but the cross section of the tubing used in the bracing or superstructure must be less than that of the main swingarm tubing.
 - III. Forks must be of a type/model used within the period.
 - IV. Rear suspension units shall not have remote or external reservoirs.
 - V. Wheels must be of wire spoked construction with a minimum rim diameter of 18 inches.
 - VI. Brakes must be of a make and type manufactured within the period. Disc brakes are permitted.
 - VII. Tanks, seats, and fairings shall be of a style or pattern in use during the period.
 - VIII. Engines, castings, and other external parts must be of a type and model in use during the period.
 - IX. Ignition systems are without restriction.
 - X. Gearboxes, transmissions, and final drive shall be of a type and model used in the period and must retain the original external appearance. Belt drives, if used, must be totally concealed from view.
- f. The following are NOT allowed in formula vintage:
 - I. Cast wheels
 - II. Slick tires, or modified racing slicks.
- 5. Classic Superbike class regulations.
 - a. Includes model years 1973 through 1985.
 - b. The classes consist of:
 - I. Lightweight Classic Superbike (up to 600cc)
 - II. Open Classic Superbike (up to 1100cc – Not offered in 2005)
 - c. Engines must be air cooled.
 - d. Rear suspension must be twin shock.
- 6. General vintage regulations: applies to all vintage and classic superbike classes.
 - a. Modifications may be carried out to upgrade a motorcycle to period specification only. No components are allowed that fall outside of the era of the class.
 - b. Downgrading of racing machines is not permitted.
 - c. Equipment must conform to section Q. In the event of a conflict between the provisions of section Q and the specifications noted in section T, section T shall prevail.

SECTION V - ENDURANCE RACE REGULATIONS

- 1. All motorcycles must be production-based and comply with either section P SUPERSPORT REGULATIONS, or section Q SUPERBIKE CLASS REGULATIONS. In addition, all machines and equipment must comply with sections C, GENERAL EQUIPMENT and E, MACHINERY AND NUMBERS.

2. The classes for WMRRA endurance races will be:
 - a. Heavyweight Endurance
 - I. Formula Ultra
 - II. 750 SuperSport/Superbike
 - III. Open Grand Prix Twins
 - b. Middleweight Endurance
 - I. 600 SuperSport/Superbike
 - II. 600 TFS
 - III. Formula Thunder
 - c. Lightweight Endurance
 - I. Lightweight SuperBike
 - II. Open Single
 - III. Middleweight GP Twins
3. Number plates shall comply with section E-24. All three will be white number plates.
4. All entrants must be on the grid 15 minutes prior to the start of the race or they will be required to be released from the hot pit after the last machine has crossed the start line, at the discretion of the referee.
5. Endurance races are scored using a digital clock scoring system. Each team must provide its own scorers. Due to the length of the race, we require that you provide two or more scorers.
 - a. A scorer's error is a team's error and laps missed by a scorer's error are not recoverable unless verified by a WMRRA scoring official. Final decision on all scoring errors lies with the WMRRA head scorer at the event. If a decision cannot be made by the head scorer, the decision shall be made at the sole discretion of the WMRRA referee.
 - b. No calculators are allowed in the scoring area.
 - c. Score cards are official WMRRA documents and may not be removed from the scoring area. They must be turned in to the head scorer prior to leaving the scoring area.
 - d. Altered or fraudulent score sheets may, at the sole discretion of the WMRRA referee, be considered unsportsmanlike conduct per section K-3 of the WMRRA rule book, and will result in disqualification from the event and a possible fine.
6. All machines must be able to pass a technical inspection at any time during the race. Crashed machines must undergo technical inspection prior to continuing in the event. If a team does not bring a crashed machine to the technical inspector before continuing in the race, the team will lose all laps subsequent to the crash until the machine is re-inspected and may be disqualified from the race entirely, at the discretion of the WMRRA referee.
7. All crashed or disabled motorcycles will be returned to the team's designated pit area by the WMRRA course vehicle. Riders are not allowed to push their machines on or alongside the racetrack, nor are they allowed to receive outside assistance from their crew members, spectators, or corner crew.
8. The pit area for the P.R. endurance race is located along the north side of the straight and is divided by a cement retaining wall and a chain link fence. For this event, there will be no vehicles allowed on the track side of the chain link fence. All tools, spare parts, and team personnel must remain behind the cement wall except during a pit stop or while signaling their rider. The track side of the cement wall is the hot pit area and must be kept clear at all times - no standing or loitering in the hot pit area.
9. Pit lane (hot pit) is restricted to teams actually involved in making a rider on the track, or to photographers and journalists with WMRRA credentials. Pit stops may involve a maximum of six people (for example, four crew members and two riders). In the event an independent tire company representative is inspecting for tire wear on a machine during a pit stop but is

not otherwise involved in the pit stop, that independent, credentialed, tire company representative will not be counted against a team's maximum of six people. Each Team is limited to one person holding the "signal board" inside the straight away guard rail and one assistant who must remain back from the guard rail to limit the congestion and number of people in the signaling area. Teams violating provisions of this rule are subject to a warning and a fine of not less than \$10.00 and not to exceed \$50.00 per extra person involved in the pit stop, at the sole discretion of the referee.

