



**WESTWOOD MOTORCYCLE  
RACING CLUB**

## 2010 Rulebook

### **Competition Rules And Technical Requirements**

[www.wmrc.ca](http://www.wmrc.ca)

**IMPORTANT NOTICE! PLEASE READ!**

Any entrant or crew member is hereby informed and must understand that motorcycle racing is dangerous and may result in severe or fatal injury. These rules are a guide to conduct and safety. However, compliance with these rules cannot guarantee the personal safety of any entrant or crew member.

**IMPORTANT NOTICE! PLEASE READ!**

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## Chapter 1 – Rider Requirements

All competing riders must meet the following requirements:

- 1.1 BY ENTERING ANY EVENT, IT SHALL BE DEEMED THAT THE ENTRANT HAS READ THESE RULES AND AGREES TO BE BOUND THEREBY.
- 1.2 **All B.C. residents who enter in club events must hold a current, valid WMRC racing license.** Out of Province entrants who hold a FIM, RACE, CMRA, EMRA, OMRRA or WMRRA Racing License will also be accepted if the entrant completes a WMRC Associate membership.
- 1.3 A current sanctioning body competition license is required for all WMRC race events, sanctioning body licenses are not required for practice days.
- 1.4 A WMRC Racing License will not be issued to a new competitor unless he has passed a WMRC accredited race school in the past 24 months. See [www.wmrc.ca](http://www.wmrc.ca) for current accredited schools.
- 1.5 Any rider under the legal age of majority must provide a duly notarized consent document, signed by their parent or guardian, to the WMRC before they will be allowed to compete, practice, or participate in the WMRC rider training.
- 1.6 At all times, Sportsmanship and Fair Play will serve as the guiding concepts in WMRC events. The WMRC Referee will have complete control of all areas covered by these guidelines.
- 1.7 It is the responsibility of every competitor to inform the WMRC of any physical condition that might prevent the safe control of a motorcycle under race conditions, as well as any medical condition that could be worsened by virtue of competition in a WMRC event.
- 1.8 A FIRE EXTINGUISHER IN WORKING CONDITION IS REQUIRED to be on display at each paddock/pit area. The minimum rating acceptable is ABC (5 lb. capacity).

## Chapter 2 – Race Officials

All Race Officials are appointed by the Executive Committee.

### 2.1 Race Director

The chief race official.

- reports to the Executive
- is responsible for overall control and co-ordination of a Race Day
- is responsible for confirming that the course is properly prepared (including there being an adequate number of race marshals) before an event is started
- is in charge of time-tabling and the arrangement of classes
- in charge of all track safety aspects during a Race Day.

### 2.2 Course Steward

Reports to the Race Director.

- assists the race director with track safety during a race day
- to ensure that all suitable safety equipment is distributed to each corner station
- to liaise with the Corner Marshal Coordinator
- to ensure radio equipment is at the track.

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## **2.3 Starter**

Reports to the Race Director.

- is to open and close the track when appropriate
- is responsible for starting and finishing races and for
- displaying the appropriate flags
- is responsible to take over communications as directed by the Race Director.

## **2.4 Referee**

Reports to the Race Director.

- is responsible for ensuring that all rules regarding machine safety and legality (Chapters 8, 9, 10) are followed
- is responsible for final enforcement of rules concerning Competitor and Crew Behavior
- is the final authority on the interpretation of the rulebook on Race Day. Decisions not involving safety may be appealed.
- is to direct the impounding of all racing machines as necessary, supervise all teardowns.

## **2.5 Radio Control**

Reports to the Race Director.

- observes and reports to Race Director all changing track conditions
- is the director of communications
- is responsible for the direction of the Race Marshals during Race Day.

## **2.6 Corner Marshal Coordinator**

Reports to the Course Steward.

- is responsible for the organization and training of the Race Marshals during Race Day

## **2.7 Chief Technical Inspector**

Reports to the Race Director.

- is responsible for ensuring that all rules regarding machine preparation and rider protective equipment (Chapters 4, 5, 6) are followed.

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## **2.8 Riders' Representatives**

Reports to the general club membership

- there will be 4 rider reps; Novice, Intermediate, Expert and Vintage
- rider representatives will be appointed by the executive
- is responsible to liaise with Race Officials, Executive and Riders
- to be a member of the Rules Committee to the following year
- rider rep's will be introduced at each riders meeting
- to represent the racing members and affiliate racing members and act on their behalf in any situation concerning track safety, rules interpretation and protests
- in the event a rider rep is directly involved in any dispute an alternate will be assigned by the Referee.
- to assist riders who are new to the club and/or track.

## **2.9 Race Registrar**

Reports to the Results Coordinator.

- is responsible for all registration of riders for each Race Day.

## **2.10 Results Coordinator**

Reports to the Race Director.

- is responsible for the gridding of all heat and final races
- is responsible for all timing and scoring of races.

## **Chapter 3 – Classification Of Riders**

- 3.1 There are three classifications of riders in WMRC promoted events; Novice, Intermediate and Expert. These classifications are meant to designate the difference between various riders' abilities, and hence make for fair and exciting competition.
- 3.2 The Novice rider classification refers to first time riders. The Novice rider classification will be valid for a period of two years from the date that the license was first issued. If a Novice rider fails to graduate to status after this two year period then he/she must retake a WMRC accredited race school and absorb all costs. Novice riders can advance to Intermediate status after completing these four steps:
  - I. completing 6 race days
  - II. being evaluated for competency by a WMRC official

Advancement from Novice to Intermediate classification is at the discretion of your rider representative and the WMRC. You will be a graduated novice for the first few races before your intermediate license is issued.

- 3.3 The Intermediate classification refers to experienced riders. Only riders who have proven themselves to be amongst the top of the Intermediate classification will be promoted to Expert license status. Expert riders are the

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best of the WMRC competitors, and must be able to race competitively and safely with top riders from other racing associations.

- 3.4 The Expert rider classification refers to riders with a high level of skill and experience. To advance from Intermediate to Expert status, an Intermediate must finish in the top three places of a season's competitive class championship standings or finish in the top 5 in any two competitive class championships. An Intermediate rider must complete one full season in the Intermediate class before being considered for advancement. All riders will be evaluated for status advancement at the end of each season and only under special circumstances will a rider be advanced in mid-season. **The Executive and riders rep reserve the right to advance any rider after due consideration.**
- 3.5 Any rider who does not meet the preceding advancement requirements but wishes to be upgraded from Novice to Intermediate or Intermediate to Expert status may apply to their Rider Rep. and present his/her case to be judged on its own merit. As well, any rider slated for mandatory advancement may protest this change in license status by presenting evidence showing why he/she should remain at his/her current rider classification. All rider advancement will be judged by rider representatives.
- 3.6 Every inquiry regarding a change in rider license classification will be reviewed individually and without prejudice by the WMRC Status Committee.
- 3.7 Any competitor who has not raced in 3 years will be required to pass a Race Checkout Session to determine suitability for racing and rider status. These Race Checkout Sessions will not be held on 'Race Days' but will be held on 'Practice' days or WCSBS Track Days only. The rider must contact the executive and make arrangement to be viewed by a qualified official or instructor.

## Chapter 4 – Number Plate Requirements

- 4.1 Every machine participating in a WMRC event (test and practice or race days) must carry complete number identification, comprising of three number plates: one on the front of the machine and one number plate on each side of the bike (on the tail piece or on the side of the front fairing). Each plate must carry the rider's designated and registered WMRC competition number.
- 4.2 The number plate must be securely and safely fastened to the machine in a manner deemed acceptable by the Chief Technical Inspector. The number plate must be rectangular, and must be finished in white with a non-glare surface. **Numbers must be at least 6 inches high and 1 inch wide, and be legibly displayed on a non-glare white background or the machine will fail technical inspection:**
  - Expert - black numbers on white background
  - Intermediate – Red numbers on a white background
  - Novice – Black numbers on a yellow background from 700 to 900
  - number plates may not have sharp edges or corners
  - numbers should be painted on or be of the pre-cut, shop-bought adhesive variety. Each machine must have all plates and numbers attached in a "ready to race" fashion when presented for Technical Inspection.
- 4.3 On all machines, the front number plate should cover the headlight shell, and the side number plates should be mounted so that the rider's legs do not cover the number plates when the rider is in riding position on the machine. If the method of mounting the number plates does not meet with these requirements, the Chief Technical Inspector can ask to have the number plates relocated.
- 4.4 The front number plate on all machinery entered in WMRC events may not be angled more than 30 degrees from vertical.
- 4.5 On all machines, the numbers must be applied to the fairing and/or tailpiece in a similar size and manner to that specified for the number plates in Section 4.2.
- 4.6 No advertising or sign writing may appear on the number plates.

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- 4.7 WMRC License holders may not, for any reason, ride a machine on the street if it is equipped with racing number plates and/or competition numbers.
- 4.8 If for any reason a rider is forced to change plates, numbers, or machines, it is up to that competitor to inform the starter and scorer at least five (5) minutes prior to an event. Otherwise, no guarantee can be made that the competitor's grid position, points and standings will be assessed and recorded correctly.
- 4.9 At the end of each racing season, when racers renew their competition licenses, they will also apply for their competition numbers (the number that appears on their number plates) for the upcoming season. Every effort will be made to give each racer the competition number desired. Priority will be given to racers who have already competed and/or have long established competition numbers. The WMRC will hold the previous season's competition numbers until the end of February of the new season (when membership renewals are due).
- 4.10 Priority will be given to keeping all WMRC competition numbers as low as possible (i.e. one or two digits) to keep scoring and bookkeeping simple. Lower numerical competition numbers that are not already renewed or chosen by established competitors will be available on a first come, first served basis on March 1<sup>st</sup> of each year.
- 4.11 The OVERALL Champion points structure will be derived from not more than two classes. Riders may enter more than two classes but, the total number of points calculated for the riders OVERALL points are derived from the two classes in which the rider has accumulated the most points at the end of the season. An event must have at least 5 racers starting for that event's points to count toward OVERALL points total  
The overall Champion for the WMRC shall be awarded the right to use Number One (1) on his/her number plates in all WMRC sanctioned events for the following season. The top 5 competition numbers will be reserved for the top 5 overall finishers, competition numbers normally used by the top 5 finishers will be reserved for those competitors.
- 4.12 Superbike heats will be scored separately but only 50% of the points will go towards the overall WMRC championship.

