



**WESTWOOD MOTORCYCLE
RACING CLUB**

2017 Rulebook

Competition Rules And Technical Requirements

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 allowed to enter in club events.
- 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 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 Competition Committee 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).

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Chapter 2 – Race Officials and Committees

The Executive appoints all Race Officials.

2.1 Race Director

- The chief race official.
- Reports to the Executive
- Responsible for overall control and co-ordination of a Race Day
- Responsible for confirming that the course is properly prepared (including there being an adequate number of race marshals) before an event is started
- 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.

2.3 Starter

- Reports to the Race Director.
- Is to open and close the track when appropriate
- Responsible for starting and finishing races and for
- Displaying the appropriate flags
- Responsible to take over communications as directed by the Race Director.

2.4 Referee

- Reports to the Race Director.
- Member of the Rules Committee.
- Responsible for ensuring that all rules regarding machine safety and legality (Chapters 8, 9, 10) are followed
- Responsible in conjunction with the competition committee, to assess and recommend penalties, and it is the committee that makes the final decision on such penalties

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- 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
- Responsible for the direction of the Race Marshals during Race Day.

2.6 Corner Marshal Coordinator

- Reports to the Course Steward.
- Responsible for the organization and training of the Race Marshals during Race Day

2.7 Chief Technical Inspector

- Reports to the Race Director.
- Member of the Rules Committee
- Responsible for ensuring that all rules regarding machine preparation and rider protective equipment (Chapters 4, 5, 6) are followed.

2.8 Riders' Representatives

- Reports to the general club membership
- There will be 3 rider reps: Novice, Expert and Formula Classic.
- Rider representatives will be appointed by the executive
- Responsible to liaise with Race Officials, Executive and Riders.
- Rider reps will be introduced at each riders meeting.
- Required 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 competition committee.
- To assist riders who are new to the club and/or track.
- Rider representatives are members of the Rules Committee.

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2.9 Race Registrar

- Reports to the Results Coordinator.
- Responsible for all registration of riders for each Race Day.

2.10 Results Coordinator

- Reports to the Race Director.
- Responsible for the gridding of all heat and final races
- Responsible for all timing and scoring of races.

2.11 Competition Committee

- Reports to the Executive
- Is comprised of the Referee, the President, and the Riders Representatives.
- Shall be the ruling body and final arbiter in all disputes.
- In the interest of fair competition, safety and inclusiveness, the Competition Committee may, at their discretion, alter or make exceptions to competition classes and composition during the year.

2.12 Rules Committee

- Is comprised of the Riders Representatives, the Referee and the Chief Technical Inspector
- Should any of the above positions overlap, the executive will advertise for volunteers to ensure an odd number of members on the committee.
- The members of the committee shall vote and elect a chairperson.
- The committee chair or his/her nominee will be the moderator of the rule book sub-forum for the term of the committee
- The committee shall be formed when all positions are filled, no later than the first race day of each season. The committee shall be in effect until no later than the fifteenth day of the following January, at which point the new rulebook shall be finalized and published.
- Club members are encouraged to provide input and rulebook suggestions by posting on the forum or by email to the committee chair.

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Chapter 3 – Classification of Riders and graduation procedures

3.1 There are three classifications of riders in WMRC promoted events; Novice, Graduated Novice and Expert. These classifications are meant to designate the difference between various riders' abilities, and hence make for fair and exciting competition.

1.2. 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 Graduated Novice 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 Graduated Novice status after completing the following steps:

To graduate out of the Novice class, riders must:

- a) Compete in and finish a minimum of 6 races. At the discretion of the Competition Committee this requirement may be altered.
- b) Complete ALL of the following volunteer requirements:
 - i. Participate in either the setup or teardown of Airfence.
 - ii. Participate in at least 50% WMRC race days as part of the race day team (set up the track, tear down the track, help Race Director/Referee, etc).
 - iii. Corner work for a minimum of one complete race day or practice day.
- c) Novices will be observed by the Referee, Race Director, and any others designated by the Race Director/Referee, who will examine all aspects of the rider's racing conduct to determine whether his skill level and safe behavior are sufficient to advance to Graduated Novice status.
- d) Be observed by at least one of the designated WMRC expert instructors for at least one full practice session. Said instructor(s) will examine all aspects of the rider's racing conduct to determine whether their skill level and safe behavior are sufficient to grant advancement to the Graduated Novice class. The burden shall be on the particular Novice to ensure that he or she is so observed. The requirements in sections a) and b) above and this part carry equal weight and must be fulfilled in order to be classified as a Graduated Novice.
- e) Complete a graduation form. This must be signed by the Referee and one of the instructors indicating the completion of all novice graduation requirements, and turned in to the registrar.