10. The right of way during pit stops belongs to the rider entering the pits from the track. A racer leaving the pits must yield to incoming riders. Riders entering the track from the pits will be held and released by an official at the pit exit/track entrance. Failure to heed the instructions of that official is grounds for disqualification.
11. No machine may enter the course once the checkered flag is displayed.
12. Each team must identify their pit area by displaying their assigned competition number on the hot pit side of the cement wall in order to allow officials to quickly locate them.
13. Each team must have at least one fire extinguisher in their pit area at all times. See C-2 for requirements.
14. Fuel handling regulations:
 - a. All fuel must be stored behind the cement pit wall except during the refueling stop itself.
 - b. All gas stops must be made in the designated pit area. **NO REFUELING IS ALLOWED ON THE RACE TRACK ITSELF.**
 - c. All gas stops must be "DEAD ENGINE" and motorcycle must be on an approved stand. Failure to comply with this rule is an automatic disqualification.
 - d. A refueling container or nozzle must be placed into the fuel tank. No complete fuel tank changes will be allowed. The use of funnels will not be permitted.
 - e. All fuel containers and all refueling devices must be inspected by the chief technical inspector. Only containers with the inspector's approval will be allowed in the pit refueling area. These containers must be constructed so that there is no ferrous metal (Iron, Steel, etc.) to ferrous metal contact during refueling. It is **VERY STRONGLY RECOMMENDED** that containers have a positioned spring loaded discharge mechanism and a sealed top, so as to prevent loss or spillage of the fuel in case the container is accidentally dropped.
 - f. Free standing refueling containers are no longer permitted by WMRRRA. All refueling containers must be hand held and be placed into the motorcycle fuel tank. These refueling containers are restricted to no more than ten (10) gallons capacity.
 - g. For fire safety, only ten (10) gallons of fuel will be allowed in each pit area at any one time.
 - h. All personnel involved in a refueling operation must be wearing shoes, long trousers and a shirt.
 - i. Fire extinguisher must be manned and aimed at the bike with the pin pulled during all refueling operations. (Participants are cautioned that removal of the pin will normally invalidate the industrial certification of the extinguisher; however it remains acceptable to WMRRRA as long as the gauge reads full charge.

- j. Each pit area is required to have a bucket of absorbent material and a broom to handle any fuel or oil spills.
 - k. All teams shall have on hand in the endurance pits fire extinguishers rated at least 20 lbs capacity. This requirement may be met by one 20lb, two 10lb, four 5lb extinguishers or any other combination equivalent to at least 20lb rating. All extinguishers used to meet this requirement must be readily at hand during refueling.
15. The entire pit area is a NO SMOKING AREA. There will be no smoking, campfires, barbecues or gas-type lanterns or stoves allowed in the pit area. The P.R. pit area is bounded on the north by the chain link fence, the south by the race track surface, the east by the turn ten pit entrance and the west by the start/finish line.
 16. Only routine service and minor crash damage repair will be allowed on the hot pit road. Major rebuilding or repair must be done behind the pit wall in the cold pits. A team must notify race officials prior to moving their race bike behind the pit wall.
 17. In the event of a red flag, a race bike may be serviced on the hot pit road.
 18. A team may change engines, wheels, tires, or other components after the official endurance clock begins counting race time. A team may change to a second frame, but the team will forfeit any time accumulated prior to the change and will begin accumulating time only upon re-entry to the racetrack. If a team substitutes another complete machine during a race, the team will be disqualified from that race.
 19. A complete spare parts bike may be kept in the cold pits behind the pit wall, but must not have number plates or brackets installed.
 20. All welding must be done in a designated fire safe area.
 21. Pit Steward(s), the Referee and/or other WMRRA officials will be on duty to enforce rules and may assess penalties, fines or warnings. The final decision on all penalties and fines rests with the referee. Teams assessed penalties or fines must be told, upon request, the name of the source of any complaint leading to a penalty or fine.
 22. A properly registered team with a machine that has passed technical inspection may enter a race at any time after the start, with laps counted from the time of entry.
 23. All team members, riders, scorers, crew members, guests, visitors, relatives, etc. are the responsibility of the team and any punitive actions warranted by their behavior may be directed toward the team and its entry in the event.
 24. Race officials reserve the right to impound any race machine at the completion of the event for inspection over a reasonable time frame. A final decision on all impounds lies with the WMRRA referee.
 25. A WMRRA course vehicle, traveling course marshal or ambulance may be on the race track at various times during the event. When the course vehicle or ambulance is on the track the procedures of sections J-7 and K-12 of the WMRRA rule book will apply. The WMRRA traveling course marshal will be on a non-entered motorcycle will wear an orange vest and will circulate with the competitors. No special flag will be displayed when the traveling marshal is on the track.
 26. When the red flag is displayed during an endurance race, the last lap scored will be the one previous to the display of the red flag. The grid for the restart shall be the same grid as that which started the race. The first lap to be scored shall be the first to be completed after the restart, any laps recorded during the red flag period shall not be counted as a scored lap. The clock will not be stopped, but will run continuously until the endurance race time period has been reached and each machine has received the checkered flag. If a red flag situation is in effect with only 10 minutes of time remaining, the red flag shall constitute the end of the race. AT NO TIME WILL A RACE BE PRO-RATED.