## Chapter 5 – Technical Inspection And Machine Requirements

All the following rules apply, without exceptions, to every machine taking part in any WMRC event.

- 5.1 Every machine competing in a WMRC event must be fully inspected and judged race worthy and safe before that machine can take to the track. The V.I.N. of racing machines will be spot-checked during the season.
- 5.2 Any rider participating on a stolen machine will be subject to full prosecution under law and may also suffer a permanent loss of his/her WMRC Competition License.
- 5.3 The Chief Technical Inspector has the right to final decision over any matter of technical or safety legality. The Chief Technical Inspector or other Race Official may at any time recall a machine for further inspection if he/she has any doubts concerning a machine's legality or safety. Any machine that crashes during the course of a Practice or Race Day must be presented for re-inspection before it can be practiced on or raced again.
- 5.4 It is the competing riders' responsibility to ensure that their equipment, be it their own or borrowed, meets all WMRC rules. Remember: the primary duty of the Chief Technical Inspector is to inspect machinery for safety.
- 5.5 The Chief Technical Inspector may at any time revoke approval of either a competitor or his/her machine, whereby that competitor must bring the equipment up to acceptable standards before any further practicing or racing.
- 5.6 All machines entered in WMRC events must meet the following rules:
  1. The machine must be clean.
  2. The following items must be drilled and safety-wired in a safe, workmanlike manner, so that the wiring will prevent the items from loosening and falling off (see lock wire guide at the end of this chapter):
    - oil drain plug bolts

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- oil filler and access plugs
  - all oil and fuel fittings and clamps outside of the frame perimeter (non banjo style oil fittings may be siliconed)
  - oil filter cover bolts (spin-on type filters must be secured with a hose clamp and then wired)
  - axle pinch bolts and axles when accessible (if recessed type, silicone may be used)
  - cylinder and other water drain bolts
  - radiator cap
  - exhaust baffles and muffler bracket bolts
  - ALL muffler brackets must be triangulated and safety wired
  - brake caliper bolts
  - brake line banjo bolts (silicone may be substituted for safety wire)
  - R clips may be used in lieu of cotter pins for securing the rear/front axle nut but must be wired closed at the mouth
  - R clips with safety wire can be used on calipers mounting bolts
3. Fork drain plugs must be securely fastened. (Either wired or taped)
  4. Any motorcycle having a radiator must have a heat resistant 'catch can' attached to its overflow hose.
  5. Only water or a non-glycol based additive like Redline Brand 'water wetter' may be used in the radiator; anti-freeze or any other additive may not be used.
  6. All breather-type fluid lines that don't return to the air box, must drain into a heat resistant, non-combustible 'catch can' of at least five (5) ounces displacement, attached in a safe and secure manner.
  7. All machines must have a well-marked operational engine kill button or kill switch mounted on or adjacent to the handlebars or clip-ons, within easy reach of the rider.
  8. All bikes must have fully operational front and rear brakes with integral ball-ended brake and clutch levers. Minimum size of the ball-end shall be ½ inch diameter.
  9. All side and center stands must be removed.
  10. Carriers, mirrors and turn signals and any touring-style fairings must be removed. Engine guards may be required at the Chief Technical Inspector's discretion (see Rules 18 and 19 below).
  11. All lenses (both reflective and headlight) must be removed.
  12. All light bulbs must be removed and horns disconnected.

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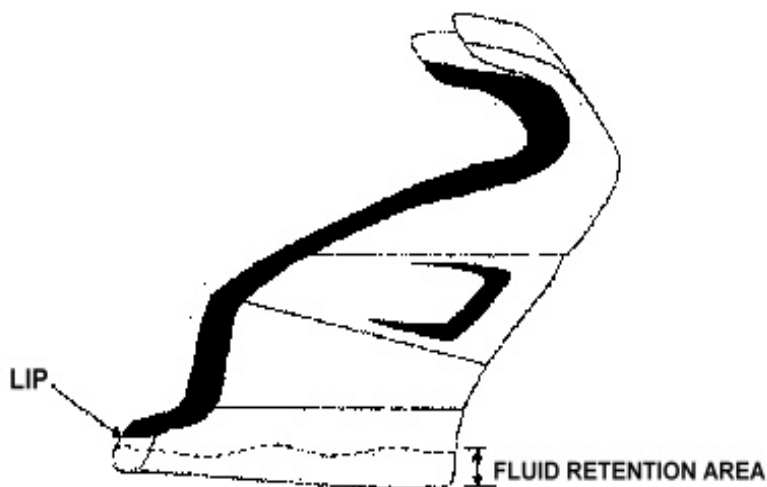
13. Either the rear fender or seat must extend rearward past a line drawn vertically through the rear axle.
14. All fairings must be mounted in a safe and workmanlike fashion, as judged by the Chief Technical Inspector.
15. No streamlining may be attached to the rider or the rider's helmet. Front fenders are exempt from this rule.
16. No part of the machine may extend past a line drawn vertically 6 inches past the rearmost part of the rear tire.
17. Tires must be in safe operating and racing condition. Tape all wheel weights and metal valve stem caps must be used.
18. Magnesium crankcase covers must be replaced with aluminum covers or be guarded in an acceptable manner.
- 19. All inline multi cylinder engines are required to have engine guards in place on each side of the crankcase that contains any fluid behind the crankcase cover. Acceptable protection includes aftermarket extra-thick case covers or external shields like Carbon/Kevlar affixed in place over the OEM case cover.**
20. Where a starter motor has been removed from the engine, a metal plate and gasket shall be fitted and bolted securely to close the opening. No rubber or plastic plugs will be allowed.
- 21. All inline multi cylinder, four stroke motorcycles up to 750cc must utilize an OEM, DOT, mechanically baffled exhaust muffler. Said muffler can be from any Canadian or US street legal production four stroke machine. Muffler must be from a bike produced and sold as street legal in Canada and the US by the original manufacturer.** The catalytic converter may be removed but it must be replaced with some form of a mechanical baffle. No machine shall exceed a noise level of 88dbA measured at track-side at the start/finish line during any race or practice session. Any machine in violation of this rule will be immediately Black Flagged and must be able to demonstrate that the problem has been rectified before being allowed back on to the track. The Race Officials will monitor the sound levels during each race or practice session and we will warn the rider of any machine that exceeds an average of 86dbA.
22. All sign-writing appearing on the motorcycle must be in good taste, and no decorations (stuffed animals, etc.) may appear on the motorcycle or rider whatsoever.
23. All previous technical inspection stickers must be removed prior to presenting the machine for technical inspection. Fairing lowers must also be removed and brought along to inspection.
24. All 575 cc and up 4 stroke motorcycles must incorporate an oil catch pan capable of holding at least half of the total oil and engine coolant capacity used in the engine (approx. 4 liters of fluid). In the event of a major engine/case failure, less fluid will reach the racing surface and the competitor's rear tire.

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Enlargement of the lower fairing and the fabrication of a lip in the rear lower section may be necessary to achieve proper fluid retention. Such modifications will be permitted. Must be constructed using a suitable material such as fiberglass or aluminum. Duct tape is not allowed.

Tin foil pans (turkey roasters) are not allowed as a substitute for an oil catch pan. On motorcycles with low or under engine mufflers, care must be taken so the exhaust does not come in contact with the oil catch pan or its contents. Supermotard are exempt from belly pans.

25. All catch pans must be removed and brought to tech for inspection. Exceptions will be made for vintage and supermotard bikes whose belly pans are difficult to remove.
26. There is up to a \$500 fine for oiling the track if the above rules are not met.



**Figure 1 Fairing Lower Fluid Retention Area**

## ***Basic Rules For The Installation of Lock Wire***

Lock wiring is the securing together of two or more parts with a wire, which shall be installed in such a manner that an additional tightening of the wire will counteract any tendency for a part to loosen.

For general-purpose lock wiring, use the preferred sizes in Table 1-1. Use smaller diameter wire where parts are too small to permit a hole diameter to accommodate the preferred sizes, or where space limitations preclude the use of the preferred sizes. The larger sizes are used where stronger wire is required. Wire diameter of .032 is most commonly used.

The common method of installing lock wire shall consist of two strands of wire twisted together (the so called "Double Twist" method). (One twist is defined as being produced by twisting the wires through an arc of 180 degrees and is equivalent to half of a complete turn.) The single strand method of lock wiring may be used for some applications, such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, circle, etc.), or parts in electrical systems.

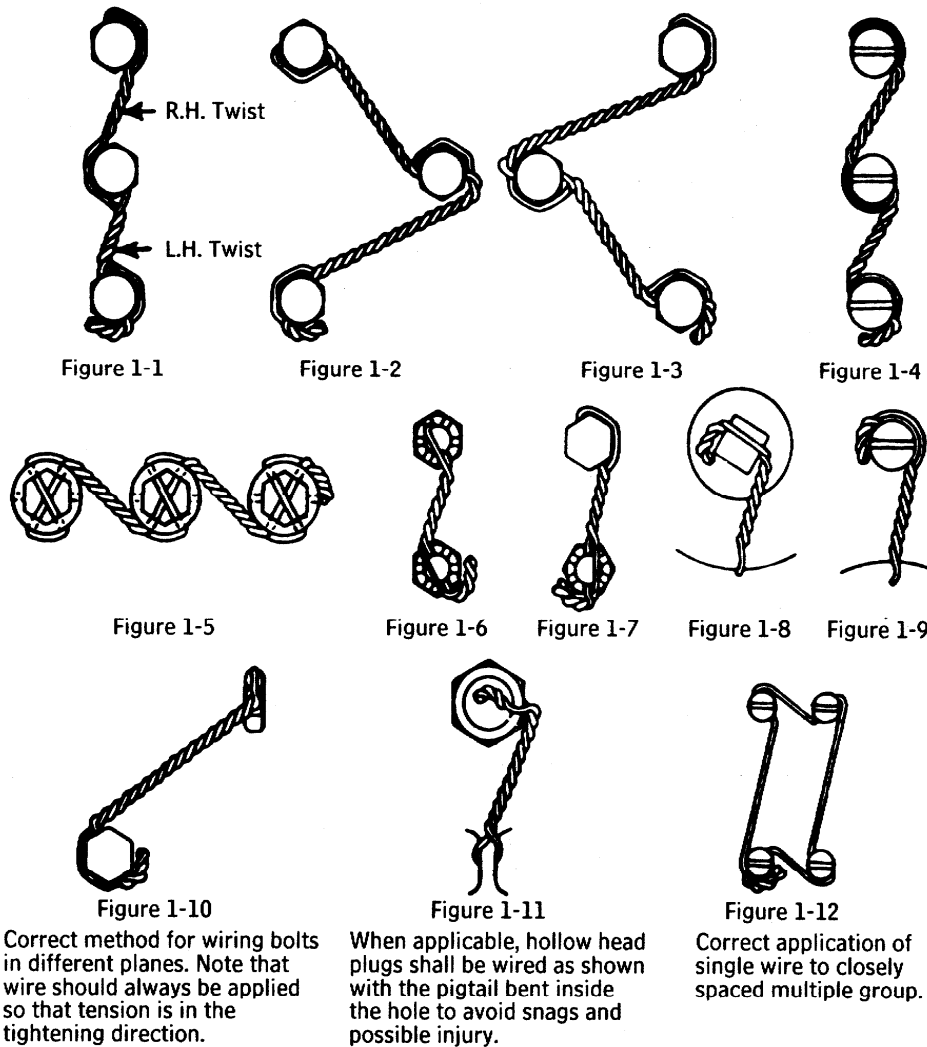
The maximum span of lock wire between tension points shall be six inches.

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Where multiple groups are lock wired by either the double twist or the single strand method, the maximum number in a series shall be determined by the number of units that can be lock wired by a twenty-four (24) inch length of wire.

Wire shall be pulled taut while being twisted. The number of twists per inch, as recorded in Table 1-1, represents general practice and is given as guidance information only.

Caution must be exercised during the twisting operation to keep the wire tight without overstressing. Abrasions caused by commercially available wire twisting pliers shall be acceptable but nicks, kinks, and other damage to the wire are not.



*Lockwire information courtesy of American Association of Motorcycle Road Racers (A.A.M.R.R.)*

## Figure 2 Lock wire installation diagram

Lock wire shall not be installed in such a manner as to cause the wire to be subjected to chafing, fatigue through vibration, or additional tension other than the tension imposed on the wire to prevent loosening. In the event that no

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wire hole is provided, wiring should be to a convenient neighboring part in a manner so as not to interfere with the function of the parts. Hose and electrical coupling nuts shall be wired in the same manner as tube coupling nuts.

Various examples of lock wiring are shown in Figures 1-1 through 1-12. Figure 1-12 shows the single-strand method, while the other figures show the two-strand or double-twist method.

## ***Detailed Instructions For The Installation Of Lock Wire***

Check the units to be lock wired to make sure that they have been correctly torqued. Under-torquing or over-torquing to obtain proper alignment of the holes is not advisable. If it is impossible to obtain a proper alignment within the specified torque limits, back off the unit and try it again or select another unit.

In adjacent units, it is desirable that the holes be in approximately the same relationship to each other as shown in Figures 1-1 through 1-4 (for right-hand threads), thus the lock wire will have a tendency to pull the unit clockwise. This should be reversed for left-hand threads.

Where lock wire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements.

***Lock wire outline section courtesy of the AAMRR (American Association of Motorcycle Road Racers).***

## **Chapter 6 – Riders' Clothing**

- 6.1 The following apparel or equipment must be worn: all competitors in any WMRC event must wear a full-face helmet with visor. All helmets must be as new, good condition, Snell 2005 or ECE 22-04, ECE 22-05 or BS 6658 or DOT approved. All helmets and gear must pass mandatory technical inspection at the start of each race day.
- 6.2 No open face, flip-up full face or motocross style helmet allowed.
- 6.3 Clothing:
  1. All clothing must be made of leather and be in good repair. One-piece special purpose racing suits are recommended. Road racing approved Kevlar suits are also allowed.
  2. If the leathers are two pieces, the top and bottom must be safely and securely joined together with a full-length zipper.
  3. Road racing boots of at least eight (8) inches in ankle height must be worn.
  4. Road racing style leather gloves must be worn.
  5. No skin should be visible on the rider's body when that rider has their equipment on and is in racing position, except at the rider's neck.
  6. A hard shell spine protector or back protector pad must be worn under the leathers.
  7. All of the rider's equipment mentioned above must be worn whenever he/she is on the track, including practice, warm-up laps, cool-down laps and any acceleration runs.
  8. None of the rider's clothing may flap at racing speeds.
- 6.4 All of the rider's personal equipment must pass tech inspection before the rider can take part in any of a WMRC event. If any of clothing or machinery shows excessive damage, the Chief Technical Inspector has the right to reject that piece of gear from racing use. ***EXCESSIVE DAMAGE INCLUDES CRACKED OR SCRATCHED HELMETS, LONG RIPS IN VULNERABLE PARTS OF THE LEATHERS, AND PALMS/KNUCKLES TORN OUT OF GLOVES. IN THESE INSTANCES, THE RIDER MUST PROVIDE ACCEPTABLE REPLACEMENT EQUIPMENT.***

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If a rider's equipment shows a small amount of damage, the Chief Technical Inspector may take note of that damage and give that rider one event's grace to repair and/or replace the damaged item.

If at the next event, the same problem(s) still exist with the rider's equipment, then the Chief Technical Inspector can refuse to allow that rider to compete until the specified repairs have been made.

- 6.5 All competitors must carry a copy of the "Medical Information and Treatment Authorization Form" (provided by the WMRC) in their leathers, preferably in a small pocket in the chest of the leathers. It is also recommended that the competitors carry their medical insurance plan cards or papers with them in their leathers.

## Chapter 7 – Competition Classes And Compositions

### 7.1 Novice

- The purpose of this class is to give the beginning racer track experience under racing conditions.
- No points or other rewards are given
- All types of racing motorcycles are allowed provided they conform to the rules in Chapter 5
- Formula 3, Middleweight Superbike, 650cc Supersport twins and vintage bikes are allowed to run their respective classes instead of the novice class.
- all inline multi cylinder four strokes up to 750cc are required to have a stock unmolested muffler with mechanical baffles in place
- Max 88db

### 7.2 Formula 1:18

- Trophy class, no seasons points
- No lap timers allowed onboard
- Open to all intermediate and expert riders
- Maximum allowable lap time is 1:18, rider is disqualified if any lap reads below 1:18 on the WMRC official timing software
- Riders who win in this class after the first round will not be allowed to enter the class for the remainder of the season.
- Unlimited displacement and engine configuration
- all inline multi cylinder four strokes up to 750cc are required to have a stock unmolested muffler with mechanical baffles in place
- Can only break out twice then you're out
- Riders found abusing the spirit of the class will be disqualified.

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## 7.3 Formula 40

- Trophy class
- superbike riders not allowed
- minimum 40 years of age for the rider
- all open vintage bikes allowed , no rider age minimum.
- all inline multi cylinder four strokes up to 750cc are required to have a stock unmolested muffler with mechanical baffles in place, no other bike or engine restrictions.
- Max 88db

## 7.4 Formula 3

- trophy class
- 125cc GP motorcycles
- open single cylinder, air cooled, two stroke motorcycles
- up to 200cc single cylinder, water cooled, two stroke motorcycles
- up to 350cc single cylinder, four stroke motorcycles
- up to 350cc twin cylinder, two stroke production based motorcycles
- up to 400cc twin cylinder, air cooled, two stroke motorcycles
- up to 500cc twin cylinder, water cooled, four stroke motorcycles
- up to 550cc twin cylinder, air cooled, four stroke motorcycles
- up to 600cc twin cylinder, push rod, four stroke motorcycles
- up to 350cc multi cylinder, water cooled, four stroke motorcycles
- up to 550cc multi cylinder, air cooled, four stroke motorcycles
- up to 400cc multi cylinder, water cooled, supersport spec 4 stroke motorcycles
- Max 88db

## 7.5 Middleweight Superbike (Formerly Formula 2)

- trophy class
- 250cc GP motorcycles
- up to 425cc multi cylinder, two stroke motorcycles

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- up to 500cc twin cylinder, two stroke motorcycles
- up to 500cc multi cylinder, four stroke motorcycles
- open multi cylinder, four stroke motorcycles 15 years and older
- up to 700cc twin cylinder, water cooled, four stroke motorcycles
- up to 900cc three cylinder, four stroke motorcycles with steel frames
- open twin cylinder, air cooled, two valve, four stroke motorcycles
- open single, two and four stroke
- open to all open class vintage bikes
- all inline multi cylinder four strokes up to 750cc are required to have a stock unmolested muffler with mechanical baffles in place
- Max 88db