27. Scoring personnel and spectators will be allowed to cross into the infield area at the turn ten crossing, at the direction of WMRRA officials. While this is the slowest portion of the Pacific Raceway facility, all competitors must use good judgment and caution while negotiating this portion of the track during the entire event. Just beyond this track crossing, on the right side of the track is the entrance to the pit area, which will be busy the entire race. All riders entering the pit lane must signal their intentions.
28. All endurance teams must have a minimum of two riders for each event. The maximum number of riders shall be one per each hour of duration of the event.

SECTION W – SIDECAR RACING REGULATIONS

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

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

ENGINE

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

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

CHASSIS AND SUSPENSION:

1. A sidecar is a three-wheel vehicle leaving two tracks with only the rear most wheel driving. The two wheels shall form a single line track not more than 75mm (2.95") out of line, track center to track center.
2. The distance between the tracks left by the center lines of the rear motorcycle wheel and the sidecar wheel must be at least 800mm (31.5") and not more than 1100mm (43.3").
3. The engine must be located in typical two wheel motorcycle location. This means that the engine must be between the front wheel and the rear drive wheel, engine centerline shall not extend more than 160mm (6.3") beyond the centerline of the rear wheel. By definition, the centerline of the engine is the position midway between the centerlines of the outermost cylinders for transverse engines or the crankshaft for in line engines.
4. The motorcycle must be steered by a non-adjustable handlebar that is directly fixed to the steering unit of the motorcycle. The handlebar must not be lower than the spindle of the front wheel. The steering unit can only consist of a swinging arm or fork mounted on a single or double stanchion or a telescopic fork. The steering unit must operate through the front wheel.
5. The motorcycle must be steered by a handlebar.
6. The handlebar extremities must not be lower then the front wheel spindle nor more than 500mm behind the front wheel spindle in the straight ahead position.
7. The steering axis must not be offset more than 75 mm from the front wheel center line.
8. The effect of this change will allow linkage steering.
9. Suspension of the front wheel must be designed so that under suspension action and in a straight ahead position, the wheel shall only move vertically and in a single plane relative to the motorcycle ñ the plane must be in the driving direction. This must occur without changes to the camber or the sidetracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm (.787").
10. A steering head must be fitted which like the handlebar must not be attached to the unsprung part of the front wheel suspension.
11. No suspension or steering of any kind will be allowed on the sidecar wheel. It must be solidly fixed to the chassis.
12. Vehicles must have a solid and effective protection between the driver and the engine. This protection must prevent direct contact between the driver's body or his clothes and escaping flames or leaking fuel and oil. NOTE: This can consist of a frame only, provided it provides effective protection.
13. The driver's seat if any, (minimum dimensions 200mm (7.87") in length and 150mm (5.90") in width) must be fixed at a maximum height of 150mm (5.90") above the Sidecar platform.