## *7.6 Heavy Weight Superbike*

- open to all motorcycles 10 years and older
- superbike rules apply
- all inline multi cylinder four stroke up to 750cc are required to have stock unmolested muffler with mechanical baffles in place
- Max 88db

## *7.7 600 Supersport*

- expert and intermediate trophy class
- 118 horsepower limited for intermediate class
- 125 horsepower limited for expert class
- up to 500cc multi cylinder, two stroke motorcycles
- up to 600cc multi cylinder, four stroke motorcycles
- up to 675cc three cylinder, four stroke motorcycles
- up to 848cc twin cylinder, four stroke motorcycles.
- Stock unmolested muffler with mechanical baffles in place
- Max 88db

## *7.8 Open Supersport*

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- expert and intermediate trophy class
- 185 horsepower limited
- unlimited multi cylinder, four stroke motorcycles.
- all inline multi cylinder four strokes up to 750cc are required to have a stock unmolested muffler with mechanical baffles in place
- Max 88db

## 7.9 *Battle of the Twins*

- 2 trophy classes
- heavyweight twins (unlimited Twin cylinder motorcycles)
- middleweight twins ( up to 700cc Twin cylinder motorcycles and Open singles)
- formula rules apply
- Max 88db

## 7.10 *Superbike*

- trophy class
- two race format
- any motorcycle up to unlimited displacement, 600cc supersport or better (executives choice for other allowable motorcycles)
- no graduated novices, open to all Expert and Intermediates (exceptions can be made by the race director or executives)
- slower riders will be black flagged prior to the end of the race at the discretion of the referee or race director
- all inline multi cylinder four strokes up to 750cc are required to have a stock unmolested muffler with mechanical baffles in place
- Max 88db

## 7.11 *Senior Superbike*

- trophy class
- minimum 35 years of age for the rider
- superbike rules apply

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- all inline multi cylinder four strokes up to 750cc are required to have a stock unmolested muffler with mechanical baffles in place
- Max 88db

## 7.12 Vintage

- trophy class
- up to 1000cc DOHC 2 valve multi cylinder, four stroke motorcycles up to model year 1979
- up to 750cc multi cylinder, 2 stroke motorcycles up to model year 1979
- see chapter 11 for rules
- Max 88db

7.13 *Novices are not permitted to compete in a Supersport or Superbike class.*

7.14 *A class must have at least 5 starters at a main event in order to be scored points and to be paid prize money and/or issued trophies. For season final points, at least 66% of the main events must have been run.*

## Chapter 8 –Supersport Rules

Supersport class machines must conform to the regulations in Chapters 4 and 5 and also must conform to the following regulations:

- 8.1 Supersport racing class machines must be standard models in legal road trim as catalogued by the original equipment manufacturers and sold to the general public in Canada or the USA for street use and available from all of their authorized dealers.
- 8.2 A minimum of twenty (20) units of a particular street legal motorcycle model must be imported by the manufacturer or appointed distributor, in the given model year, for that machine to be legal for Supersport class racing.
- 8.3 Maximum HP rules apply, 185 RWHP for open Supersport and 125 RWHP for 600 Expert Supersport, 118 RWHP for 600 Intermediate Supersport as measured on the official WMRC Dyno.
- 8.4 The WMRC fully intends to keep all production machinery stock, except where otherwise noted. All allowed changes are listed here – if a change is not listed here, it is NOT allowed. ONLY the following modifications can be made:
- 8.5 Brake linings and/or pads may be changed. Steel braided brake lines may be used as a safety precaution as long as no other brake related modifications occur with the installation of the steel lines to the stock system. OEM style aftermarket rotors may be used. Front Master cylinders may be replaced with aftermarket items such as Brembo, Nissin, Magura, etc.
- 8.6 Spark plugs may be changed.

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- 8.7 Carburetor jets and settings may be changed or replaced with aftermarket kits. The stock bore and slides must remain (existing drilled holes in the slides can be enlarged).
- 8.8 All components involved in fuel injection systems must remain standard except electronic control modules and the wiring harness, which can be modified or replaced with aftermarket pieces.
- 8.9 Tires may be replaced with those more suitable for racing, but replacement tires must fit on the original manufacturer's stock rims for that model. Slicks and non DOT rain tires will be allowed.
- 8.10 Older models may be updated with genuine standard parts found on a newer version of the same model.
- 8.11 Chains and sprockets may be changed.
- 8.12 Handlebars and clip-ons may be changed for those more suitable for racing.
- 8.13 Rear shocks and rear springs can be exchanged for aftermarket equipment. The stock shock mounts may not be altered.
- 8.14 The front fork externals must remain stock. Upper and lower triple clamps must remain stock.
- 8.15 A steering damper may be added, and must be mounted in a safe and effective manner.
- 8.16 Footrests may be relocated to any position or replaced with aftermarket footpegs/rearsets. Gearshift and brake pedals may be relocated or replaced without restriction. No sharp protruding edges are allowed.
- 8.17 The stock charging system, all wiring, and the battery must remain and be in full operating condition. The battery may be relocated if done in a workman like manner and meets the approval of the chief tech inspector. This includes the alternator and electric starter if fitted to the standard model. The battery must be able to start the bike a minimum of three times.
- 8.18 The speedometer, speedometer cable, tachometer, tachometer cable, and any other "dash gauges" may be removed.
- 8.19 The CDI unit can be modified or replaced with an aftermarket product. Traction control and electronic shifters are allowed.
- 8.20 Original equipment bodywork should be replaced with aftermarket replica bodywork with a fluid retention area. Unfaired or half faired bikes may add an aftermarket fairing with a fluid retention area. Any available windscreen for your model can be used.
- 8.21 Rear passenger pegs must be removed.
- 8.22 The maximum allowable overbore is 1 millimeter oversize using OEM standard replacement parts only.

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8.23 Race fuels and additives are allowed.

8.24 The complete airbox must be retained and be completely and solidly hooked up, and a stock air filter or an OEM style aftermarket filter must be fitted.

8.25 Aftermarket racing exhaust systems are not allowed on 750cc and under Multi cylinder machines.

8.26 Other than the above mentioned items, the bike must remain stock

8.27 Aftermarket replacement subframes and fairing mounts are allowed.

See section 7.7

## Chapter 9 – Superbike Rules

Superbike class machines must conform to the regulations in Chapters 4 and 5 and also must conform to the following regulations:

### 9.1 *MACHINES ELIGIBLE:*

- Any motorcycle up to unlimited displacement.
- Any machine rated as below 600SS are not allowed unless they have approval from race director or executives.
- No limits will be placed on engine, chassis, suspension, wheels or tires
- Stock unmolested mufflers with mechanical baffles in place for all 750cc and under inline four cylinder motorcycles

### 9.2 *WEIGHT*

No minimum weight limit will be enforced by the WMRC. Every effort will be made by WMRC Technical Inspectors to ensure that competitors have made no dangerous weight modifications.

### 9.3 *ENGINE:*

- Factory racing equipment is allowed in this class. Aftermarket and factory high-performance parts are allowed without limit.
- All turbocharged machines must run in the Superbike class only.
- fuel must consist of gasoline, defined as a petroleum fuel. Additives for lubrication, knock suppression or octane improvement is permitted. Use of anything other than a petroleum fuel is prohibited.
- Note: All fabrication and modifications must be done in a safe and workmanlike manner, and all machines are subject to inspection.Engine

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## Heavyweight Superbike:

- A class for motorcycles of unlimited displacement and modifications that are at least 10 years old. Motorcycle models that are considered to have remained basically unchanged throughout multi- year model cycles (such as 1999-2002 Yamaha R6, 2000-2003 GSXR 750, 1998-2002 ZX6-R, 2000-2001 Honda RC51, for example)but are newer than the 10 year rule are eligible throughout that cycle. Formula rules apply, but the frame and engine must be from eligible motorcycles only ( i.e. no 2002-2005 RC51 SP2 engines in 2000-2001 SP1 frames, for example). It is up to competitors to ensure that a motorcycle is legal for this class, if in doubt contact your Rider Rep.

## Middleweight Superbike:

- A class that includes inline four 600 cc motorcycles at least 15 years old, Twin cylinder motorcycles of no more than 700cc displacement and Open Singles . Motorcycle models that are considered basically unchanged throughout multi-year model cycles (such as 1994-1997- Kawasaki ZX6-R, 1995-1998-Honda F3, for example) but are newer than the 15 year rule are eligible throughout that cycle. Formula rules apply but the frame and engine must be from eligible motorcycles only ( i.e. no 1998-2002 ZX6R engines in 1994-1997 ZX6 R frames, for example). It is up to competitors to ensure that a motorcycle is legal for this class, if in doubt contact your Rider Rep.

## Chapter 10 – Grand Prix (GP) And Formula Rules

Grand Prix class machines include any manufacturer's purpose built racing machines available to a factory rider or privateer and such machines must conform to the regulations in Chapters 4 and 5. The rules of this section are intended to be a guide for the safe modification of "production" machinery and are not intended to disqualify any OEM GP machines.

- 10.1 Motorcycles used in competition are two wheeled vehicles, which receive power transmission to the rear wheel from one motorcycle engine, the power to be delivered to one wheel only.
- 10.2 The fairing must have a minimum of three separate mounting points.
- 10.3 Any crankshaft configuration may be used, i.e. 180 degree firing, alternative firing, etc.
- 10.4 Superchargers or turbochargers are prohibited.
- 10.5 Fuel injection is permitted.
- 10.6 Race fuels are allowed. Engine fuel must consist of gasoline, defined as a petroleum fuel. Additives for lubrication, knock suppression, or octane improvement are permitted. Use of anything other than a petroleum fuel is prohibited.
- 10.7 A transmission (gear box) is limited to a maximum of six speeds.
- 10.8 Wheel rims smaller than 16 inches in diameter are prohibited.
- 10.9 Aluminum or titanium wheel axles are allowed.
- 10.10 Titanium frames are prohibited.
- 10.11 The gas tank must have a minimum capacity of 5 liters .
- 10.12 Gas tank vent lines must have a device that prevents the escape of gasoline.

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- 10.13 A rear chain guard is not required.
- 10.14 The exhaust system must be securely assembled and securely attached to the frame. 10.15 The discharge end of the exhaust system may not extend beyond the rear edge of the rear tire, and may not point in a direction that creates dust or interferes with the vision of other riders.

**Note: All fabrication and modifications must be done in a safe and workmanlike manner, and all machines are subject to inspection.**

## Chapter 11– Vintage Rules

This class is for machines built up to and including 1979 with exceptions allowed where production continued unchanged, and is open to production based and GP machines.

- up to 1000cc DOHC 2 valve multi cylinder, four stroke motorcycles up to model year 1979
- up to 750cc multi cylinder, 2 stroke motorcycles up to model year 1979

**ENGINES:** Naturally aspirated. Castings and engine cases must be of period external appearance. Maximum allowable overbore is 5% over class limit.

**GEARBOXES AND FINAL DRIVES:** Are without restriction.

**CARBURETORS:** Round slides only, flat slides are not allowed unless original equipment.

**IGNITION SYSTEMS:** No restrictions.

**EXHAUSTS:** Must have a mechanical baffle installed, **no open racing exhaust allowed.** May be stock or of a racing style in use during the period with a maximum Db 88 measured at track side.

**FRAMES:** No aluminum, only complete period factory frames or replicas can be used.

**SWING ARMS:** Period round swing arms with bracing are allowed. No monoshocks unless factory original from the period.

**FORKS:** Must be original style, size and type in use during the period. No upside down forks.

**REAR SHOCKS:** Must be of a style and type in use during the period. Remote and external reservoirs are allowed.

**WHEELS:** Cast or Wire Spoke. Minimum diameter 18 inches. No hollow spoke. It is recommended that magnesium rims be crack tested or magnafluxed on a regular basis. Maximum width front 3.0 inches, rear 4.0 inches.

**BRAKES:** Must be of a style and type in use during the period. Maximum 2 piston calipers only.

**TIRES:** No slicks or hand cut slicks. Modern compound vintage DOT race tires are allowed.

**BODYWORK:** To be of the style in use for GP or SUPERBIKE during the period. Four stroke motorcycles must have a fluid retention belly pan.

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## 11.1 HEAVYWEIGHT & 750cc VINTAGE RULES

- Includes all thoroughbred racing or street motorcycles up to 750cc having a maximum model year of 1972. Later model motorcycles may be raced or parts used, providing their appearance does not alter from the model year limit. No mechanical or performance advantage may be gained by the substitution of a later model year motorcycle or parts. Both two and four-stroke engines are allowed.
- 
- 11.1.1 Specifications:
- Vintage machines must conform to the regulations in Chapters 4 & 5 & must also conform to the following regulations.

### 1 Engine

All major engine components must be OEM parts or accurate detailed replicas of the same parts using the same type materials & technologies. All engine modifications must not substantially alter the external appearance of the engine.

Major engine updating to non-period specification is not permitted.

Overbore limit is 0.060 inches.

### 2 Frame & Swinging Arm

Frame and swing arm must be round tubular construction and of a style, type and material used in the period. "Works" frames are permitted, including Champion Curtis, Rickman, Rob North, Seeley & Track master.

The swing arm 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 swing arm 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 swing arm tubing.

### 3 Suspension.

Gas-filled shocks are permitted, but remote or external reservoirs are not permitted.

Front forks must be of a type/model used within the period. Hydraulic anti-dive or external reservoirs are not permitted. Stanchions may be no larger than 38mm, unless used within that period.

### 4 Wheels & Tires.

Road racing tires must be of modern racing compound only (DOT type permitted), no slicks, soft rain tires or hand cut slicks are not permitted. Tires must be treaded & not excessively worn.

Wheels must be wire spoke type. Spokes must be in good condition. Tire warmers are prohibited. Rim diameter must be at least 18 inches & not exceed WM3 (2.15 inches) front & WM5 (3 inches) rear, except where fitted as original equipment, minimum diameter 16 inches.

### 5 Brakes.

- Lightweight Vintage, 250cc & 500cc.

Drum brakes must be of style of pattern in use during the period. Disc brakes are not permitted.

- Heavyweight Vintage & 750cc

Disc brakes are permitted & must be of a make and type manufactured within the period. They are to be a rigid mounted steel disc(s), maximum 12 inch diameter with period two piston calipers only.

### 6 Tank, Seat & Fairing.

Tanks, seats and fairing shall be of a style of pattern in use during the period. The use of an oil catch pan is mandatory (see rule 5.5(24)).

### 7 Ignition.

Conversion to solid state ignition is recommended. Electronic engine management systems are not permitted.

### 8 Clutch & Gearbox.

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Clutches are without restrictions.

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.

## **9 Carburetors**

Carburetors must be consistent with the period. Flat slide & accelerator pump carburetors are not permitted unless such mechanisms are disconnected or removed. Keihin CR Special carburetors are restricted to 31mm.

## **10 Exhaust**

Period style exhaust systems are permitted. Sound testing will be measured at track side during each practice or race session and a machine shall not exceed a noise level of 88 db.

## **Preamble**

It is to be understood that any licensed competitor, upon entry into a WMRC event, is responsible for proving upon demand that his/her machine is legal for the class(es) entered that day.

This is a condition of entry in the same manner that paying entry fees, showing a current racing license, and passing technical inspection are. The competitor must be prepared to prove this adherence to the rules at any time from sign up to one (1) hour after the completion of his/her event(s), at the discretion of the WMRC Officials.

Except in the case of an unproved major protest, the competitor is responsible for all material costs incurred in any inspection.

In no instances will a competitor be compensated for labor costs incurred to disassemble and reassemble inspected machinery.

It is the intention of the WMRC to ensure that competition is fair for all competitors.

## **General**

12.1 In all race events, all rules will be strictly enforced. If a bike is found to be illegal at Technical Inspection, the Chief Technical Inspector will decide what modifications must be made to allow that machine to compete. However, all machinery is still vulnerable to post race inspections and protests from fellow competitors.

## **Mandatory Post Race Inspection**

12.2 During a WMRC event, any bike may receive an unannounced post-race inspection and, if required, teardown. The rider will be responsible for performing any post-race disassembly ordered by the officials. Riders will also be responsible for any re-assembly and the resulting expenses.

12.3 Immediately after finishing their victory or cool-off laps, certain competitors and their machines may be directed to a designated area as they exit the track into the pits. At the designated area, the bike(s) will be inspected for full rules legality. If any of the riders in question do not present their bikes immediately for post-race technical inspection, they will incur the "Major Protest Penalty" described in 12.11 below. Any bikes having a speed related modification (an illegal change to the bike's specifications that would make it physically faster) will face immediate disqualification and may incur the "Major Protest Penalty" described in 12.11 below, at the discretion of the Referee. Any bike with a strictly cosmetic rule infraction (changing the appearance, but not the speed of the bike) will receive a \$25.00 fine.

## **Protest Filing Procedure**

12.4 If a competitor wishes to protest another racer in the same class (a rider filing a protest against another rider must have taken part in the event during which the alleged violation took place – only riders may file protests), the protest must be filed with the Referee within sixty (60) minutes of the completion of the race. To file a

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protest, cash must be used and a brief written explanation of the details of the protest must be made and signed and presented by the rider filing the protest.

- 12.5 Once a protest has been submitted to a WMRC Referee, it may not be withdrawn. When a competitor has been informed that their machinery is under protest, they must present same to a WMRC referee immediately or face disqualification, regardless of the machine's legality.
- 12.6 Any competitor unwilling to allow his/her machine to be inspected will incur the "Major Protest Penalty" described in 12.11 below. Further action may also be taken against such a rider regarding his/her license status with the WMRC.
- 12.7 All matters pertaining to protest will be checked by the WMRC Protest Committee consisting of WMRC Executive members, the Riders Representative, and the Referee, who will head the committee. This committee's decision will be final.

## **Types Of Protests**

### **12.8 Minor Protest – Fee: \$25**

A Minor Protest applies either to a point of procedure (e.g. passing under a waved yellow flag, jumping a start, dangerous riding) concerning a rider's conduct or to a technical matter concerning the machine of a competitor that can be determined by visual inspection (e.g. illegal tires, disconnected air box, non-stock brakes, non-stock carburetors). The machine in question will be impounded until a proper decision can be reached concerning its legality. If a Minor Protest is upheld, the competitor filing the protest will receive his/her \$25 protest fee back. If the protest is dismissed, the \$25 fee will be retained by the WMRC as a protest-processing fee.

A visual protest is one, which concerns a technical infraction, which can be determined by a visual inspection, without removing any component or body panel. For example: illegal tires, non-stock brakes, and non-stock carburetors could be protested visually.

The referee must receive visual protests at least 30 minutes before the start of a race (to allow time to deal with the infraction).

- 12.9 Major Protest – Fee: \$25 (Non-refundable)

## **General**

1. A Major Protest applies to a matter of technical legality that can only be determined by the disassembly of the bike in question (e.g. non-standard crank or cam-shaft, over-bored engine or carburetors, re-cut ports, non-OEM components).
2. A Major Protest must be submitted in writing to the WMRC Referee and be accompanied by the Protest Fee of \$25 (cash only). The Major Protest fee is in all cases non-refundable and is retained by the WRMC as a protest-processing fee.
3. A Major Protest must clearly specify the item(s) to be inspected, and must be submitted within one (1) hour of the completion of the race in which the infraction is claimed to have occurred.
4. Within one (1) hour of the submission of the protest, the riders involved in the protest and the WMRC Official(s) in charge will determine: 1) the amount of a Bond Fee and, 2) the time and location of a teardown of the protested machinery.