THE SIDECAR

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

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

Minimum dimensions are:

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

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

5. Height of the screen protecting the passenger - 300mm (11.8")
6. The ground clearance measured over the entire length and width of the vehicle, race ready, fully loaded with driver, passenger and fuel, must not be less than 65mm (2.55") with the handlebars in straight position. No device is permitted to reduce the 65mm (2.55") ground clearance during the course of the race. The undersurface of the platform must, in principle, be flat.
7. The minimum outer diameter of all the tires is 460mm (18.1").
8. Minimum dry weight of an outfit must be no less than 375 pounds.
9. A passenger handhold on the rear outside of the outfit, opposite the chair and to the back of the driver, is compulsory.
10. With regard to the handlebars:
11. Handlebars must be firmly secured to the forks.
12. The width of handlebars is not less than 450mm (17.7").
13. The minimum angle of rotation of the handlebar on each side of the center line or mid-position must be 20 degrees.
14. Whatever the position of the handlebars the front wheel must never touch the streamlining if any.
15. The grips must be attached in such a way that at least the minimum width for handlebars is reached when measured between the outside ends of the grips.

16. Exposed handlebar ends must be plugged with a solid material or rubber covered.
17. The repair by welding of light alloy handlebars is prohibited.
18. With regards to the driver:
19. The driver's position regardless of whether or not a driving seat is fitted must be such that the driver's feet are behind the knees when looking in the driving direction.
20. 3.11 - Passengers must be completely visible from above and able to lean out to either side of the sidecar. For this purpose, the vehicle must be equipped with a suitable facility for the passenger to hold on to when leaning out. It is forbidden to use transparent materials to evade these rules.

TIRES

1. Note: All tires will be measured on the rim at a pressure of 1 kg/cm² (14 PSI); measurements taken at a tire section located at 90 degrees from the ground.
2. The maximum width of the front tire tread, measured from the point where the wall of the tire finishes and the tread pattern start, to the point where the tread pattern stops and the wall of the other side starts must not exceed 220mm (8.66"). (Only the section of the tread pattern normally in contact with the ground is measured).
3. The rear tire must not exceed 254mm (10.00"), similarly measured.
4. When the springs are compressed to their maximum, there must still remain a minimum wheel clearance of 15mm (.59") to every fixed part.
5. The minimum diameter of an inflated tire must be 460mm (18.1").
6. With the exception of slick tires and tires marked not for highway use, the manufacturer must identify the tire with a mark indicating:
7. The manufacturer's brand name
8. The year of manufacture (in code)
9. The tire dimension
10. The speed category (permitted max. speed) — V,
11. Any other feature necessary for correct use of the tire
12. The minimum rim dimensions 254mm (10.00") diameter x 64mm (2.51") width.
13. The tire must be mounted on a corresponding rim. The rim interior must not be deformed or damaged.
14. Tire Surface Tread Pattern:
15. The surface of the tire can be smooth (IE. Without tread grooves) or threaded.
16. The tread pattern is unrestricted.
17. Regrooving of tires may be permitted provided the end result is a tire that is safe to use (as deemed by the technical inspector); Regrooving of worn slicks is not permissible; No regrooving is permitted on tires with cracked sidewalls or with cords showing.
18. The choice of a certain type of tread pattern is left entirely up to the individual driver.
19. The surface of a slick tire must contain three or more hollows at 120 degree intervals or less, indicating the limit of wear on the center and shoulder areas of the tire. When at least two of these indicator hollows become worn on different parts of the periphery, the tire must not longer be used.

BRAKES AND SWITCHES

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

CONTROL LEVERS

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

STREAMLINING, PROTECTIVE SHIELDS AND GUARDS

1. Any part of the streamlining which faces rearward, must be finished with rounded edges of 3.5mm (.137") minimum radius.
2. Exhaust fumes must be discharged toward the rear but not in a manner as to raise dust, foul the tires or brakes, or inconvenience a passenger or any other drivers. All possible measures must be taken to prevent the possible loss of oil so that it does not inconvenience a following driver. ** This is applicable for conventional sidecars.
3. The exhaust must discharge horizontally and towards the rear, at a maximum of 30 degrees to the Axes of the machine, and at the end be of constant diameter over a distance of 30mm (1.181").
4. The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the exhaust pipe must not extend beyond the vertical line drawn at the tangent to the rear edge of the sidecar body. Exhaust pipes fitted to the side of the sidecar must be covered so that it is impossible for them to become entangled with another machine.
5. The forward extremity of the streamlining shall be not more than 400mm (15.74") in front of the foremost part of the tire. The extreme rear edge of the streamlining must be not more than 300mm (11.81") beyond the extreme edge of the rear wheel.
6. Whatever the position of the handlebars there must be a space of at least 20mm (.787") between the streamlining and the ends of the handlebars or other steering systems, including any attachments thereto.