## **Bond Fee**

1. The protestor must post with the WMRC a bond fee (in cash, cheque, MasterCard or VISA) in an amount that will cover the full retail cost of materials and parts consumed

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during the inspection and reassembly (e.g.: gaskets, lubricants, seals, shop supplies). If no agreement can be reached between the two parties concerning the value of the bond, the WMRC Official(s) in charge will establish the value of the bond.

2. If the protest is upheld, the Bond Fee shall be returned to the protestor. If the machine in question is found to be within the rules, the Bond Fee will go to the protested to cover his/her material costs.
3. The Officials may impound the machine subject to a Major Protest for an extended time if legality cannot be ascertained with accuracy at the track.
4. Typical major protest bond fees:
  - Some chassis disassembly- \$150
  - Removal of valve cover- \$250
  - Removal of cylinder head - \$500
  - Removal of bottom end - \$1000

\*Note: for Supersport Class riders, the onus is on the competitors to have full sets of official factory specifications for their machines, as this will help speed the processing of any protests.

## ***Protest Appeals***

### ***12.10 Protest Appeal – Fee: \$25 (Non-refundable)***

If either party involved in a protest is unsatisfied with a protest judgment they may file a request for an appeal hearing. Notice of intent to file an appeal must be given verbally within one (1) hour of the decision concerning the original protest. A written version of the appeal must be received by WMRC, along with the \$25 fee, within one (1) week of the verbal intent notification. The WMRC Protest Committee will then meet to review the case. The decision of this WMRC Committee will be final.

## ***Major Protest Penalty***

12.11 In the event that a Major Protest is upheld, the rider protested will forfeit all points and money earned at that event and also his/her points earned to that point in the season in the class in question.

## **Chapter 13 – Competitor And Crew Behavior**

WMRC Officials will apply the following rules at all WMRC events:

- 13.1 Every rider is responsible for the behavior of his/her crew, family, and friends. Any behavior problems caused by crew, family, or friends at a WMRC event may result in penalties being assessed to the rider responsible.
- 13.2 No pets are allowed anywhere in the Motorsport Park.**
- 13.3 No children under the age of twelve years are allowed in the pit areas.
- 13.4 All crew members must wear suitable body, leg, and foot covering/clothing while in the pit areas. (No bare backs or bare feet).
- 13.5 No crewmember or relative or friend may assist a rider outside the pit area, regardless of the reason, without first receiving permission from the WMRC Referee or Race Director. “Outside of the pit area” specifically means the area defined as the “circuit” or “track” and its immediate surroundings. These

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areas – the track and its verge – are usually fenced off from the pit area. All persons wishing to assist a rider outside the pit area must have signed a track waiver, on the day in question, prior to rendering such assistance.

- 13.6 No competitor, crew, or family member may consume alcohol or otherwise ingest any illegal substances while in the pit areas.
- 13.7 Any person found consuming or found to be under the influence of any element that could create an abnormal state of mind shall be removed from and refused re-admittance to the track property.
- 13.8 Competitors must follow the instructions of Race Marshals and Race Officials.
- 13.9 No competitor, crew, or family member may verbally or physically abuse or threaten a WMRC Race Official, Referee, Race Marshal, Executive or Staff member.
- 13.10 All competitors must fill in and sign all their appropriate entry forms, as well as the track waiver, and fully pay all fees applicable before taking part in any testing session, practice or race.
- 13.11 No competitor, crew, or family member may take part in any activity judged to be “unsportsmanlike” by the WMRC Referee.
- 13.12 At all WMRC events, the Tower, the Announcer’s Booth, and all Official Areas including the Timing and Scoring facilities are off limits to all competitors, crew and family members. Only the WMRC Race Director or Referee may give permission for a competitor, crew, or family member to have access to the above mentioned areas.
- 13.13 No competitor, crew, or family member may take part in any sort of altercation anywhere on the track property.
- 13.14 No competitor may take part in any practice or event that they did not legally qualify for.
- 13.15 Helmets must be worn at all times while riding in the pits or on the track. All pit bikes must have the rider’s competition number displayed clearly on the front. It is the responsibility of competitors to control their use. No one under the age of 16 is allowed on pit bikes or anything with wheels within the pit area, this includes bicycles, skateboards, roller blades, scooters, etc. **No ‘pocketbikes’ are allowed to be ridden in the facility.**
- 13.16 Vehicle entry to the pit area is strictly controlled.
- 13.17 The speed limit in the pit areas is 8 km/h (5 mph).
- 13.18 The road outside the pits is a public area and is off limits to race machines.
- 13.19 All complaints or questions about rules must be directed to the Referee.
- 13.20 The Riders’ Representative shall act as a mediator between the riders and the Referee and other Race Officials.

## **Penalties**

13.21 Penalties are assessed by the WMRC Referee for any Competition Rules or Riders’ Sheet infractions, and are not subject to appeal. Penalties may range as follows:

- Re-positioning on the starting grid.
- Re-positioning in the finishing order.
- Loss of event points and purses for one event.
- Loss of points and purses for all of season up to time of infraction.
- Loss of WMRC License for one event.
- Loss of WMRC License for balance of season.
- Loss of WMRC License permanently.
- Monetary fine of up to \$5,000.00.

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## **Special Topics**

### 13.22 Jumped Starts:

- “Jumping the starters flag” shall be defined as ‘ANY MOVEMENT’ before the starter’s flag has dropped”.
- Riders who are found guilty of jumping the starter’s flag in a Heat Race will start from the back of the field in the Main Event providing they qualified in the event in question.
- Riders who jump the starter’s flag in a Main Event will be assessed a penalty of losing 5 seconds on the finishing time.
- If rear wheel crosses the grid line before the flag drops the race will false start. Offending racer will start at the back of the class for the restart
- Rider will be notified by the 3<sup>rd</sup> lap with a “jump start” white board with their number on it. Rider can continue to race and does not have to report to the referee until the race is complete.

14.23 Series Sponsor Identification: Any competitor who does not display the Official Series Identification (decals) in quantities and locations as specified by WMRC officials risks the loss of all points and purses for the event or race in question. The WMRC Referee will notify the rider so penalized at the conclusion of the event.

## **Chapter 14 – Flags**

14.1 The following is a list of flags and signals that are used at trackside at WMRC events. It is the responsibility of every rider to be aware of all flags and be prepared to act appropriately whenever any of the flags are displayed.

### a) NATIONAL FLAG (dropped)

- Starting flag

### b) CROSSED BLUE AND WHITE FLAGS (stationary)

- Halfway flag
- Not used for short races
- Shown only at Start/Finish line

### c) CHECKERED (waved or stationary)

- Finish flag
- End of race
- After receiving this flag proceed around the track to the pits, maintaining finishing order.
- NO PASSING!

### d) RED (waved or stationary)

- Brake smoothly and safely to a stop at the side of the track.
- All corners will display a waved RED flag at this time. This is not a braking contest; be aware that riders behind you or drafting you may not have seen the flag yet, and may still be racing.

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- Do not race to the flag.
- e) BLACK WITH ORANGE DOT / MEATBALL(stationary, with a rider's number)
- Shown only at Start/Finish line.
  - Mechanical or sound violation, get off racing line, check bike and proceed to pits.
  - Must check in with Tech before re entering race track.
  - Ignoring a Meatball flag is a serious offence, the rider will be banned from racing until the executive can review the situation.
- f) YELLOW (waved)
- CAUTION – EXTREME DANGER!
  - Obstruction on track.
  - Be prepared to stop.
  - NO PASSING between flagging station and beyond accident or obstruction area. Penalty for violation is disqualification or worse.
  - Note to novices: experienced racers, even though not passing, will probably not slow down much until the danger being flagged is actually seen and assessed. A racer slowing down abruptly in this situation runs the risk of being hit from behind by another closely following racer.
- g) YELLOW (stationary)
- CAUTION – BE EXTRA ALERT!
  - Something out of the ordinary is happening
  - Incident in corner
  - May be used as an advanced warning for an upcoming corner which may be under a more severe flag (examples: a waved yellow, and an oil flag).
- h) BLACK
- Dangerous machine defect – pull off the track as soon as safely possible.
  - This will be pointed directly at the relevant rider.
  - Do not proceed until your machine has been checked over and released by a Corner Marshal.
- i) VERTICAL YELLOW STRIPES ON RED (stationary)
- CAUTION – OIL, FLUIDS or DEBRIS on track!
  - Displayed for two (2) laps only
- j) GREEN (waved or stationary)
- Course clear
  - Resume racing
- k) WHITE FLAG WITH RED CROSS (stationary)

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# WMRC Rulebook

- CAUTION – BE EXTRA ALERT!
  - Ambulance or Emergency vehicle(s) on track
  - If you come upon an moving emergency vehicle, stay behind it (at least 10 bike lengths) until it pulls ENTIRELY off the course.
- l) WHITE FLAG WITH RED CROSS (waved)
- CAUTION – SLOW DOWN!
  - Ambulance or Emergency vehicle(s) immediately ahead
  - NO PASSING between flagging station and beyond accident or obstruction area. Penalty for violation is disqualification or worse.
  - If you come upon a moving emergency vehicle, stay behind it (at least 10 bike lengths) until it pulls ENTIRELY off the course.
- m) WHITE FLAG
- Last lap flag
- 14.2 Flag dimensions shall be 30" by 30".

## Chapter 15 – Race Points

15.1 Points will be awarded in all WMRC Regional Championship Main Events to race finishers in the following order:

- 1<sup>st</sup> -25
- 2<sup>nd</sup> -20
- 3<sup>rd</sup> - 16
- 4<sup>th</sup> -13
- 5<sup>th</sup> -11
- 6<sup>th</sup> -10
- 7<sup>th</sup> -9
- 8<sup>th</sup> -8
- 9<sup>th</sup> -7
- 10<sup>th</sup> -6
- 11<sup>th</sup> -5
- 12<sup>th</sup> -4
- 13<sup>th</sup> -3
- 14<sup>th</sup> -2
- 15<sup>th</sup> -

15.2 In case of a tie in overall points standings, the championship will be awarded to the rider with the most victories. If the championship is still undecided, (i.e. the tied riders have the same number of wins in that class) then the championship will be awarded to the rider with the most second place finishes, or thirds, or however low must be reviewed until the championship has been decided.

15.3 If this method fails to break the tie, the rider with the best result in the final championship status event of the year will be crowned the class champion. This system will be used to break ties in all WMRC championships.

# WMRC Rulebook

## Chapter 16 – Race Procedures

The track entrance in Pre Grid closes 30 seconds after the 1<sup>st</sup> rider has entered the Hot Pit Lane. If you miss the warm-up lap you will be gridded at the back of the grid once all other riders have been gridded.

The following are basic guidelines for safe behavior at all WMRC events:

- 16.1 A rider must complete race to score points.
- 16.2 A bike must cross the finish line within three minutes of the winner to be classified as a finisher.  
All questions should be directed to either the Riders' Representative or the Referee.
- 16.3 WMRC events will be held rain or shine.
- 16.4 Pre registration is mandatory, grid positions for the first race of any season shall be based upon previous years finishing order, with late registrations and newcomers gridded behind the returning competitors. Grid positions in subsequent heat races will be based on current point standings of the pre registered riders only, late registrations will be gridded at the back of the field. Grid positions for main events will be set on the basis of heat race finishing order. The decision of the Race Officials shall be final.
- 16.5 If, at the discretion of the Race Director, it becomes necessary to stop an event, that event will be considered officially completed if 75 per cent of the original specified distance has been run. The only person authorized to stop a WMRC event is the Race Director or his/her appointed delegate.  
If the event has not gone to 75 per cent of the scheduled distance, it may still be considered complete if the WMRC Race Director deems a re-start to be unsafe.
- 16.6 If the event is not considered to be complete a new race will be run. If a "new race" is held, then the original final event grid will be used to line up machines, and all riders who qualified for the event and have not been subsequently disqualified may start.
- 16.7 Race will be considered complete after 50 per cent if red-flagged during the next lap. For Example: In a 4 lap heat race, it would be considered complete if red-flagged on the third lap.
- 16.8 Every main event shall conclude with at least one complete lap during which the ambulance flag is not displayed at any point on the circuit, except when the event is ended by a red flag.
- 16.9 When a race is red flagged, the finishing order shall be determined by the position of the riders on the previous lap.
- 16.10 No rider whose machine failure causes a red-flag situation during a race shall appear in the final results of that race or its subsequent re-run.
- 16.11 No rider who is involved by falling off in any incident resulting in a red-flag situation in any race or its subsequent re-run shall appear in the final results of that race, unless the fall was caused by another rider or his/her machine failure.
- 16.12 A rider entering or leaving the pits must ride in the designated entrance and exit lanes, or face a possible disqualification penalty.
- 16.13 Riders intending to enter the pit lane must signal, well in advance, with an arm or leg (usually the left one) held HIGH, so that both the Pit Lane Officials and following riders are made aware of the intention to exit.
- 16.14 When leaving the pits, riders must wait for the appropriate official to wave them out.
- 16.15 No weaving or wheelies are allowed in the acceleration lane (pit lane).
- 16.16 Competitors must proceed in the direction of the course only. Any competitor found proceeding against the direction of the racing will be disqualified.
- 16.17 There will be no practice allowed prior to sign in (filling in an official entry form and signing the track waiver) and without permission of the Referee.
- 16.18 There will be no unauthorized use of the course before or after an event.
- 16.19 Attendance by competitors at the Riders' Meeting is mandatory. Penalties will be assessed for no-shows. **Riders who fail to attend the Riders' Meeting for any reason shall not be permitted to race on that day.**
- 16.20 If a machine breaks down on the course, only the rider can repair it. The rider can have assistance pushing and/or starting the machine but his/her crew may not go trackside during an event to do so.

# WMRC Rulebook

- 16.21 Any competitor who either intends to pull off the course or is forced to slow down significantly (and stop racing), must signal their intention (or dilemma), with either an arm held high (preferable) or an outstretched leg, and must never cut across the track in front of other competitors.
- 16.22 Any rider leaving the track during a race, but not crashing or dropping his/her machine, must re-enter the track as close as possible to where he/she exited. Any rider gaining an unfair advantage by “short cutting” may be penalized, at the discretion of the Referee – Turn 7 .
- 16.23 In a Heat Race or Main Event a rider MAY NOT re-mount and continue to race after having dropped or crashed his/her machine. A rider may not re enter the track until directed by a corner marshal.
- 16.24 If any rider falls off his/her machine or otherwise crashes, the rider must check in with the Ambulance Attendants immediately upon returning to the pits. If the competitor is deemed fit to race again, his/her machine must be re-inspected before returning to the track.
- 16.25 No competitor shall at any time ride in such a manner as to endanger life or limb of other riders, the officials, or the public and, in violation of this rule, shall be subject to immediate disqualification and suspension by the Referee.
- 16.26 Under special circumstances, such as unexpected rain or Start Line accidents, time will be given to selected riders to get their machines to the grid. However, when a 3 minute warning is announced and/or a 3 minute board displayed (either of which will be specified at each rider’s meeting) then the race comes under the starter’s orders and no further notice or special consideration will be given during the remaining 3 minutes.
- 16.27 Race day refunds:
- If the machine is not ridden on the track (this includes if you don’t show up) you will receive a credit for all races entered in, minus any post entry and medical fees.
  - If the machine is entered in one or more classes and is ridden in practice but not a race , then half credit for the first entry and full credit for all other entries, minus any post entry and medical fees
  - If the machine is entered in one or more classes and is ridden in a race then no refunds or credits will be given.
  - The credits can be used for subsequent race or practice days, there will be no cash refunds.
  - Credit forms will be available at registration and online.
  - Credits only good for the current calendar year that they were issued.
- 16.28 WMRC Right of Refusal – The WMRC reserves the right to refuse participation in an event or the issuing of a license to any person for safety or other relevant reasons it deems appropriate. Such a decision is not subject to appeal.
- 16.29 Promoter’s Option – Under certain circumstances, the WMRC “Promoter’s Option” rule will allow riders who have no regional points to be placed in a starting position for their heat race that more nearly reflects their current abilities, and will also allow riders who have not qualified for their event to start from the back of the Main Event grid. In the event of the “Promoter’s Option” clause being exercised, no rider who has qualified for a Main Event by normal means (by Heat or Consolation Races) would be bumped from the Main Event grid.
- 16.30 The amounts and distribution of prize money paid to each class’s eligible riders will be determined by the WMRC executive on each race day.

## Chapter 17- Electronic Scoring

17.1 Starting with the 2005 season WMRC 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 WMRRA, FUSA, EMRA, CMRA and others. WMRC is using the Race Time 2 system (1 million transponder capable).

17.2 Each motorcycle entering the track is required to have a working transponder mounted on the motorcycle in

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accordance with the mounting instructions in this section. Transponders are also strongly recommended during practice sessions.

17.3 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.

17.4 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 Chapter 12 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 Chapter 12.

17.5 Racers are responsible for obtaining their own transponder compatible with the WMRC 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.

17.6 Transponders must be in place and operating for tech inspection.

17.7 dBcom's website address is <http://digitaltiming.com>. Transponder ordering information and pricing can be found there.

17.8 Transponders will be available for rent (battery included) at registration. (\$50 per day plus \$225 security deposit).

17.9 The transponder must be securely mounted to the top of motorcycle's tail section. Approved methods include enclosing the transponder in a pouch attached to the tail section 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.

17.10 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.

17.11 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.

## Chapter 18 – Endurance Rules

18.1 The classes for WMRC endurance races are:

Heavyweight Superbike Class will consist of bikes from these WMRC classes:

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- Superbike
- Open Supersport
- Heavyweight Twins
- Heavyweight Superbike
- Open GP Twins
- 600 Supersport
- Senior Superbike

Lightweight Superbike Class will consist of bikes from these WMRC classes:

- Formula 3
- Middleweight Superbike
- Middleweight Twins
- Vintage

18.2 All teams will be assigned a pit area adjacent to the hot pit lane, these will be designated by a Race Official in the morning and will be given out in the order of receiving paid registrations.

18.3 WMRC Endurance Races are open to all competitors, Novice, Amateur and Pro. Each team must have at least one Pro/Am rider per Novice rider. Novice riders are allowed to ride up to a maximum of 20 minutes at a time, and are not allowed to start or finish a race.

18.4 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.

18.5 Endurance races are scored manually using a stop watch or a digital clock. Each team must provide its own scorer and at least one corner worker.

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 WMRC scoring official. Final decision on all scoring errors lies with the WMRC 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 WMRC referee.

b) No calculators are allowed in the scoring area.

c) Score cards are official WMRC 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 WMRC referee, be considered unsportsmanlike conduct and will result in disqualification from the event and a possible fine.

18.6 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 WMRC referee.

18.7 All crashed or disabled motorcycles will be returned to the team's designated pit area by the WMRC 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.