7. Spoilers and aerodynamic devices are authorized on condition that they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body.
8. The streamlining must not have any sharp edges.
9. The driver's torso and the passenger's body must be completely visible from above at all times.
10. Neither the driver nor the passenger may be covered from above nor may they be attached to the vehicle in any way. Furthermore, the passenger must be able to lean out either side.
11. The inside of the sidecar wheel fender must cover the sidecar wheel to protect the passenger.
12. A guard is required if secondary transmission is not shielded by the bodywork.
13. The sidecar wheel must be enclosed down to the level of the sidecar platform on the inside, and to the top of the rim flange on the outside. The rear wheel must be shielded/covered in such a way so as the passenger will not come in contact with it.
14. A cover or shield must be placed over all drive chains and/or belts in such a way that the passenger or driver will not be able to get entangled in them. Distributor, magneto and exhaust pipes should be covered or shielded and needed.
15. No handles on the sidecar side of the vehicle may protrude past the fairing on the vertical plane. All handles must be positioned so they cannot catch on another vehicle. All handlebars positioned on the outside perimeter of the fairing must not be open-ended. All handholds must be of the closed-loop type.
16. The battery must be covered in such a way that neither the driver nor the passenger can come directly into contact with the battery or its contents.
17. Oil containment shall be by liquid-tight container around the bottom of the motor with a minimum of 3 quarts capacity. Oil absorbing material shall be in addition to above. Front edge on container shall be equal or greater in height than the centerline of the engine crankshaft(s).
18. Any remote-mounted oil containing components shall have an oil containment system.
19. All external oil lines shall be safety wired.
20. All threaded components that have liquid behind them shall be safety wired.
21. Oil breather/overflow system shall be closed type with lowest level for air inlet to be at lower edge of carburetor. Air intake (see drawing) or contain more than the total capacity of oil of the machine.
22. There shall be one or more red indicators placed to be visible by both driver and passenger. These indicators shall light when engine oil pressure drops below a safe margin. Running engine during inspection to show lights off and stopping engine during inspection to show lights on shall do testing.

GENERAL

1. Three number plates are required. One on the front of the outfit and one on each side. Minimum dimensions are 10 inches high by 10 inches wide. Number plates shall be white with black numbers. The numbers shall be standard type block lettering eight (8) inches high to fit. Numbers not considered to be legible by race officials of the sanctioning body must be changed as directed by the race official.
2. The English form for number must be used. That is single vertical line for the "one" and a simple sloping line without a horizontal line for the "seven".
3. Bank sidecars are forbidden.

4. A novice driver and/or passenger must wear a bright identification marker for three (3) races. The identification will be a large "X" on the back of driver and/or passenger, color to contrast with protective gear or to board discretion.

SECTION X - SUPERMOTARD REGULATIONS (Not offered in 2005)

1. A Supermotard class motorcycle will be defined as a single or twin cylinder off-road or dual-sport based machine with displacement of 1000cc or less.
 - a. Racing will be conducted according to the regulations set forth below and as other sections of this book apply.
 - b. A Supermotard event will consist of Supermotard Class motorcycles competing on a combined asphalt and dirt circuit with a minimum of one jump.
2. All equipment must comply with Section C, General Equipment (Full MX or Dirt Track protective riding gear accepted) and Section E, Machinery and Numbers.
3. The Supermotard classes will be:
 - a. Open Supermotard:
Unlimited modification, open displacement single or up to 1000cc twin.
 - b. Middleweight Supermotard:
Unlimited modification up to 250cc two stroke or 450cc four stroke.
 - c. Lightweight Supermotard:
Unlimited modification, up to 125cc two stroke or 250cc four stroke.
 - d. Moto-X Supermotard:
Must have 21 inch front wheel, any MX, Enduro, DOT or class C tire eligible, open displacement.
4. Race formats will be as follows:
 - a. A heat race will be run for each class to determine grid position for the main events.
 - b. Heat grid position will be determined by class points standings, followed by the order in which entries are received.
 - c. Flags and signals see Section J.
5. Licensing: All riders must hold one of the following:
 - a. Any current WMRRA racing license.
 - b. A current WMRRA membership card.
 - c. A current racing license issued by another accredited racing organization.
 - d. A WMRRA single event license as set forth in Section B.
6. License restrictions:
Riders holding WMRRA membership cards or single event licenses will be restricted to participating in SUPERMOTARD activities only. These memberships or licenses will not be considered valid road racing licenses by WMRRA or other racing associations or tracks.
7. Points and Awards:
Season points and trophies will be awarded using the schedule in Section M.

SECTION Y - RULE BOOK INFORMATION

1. All proposals for rule changes must be submitted in writing to WMRRA on or before October 1st, 2005. The rules committee will review these proposals for possible incorporation into next year's rulebook.
2. Proposals must include:
 - a. The section and paragraph number(s) that the rule change affects.
 - b. The exact text of the proposed change <and> the existing rulebook text.
 - c. The reason for the change (and any other supporting discussion or documentation).
 - d. The name of the person submitting the proposal.

SECTION Z - ELECTRONIC SCORING

1. Starting with the 1999 season WMRRRA has converted to using an electronic timing and scoring system made by the dBcom company. This is the same system being used by many other racing organizations including SCCA, FUSA, AFM, CMRA and others. WMRRRA is using the RaceTime 2 system (capable of 1 million transponders).
2. Each motorcycle entering the track is required to have a working transponder mounted on the motorcycle in accordance with the mounting instructions in this section. Transponders are also required during practice sessions.
3. It is the rider's responsibility to ensure that scoring is informed of the correct transponder control number for each motorcycle being raced. In the event of changes the rider must inform scoring of the change.
4. Results for each heat will be posted in a designated location no later than 1 hour after the completion of the heat or 20 minutes after the last heat of the day whichever is earlier. The results will be marked with the posting time. If the results are under protest they will be marked as such. Results will be posted to the club website as soon as possible following the race weekend. If the results posted to the website are under protest they will be marked as such until resolved. See Section L for protest procedures. It is the rider's responsibility to ensure that they are being scored correctly and to submit all protests/corrections in accordance with Section L.
5. Racers are responsible for obtaining their own transponder compatible with the 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 equipped with a fresh battery and is operating correctly.
6. Transponders must be in place and operating for tech inspection.
7. dBcom's website address is <http://digitaltiming.com>. Transponder ordering information and pricing can be found there.
8. WMRRRA will have some transponders available for rent. Inquire at registration or with scoring for information on renting a transponder.
9. The transponder must be securely mounted to the top of motorcycle's tailsection. Approved methods include enclosing the transponder in a pouch attached to the tailsection such as those sold by dBcom or a small camera bag, using velcro AND zip ties together, or any other method approved by tech inspection which ensures that the transponder is securely mounted. The transponder is not waterproof and should be enclosed in a plastic freezer bag or similar for waterproofing.
10. The transponder must be mounted at least 1 inch from any metal or carbon fiber composite object larger than a 2mm screw (frame rails, catch cans, carbon fiber bodywork, etc. There must be no metal or carbon fiber composite material between the transponder and the side view of the motorcycle.
11. Electronic scoring does not change the definition of a race win. In the case of a close or disputed finish, the finish line video and any other 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.

WMRRA BYLAWS

Article 1. Membership.

- A. Membership in the Washington Motorcycle Road Racing Association (WMRRA) shall be open to any persons interested in furthering the sport of motorcycling in accordance with the WMRRA charter statement.
 1. Membership in WMRRA shall consist of active members and supporting members.
 2. Active: All members participating in meetings and events qualify for all privileges of membership including: proposing motions, voting, holding office, attending club functions, competing in club races, etc.
 3. Supporting: A supporting member is a person not holding a WMRRA competition license. All privileges of membership besides competition privileges are awarded to a supporting member.
- B. Persons who are interested in becoming members shall express their desire by written request to the registrar. Also, one year's dues shall be submitted. Upon meeting these requirements, membership shall be effective.
- C. Members that are forty-five days delinquent (i.e. Feb. 15th of current year) in paying dues shall be dropped from the membership rolls.
- D. WMRRA reserves the right to refuse anyone a racing license for reasonable and justifiable cause.
- E. Members acknowledge that other racing organizations will be notified of any suspension/revoked-racing license. By submitting the racing license application and/or submitting a race entry form the racer agrees to all the conditions contained in these by-laws and rulebook.

Article 2. Management.

- A. The management of WMRRA shall vest in the executive board, which shall consist of the president, first vice president, second vice president, third vice president, secretary, treasurer, and four rider representatives. These persons will be elected by the general membership for one-year terms.
- B. Outgoing president shall become an additional board member on termination of office, replaced only by the next outgoing president.
- C. All members of the executive board shall be active or supporting members of WMRRA.
- D. The president shall be empowered to conduct executive board meetings when necessary. The president shall also be empowered to appoint persons to fill vacancies if they occur in the executive board. This appointee shall remain in office until the general elections held at the end of the season.

Article 3. Officers.