18.8 The pit area for the endurance race is located along the north side of the straight and is separated from the main pit area by a 4 ft. fence. Teams will be designated a main pit area in the morning and their 'hot pit' area will be adjacent to them on the other side of the fence. For this event, there will be no vehicles allowed on the

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track side of the chain link fence. Tools, spare parts, and a maximum of 2 mechanics are allowed in the hot pit area between the fence and the barrier wall. Team personnel must remain behind the barrier

except during a pit stop or while signaling their rider. The track side of the retaining wall is the hot pit area and must be kept clear at all times - no standing or loitering in the hot pit area. Only one person per pit is allowed at the trackside wall for signaling their rider.

18.9 Pit lane (hot pit) is restricted to teams actually involved in making a rider on the track, or to photographers and journalists with WMRC credentials. Pit stops may involve a maximum of 4 people (for example, two crew members and two riders).

18.10 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. There will be a "stop and go" procedure at the entrance to the hot pits. An official will be there to make sure that the bike comes to a complete stop and a foot is placed on the ground. Failure to heed the instructions of that official is grounds for disqualification.

18.11 No machine may enter the course once the checkered flag is displayed.

18.12 Each team must identify their pit area by displaying their assigned competition number on the hot pit side of the fence in order to allow officials to quickly locate them.

18.13 Each team must have minimum 10lb fire extinguisher (or two 5lb) in their pit area at all times.

18.14 Fuel handling regulations:

- a) All fuel must be stored behind the retaining 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" with the rider off the bike and the bike on a 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 not permitted. 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.

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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 WMRC 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.

18.15 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.

18.16 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.

18.17 In the event of a red flag, all race bikes will return to the hot pit area and park on the south side of the hot pit lane adjacent to your pits. **THERE WILL BE NO SERVICING OF BIKES DURING A RED FLAG.**

18.18 There will be no tire changes allowed. You must start and finish the race on one set of tires, all other main components of the bike like engines and frames must also remain through out the whole race. If a team substitutes another complete machine during a race, the team will be disqualified from that race.

18.19 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.

18.20 All welding must be done in a designated fire safe area.

18.21 Pit Steward(s), the Referee and/or other WMRC 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.

18.22 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.

18.23 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.

18.24 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 WMRC referee.

18.25 Flags and Race Procedures will be the same as a normal race day  
. See chapter 14 and 15 of the WMRC Rule book for further information.

18.26 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.**

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18.27 All riders entering the pit lane must signal their intentions and stay wide and off the racing line in corner 9.

18.28 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.

These rules are roughly based on the WMRRA's endurance rules, although some major changes and adaptations have occurred.

## Chapter 19 – Westwood Motorcycle Racing Club Constitution

17.1 The name of the Society (as per the Province of British Columbia "Societies Act") is the "Westwood Motor Cycle Racing Club."

17.2 The objects of the Society are:

1. To promote, encourage, and support motor sport within the Province of British Columbia.
2. To organize competition motor cycle events in all their branches.
3. To foster sportsmanship and give mutual guidance and assistance within the membership.
4. To encourage and promote safe road conduct and do everything possible to raise the prestige of motor cycle competition and the motor cyclist.

17.3 The operations of the Society are to be carried on entirely within the Province of British Columbia and more particularly are for the most part in the Lower Fraser Valley of the said Province.

### ***By-Laws of the W.M.R.C.***

#### Article 1 – Affiliation

Section 1: The WMRC is self-sanctioned.

#### Article 2 – Membership and Dues

Section 1: The membership of the Club shall consist of Racing Members, Associate Racing Members, and Social Members.

#### ***Racing Members:***

1. Racing Members are such persons who have been so approved.
2. There will be no limit to the number of Racing Members.
3. The Racing Members will have the use of the racing facility that is open to the Club on all Racing and Practice days upon payment of required fees and will be eligible to accrue points in those races.
4. Racing Members will be eligible to take an active part in all Club business and to vote and hold office.

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## **Associate Members:**

1. Associate Members are such persons who are Members in good standing of another recognized racing organization such as CMRA, EMRA, O.M.R.R.A. and W.M.R.R.A. who have been so approved.
2. There will be no limit to the number of Associate Members.
3. The Associate Members will have the use of the racing facility that is open to the Club on all Racing and Practice days upon payment of required fees and will be eligible to accrue points in those races.
4. Associate Members will not be eligible to vote or hold office.

## **Social Members:**

1. Social Members are such persons who have been so approved.
2. The Social Member will not be eligible to Race or Practice on the racing facility..
3. The Social Member will be eligible to take active part in all Club business and to vote and hold office.

Section 2: Application for Membership An application form approved by the Executive shall be completed by each prospective Member.

## **Article 3 – Membership Approval**

Section 1 – Every candidate for membership must apply to the Club Secretary by completing the approved application form. All membership applications shall be submitted to the Executive Committee for approval.

## **Article 4 – Fees and Dues**

Section 1 – Every application for membership must be accompanied by payment of the annual subscription dues for the type of membership requested. Payment shall be returned if membership is declined.

Section 2 – Membership annual subscription shall be due on the 1<sup>st</sup> day of March to retain his/her race number.

Section 3 – Any Club Member or competitor who shall interfere with an appointed Club official in the execution of his/hers duty, shall be subject to disciplinary action at the hands of the Club Executive. The Executive may appoint an adjudicator whose decision shall be binding unless otherwise declared by an annual or special meeting.

## **Article 5 – Meetings**

Section 1 – General meetings are open to all members and non members. They are held on the 3<sup>rd</sup> Monday of every month (see web site for location). The Annual General Meeting of the Club shall be convened during the month of November in every year and shall be separate from the annual banquet. The retiring President shall, at the meeting, be required to give a review of his/her tenure of office for the year past, and he/she may direct such other officers of the retiring Executive Committee, as he/she may see fit, to do likewise. A financial statement of the Club shall be presented at the Annual General Meeting.

Section 2 – The rules contained the “Roberts Rules of Order” shall govern the W.M.R.C in all cases to which they are applicable and not in conflict with the Constitution and By-Laws.

Section 3 – The Annual General Meeting of the Club shall be convened according to the British Columbia “Society Act”.

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## Article 6 – Officers and Duties

Section 1 – The Club shall be managed by the Executive Committee which shall consist of the following officers:

- President
- Vice-President
- Treasurer
- Secretary
- Public Relations Officer
- Past President. The Executive Committee shall appoint Committee Chairmen, as it shall from time to time deem necessary.

Section 2 – The Chairman of each committee appoints its own members. The number of members in any committee will be governed by the Executive Committee.

Section 3 – The Executive Committee, except for the position of Past President, shall be elected at a General Meeting convened not later than the last day of November in each year by a majority of the members present. Only members in good standing shall be eligible as members of the Executive.

Voting for members of the Executive Committee shall be by ballot and the candidate having the greatest number of votes shall be elected. The position of Past President shall only be filled for one year following the election of another person as President. The position of Past President shall vote on the Executive Committee decisions only when required to make an odd number of votes.

Section 4 – The order of business conducted at meetings shall be:

1. Reading and passing of the Minutes of the previous meeting.
2. Business arising out of the Minutes.
3. Bills and Communications.
4. Unfinished business.
5. Reports of Committees.
6. Business arising out of Reports.
7. New business.

Section 5 – The books and records of the Club may be inspected by the Racing and/or Social members upon application to the Executive Committee who shall fix the time and place for inspection to take place within three days of application.

## Article 7 – Minutes and Records

Section 1 – The preparation and custody of Minutes of proceedings of the meetings of the Club and of the Executive Committee shall be kept by the Secretary or in his/her absence, by such member of the Executive Committee who is designated by the President. Other books of records and accounts of the Club shall be kept by the Treasurer or in his/her absence such members of the Club as the President may designate.

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## Article 8 – Audit and Fiscal Year

Section 1 – For the purposes of collecting membership dues and preparing the books of record for audit, the Fiscal year shall December 1<sup>st</sup> to November 30<sup>th</sup> of the following year and the Club shall file a Financial Statement after its Annual General Meeting in each and every year with the British Columbia Registrar of Companies.

Section 2 – The accounts of the Club, at the end of the fiscal year, shall be examined and their correctness ascertained by one or more auditor or auditors who shall be appointed at the Annual General Meeting. The auditors shall submit a written report to the Club subsequent to the Annual General Meeting.

## Article 9 – By-Law Amendments

Section 1 – The By-Laws may be amended in accordance with the British Columbia “Societies Act”.

## Article 10 – The Seal of the Society

Section 1 – The seal of the Club shall be kept in the custody of the president of the Club and shall not be affixed to any instrument except by authority of the Executive Committee or by authority given at a general meeting of the Club. It shall be circular in form, bearing the name of the Club.

These By-Laws are supplemental to the provisions of the British Columbia “Societies Act” and to the rules and regulations made thereunder by the Lieutenant Governor-in-Council from time to time.

President	Ryan Whittle
Vice President	Ken Lalonde
Secretary	Mike Thompson
Treasurer	Dean Drolet
Promotions Director	Bernie Denis / Jay Lynch
Past President	Ryan Whittle
Rider Representatives -Novice	Greg Homes
- Intermediate	Nikola Racunica
- Expert	Ken Lalonde
-Vintage	Alex Dimitru
Race Director	Dave Collis
Referee	Rick Johnson
Radio Control	John Cathie
Course Steward	
Starter	Don Duchemann
Chief Technical Inspector	Simon Field
Corner Marshal Coordinator	Deb Cerny
Race Registrar	
Licensing Coordinator	Gail Lalonde
Head Scorer	Bud & Suzie Pierce
Ambulance Service	Life Support BC
Results Coordinator	Bud & Suzie Pierce
Safety Committee	
Sound Marshal	
Announcers	Kelly Bell
Color Commentator	
Rules Committee	Nikola Racunica
Track Set up Coordinators	Mike Thompson
Webmaster	Meighan Makarchuk

# **WMRC Rulebook**

## **Figure 3 WMRC Executive and Committees**

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