- A. The officers of WMRRA shall be: president, first vice president, second vice president, third vice president, secretary, treasurer, grand prix/superbike representative, supersport representative, novice representative, and vintage representative.
- B. The president shall be the executive officer of WMRRA and shall preside at all regular, executive board and special meetings of WMRRA. The president shall be empowered to appoint committees. The president shall preside over the appeals board. The president shall vote only to break a tie vote except in the case of elections.

- C. The first vice president shall preside in the absence of the president. The first vice president is in charge of publicity and promotions. The second vice president shall preside in the absence of the first vice president.
- D. The second vice president is in charge of updating the rulebook. He/she will appoint the race director, referee, course marshal, corner captain, chief technical inspector, radio control and starters. The race director will be in charge of the race day, including the pit area, security, crowd control, medical follow up of injured riders (i.e. make sure their pits are taken care of, people notified, etc.). Absent a conflict of interest, the second vice president shall be a voting member of the Appeals Board.
- E. The third vice president shall preside in the absence of the second vice president. The third vice president is in charge of scoring, registration, contingencies, and trophies, and shall coordinate the scoring efforts with the rider representatives. Absent a conflict of interest, the third vice president shall be a voting member of the Appeals Board.
- F. The first, second and third vice presidents shall perform such other duties as may be delegated by the president or the executive board.
- G. The secretary shall keep a record of regular, executive board, and special meetings, and shall communicate with absent members on matters of importance as delegated by the president, and handle association correspondence.
- H. The treasurer shall collect dues from the members, and all funds owed to WMRRA. The treasurer may only disburse funds with the approval of the president, executive board, or the vote of the membership. The treasurer shall be prepared at all times to furnish a record of funds incoming and outgoing, and the financial condition of WMRRA. The treasurer shall be in charge of the ticket booth personnel.
- I. The grand prix/superbike, supersport, novice and vintage rider representatives shall represent the riders of the respective groups. They will be involved with helping the head score keeper and the referee to resolve any scoring/results problems. Absent a conflict of interest, the rider representative of a class within which an appeal is made shall be the third voting member on the Appeals Board.
- J. Outgoing third vice president shall ensure that the season ending points and awards are completed for the season that he/she presided over. Then the outgoing third vice president can turn over these responsibilities to the incoming third vice president.
- K. All officers of WMRRA shall perform their responsibilities and duties in an honest, professional and impartial manner and shall make every effort to work in accordance with the WMRRA Charter Statement.

Article 4. Elections.

- A. The offices of president, first, second and third vice presidents, secretary, treasurer and four rider representatives are elective. These people will take office at the first meeting of the month following elections.
- B. Positions approved by the executive board are: referee, starter, course marshal and chief tech inspector.
- C. Nominations may be made at any regular meeting from the first meeting after July 1st, up to and including the election meeting. The secretary shall record all nominations, declare all nominations closed at the conclusion of nominations, and inform the membership of all nominations at every meeting during the nomination period. The election meeting date will be set by the executive board.
- D. Election shall be held by secret ballot and, in the event of a tie ballot, balloting shall continue until the office has been filled by a majority vote.

Article 5. Meetings.

- A. Meetings of the membership may be called by the president or the executive board.
- B. The following shall be the order of business of membership meetings:
 - 1. Reading of minutes of previous meeting
 - 2. Treasurer's report
 - 3. Committee reports
 - 4. Old (unfinished) business
 - 5. New business
 - 6. Good of WMRRA
 - 7. Adjournment
- C. Five percent of active and supporting membership shall constitute a quorum for the transaction of business at any meeting; except at executive board meetings, which will be a minimum of five (5) officers.
- D. Robert's Rules of Order shall govern the parliamentary proceedings of the WMRRA membership and the executive board.
- E. Appeals Board meetings shall be called by the president. The Appeals Board shall consist of the second vice president, third vice president, and the rider representative that represents the class for which the appeal is filed. If it is determined by the president that a conflict of interest exists by virtue of one or more of the regular members of the Appeals Board being an interested party in the appeal at issue, then such member(s) shall be replaced by a member(s) of the Board of Directors in order of seniority.
- F. The following shall be the purpose and order of business of the Appeals Board.
 - 1. The president shall conduct a closed meeting to include only people deemed by his or herself absolutely necessary for the hearing. The appealing person is allowed to call any witnesses that are necessary to support their case, but the president retains the right to limit the number of witnesses to a reasonable number depending on the severity of the ruling and the issue.
 - 2. The secretary shall be present to record the minutes.
 - 3. The purpose of the meeting is to determine the facts surrounding the alleged violation of the rules; to determine if the alleged violation occurred; and, if so, to determine whether the correct and appropriate punishment was instituted.
 - 4. The appellant, (person appealing), in disputing the original ruling to the Appeals Board, may provide additional facts, or additional support for opposition to the facts already asserted. The appellant may offer documents and witnesses the appellant deems necessary to their appeal, as limited in (1) above.
 - 5. The Appeals Board shall then meet again a second time within thirty days of the hearing and discuss the facts as they pertain to the rules set forth in the WMRRA Rule Book. Minutes shall also be recorded. Only the Appeals Board and the secretary shall attend this meeting.
 - 6. The Appeals Board shall make a ruling within 10 days of the second meeting.
 - 7. All minutes and rulings of the Appeals Board shall be published in the next issue of the APEX.
 - 8. The Appeals Board shall be empowered to uphold, overturn or impose further penalties. Such penalties may include fines, revocation of points for the season or the race day, temporary or permanent suspension of racing license and/or membership. The rulings and action of the Appeals Board shall be final.

Article 6. Dues.

- A. Active and supporting membership dues shall be determined by the executive board at the beginning of each calendar year.
- B. In no case will dues be raised unless deemed financially necessary by the executive board.
- C. Any member delinquent in his dues shall have no vote in any WMRRRA meeting. The payment date for dues will be established each year by the WMRRRA executive board.
- D. Any member terminating his or her membership in WMRRRA by nonpayment of dues or by withdrawal shall forfeit all interest in WMRRRA property which may have been acquired, or which may, in the future, be acquired by WMRRRA. Any active or supporting member may withdraw from membership at any time by giving written notice to the Secretary of WMRRRA of his or her intention to do so.

Article 7. Funds.

- A. All funds received by WMRRRA as dues, donations, or from other sources, shall be deposited in a bank, and shall be recorded as so deposited in the books of the treasurer.
- B. The treasurer shall establish a petty cash fund for the race director to use in paying for race day expenses that cannot be billed to WMRRRA. The amount of the fund shall be determined by the executive board, with an accounting of these expenses made to the treasurer.
- C. The treasurer may also issue credit cards to the secretary, first, second and third vice presidents with prior approval and card limit to be set by the executive board. These cards are to be used exclusively for WMRRRA business and only for previously approved budget expenses.
- D. The treasurer shall retain a professional bookkeeper (member or non-member) to reconcile the WMRRRA financial records quarterly. Reports shall be forwarded to the executive board and the board of directors.
- E. The treasurer shall arrange an independent audit of the WMRRRA financial records every two years at the year-end (December 31). If a new treasurer is installed at other than a normal terms end there shall be an audit conducted prior to the new treasurer taking over. All audit results shall be presented to the executive board and published in the APEX.
- F. Checks over \$2000 must be approved by the President
- G. Expenditures in excess of \$10,000, except for track rental fees, must be approved by the board of directors.

Article 8. Budgets.

Budgets are to be realistic, detailed as appropriate and can be amended during the year to reflect actual conditions and operating expenses. The budget shall be presented to the executive board at the December executive board meeting and any time it is amended.

- A. The first vice president shall submit a budget for the year to include:
 - 1. Promotional efforts
 - 2. Newsletter
 - 3. Banquet
 - 4. Race programs
 - 5. Motorcycle show
 - 6. Any other activities requiring funding

- B. The second vice president shall submit a budget for the year to include:
 - 1. Race day expenses (not including track rental, insurance, and ambulance fees)
 - 2. Payroll
- C. The third vice president shall submit a budget for trophies, timing/scoring, and registration equipment.

Article 9. Posting of the Bylaws.

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

Article 10. Board of Directors.

- A. Board of directors will consist of four members who must have previously served as WMRRA executive board members. The term for each Board of Directors member will be four years, with one member replaced each year.
- B. Board of Directors reserves the right to overrule the executive board on any matter relating to the legal and the financial well being of WMRRA.
- C. The Board of Directors reserves the right to remove any officer, member, volunteer; vendor or other representative of WMRRA that it determines is not performing their responsibilities or duties in a satisfactory, honest, professional or impartial manner.

Bylaws revised, signed and adopted by WMRRA Board of Directors, Nov. 2003
Briggs Willoughby, Greg Zanghi, Mark McGuire, Kory Gill

A SHORT WMRRA HISTORY

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

S.I.R. was built in 1962 as Pacific Raceway, and after motorcycle racing began there in 1964, the Billes ran three or four road races annually with the SEAFAIR CITY Motorcycle Club. The work load became too great, so they called the Tukwila meeting to share responsibility, and WMRRA was formed. According to Bille, "There were no (SIR) 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.

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

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

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

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

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

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

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