Graduated Novices:

- a) Upon graduation from Novice class, racers are classified as a Graduated Novice, continue to use a number in the 700 thru 900 series while competing in their respective classes for a minimum of three race weekends.
- b) Graduated Novices will be observed by the Referee, Race Director, and any others designated by the Race Director/Referee, who will examine all aspects of the rider's

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racing conduct to determine whether his skill level and safe behavior are sufficient to grant entry into expert classes.

- c) Be observed by at least one of the designated WMRC expert instructors for at least one full practice session. Said instructor(s) will examine all aspects of the rider's racing conduct to determine whether their skill level and safe behavior are sufficient to grant entry into expert classes. The burden shall be on the particular Graduated Novice to ensure that he or she is so observed.
- d) Complete a graduation form. This must be signed by the Referee and one of the instructors indicating the completion of all novice graduation requirements, and turned in to the registrar before the rider will be allowed to enter expert classes.

Once a racer has completed the above requirements for novice and graduated novice he/she is classified a WMRC expert racer

*** It is mandatory for all Novice racers, to wear a high visibility vest for their first two WMRC events. The high visibility vest will be supplied by the WMRC at a cost of \$10.*

- 3.3 The Expert rider classification refers to riders with a high level of skill and experience. To advance from Graduated Novice to Expert status, please see the rules above. 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 competition committee reserve the right to advance / demote any rider after due consideration.**
- 3.4 Any rider who does not meet the preceding advancement requirements but wishes to be upgraded from Novice 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. The Competition Committee will judge all rider advancement.
- 3.5 Every inquiry regarding a change in rider license classification will be reviewed individually and without prejudice by the WMRC Competition Committee.
- 3.6 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 Track Days only. The rider must contact the executive and make arrangement to be viewed by a qualified official or instructor.

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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 5 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
 - Novice – Black numbers on a yellow background from 700 to 999
 - 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.
- 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 one full race/heat 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

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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 1st of each year.
- 4.11 An event must have at least 4 racers starting for that event's points to count toward OVERALL season points total.
- 4.12 The rider with the most points accumulated in their 2 best classes 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 riders who have accumulated the most points in their 2 best classes, competition numbers normally used by the top 5 finishers will be reserved for those competitors. See Chapter 16 for further details.

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Chapter 5 – Technical Inspection and Machine Requirements

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

- 1.1. 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. On two day events, second day tech is just roll through unless the motorcycle was crashed on the previous day. *A wristband provided by gate entry must be worn by all competitors in order to go through technical inspection*
- 1.2. 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 or raced on again.
- 5.4 It is the competing rider's 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:
 - a. The machine must be clean.
 - b. 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):
 - i. Oil drain plug bolts
 - ii. Oil filler and access plugs
 - iii. All oil and fuel fittings and clamps outside of the frame perimeter (non banjo style oil fittings may be siliconed)
 - iv. Oil filter cover bolts (spin-on type filters must be secured with a hose clamp and then wired)
 - v. Axle pinch bolts and axles when accessible (if recessed type, silicone may be used)
 - vi. Cylinder and other water drain bolts
 - vii. Radiator cap
 - viii. Exhaust baffles and muffler bracket bolts

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- ix. ALL muffler brackets must be triangulated and safety wired
- x. Brake caliper bolts
- xi. Brake line banjo bolts (silicone may be substituted for safety wire)
- xii. 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
- xiii. R clips with safety wire can be used on calipers mounting bolts
- c. Fork drain plugs must be securely fastened. (Either wired or taped)
- d. Any motorcycle having a radiator must have a heat resistant 'catch can' attached to its overflow hose.
- e. Only water or a **non-glycol based** additive such as Redline Brand 'Water Wetter', Motul "MoCool", LiquidPerformance "Ice Water", etc., may be used in the radiator; anti-freeze or any other additive may not be used.
- f. 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.
- g. 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.
- h. 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.
- i. All side and center stands must be removed.
- j. 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).
- k. All lenses (both reflective and headlight) must be removed.
- l. All light bulbs must be removed and horns disconnected.
- m. Either the rear fender or seat must extend rearward past a line drawn vertically through the rear axle.
- n. All fairings must be mounted in a safe and workmanlike fashion, as judged by the Chief Technical Inspector.
- o. No streamlining may be attached to the rider or the rider's helmet. Front fenders are exempt from this rule.
- p. No part of the machine may extend past a line drawn vertically 6 inches past the rearmost part of the rear tire.
- q. Tires must be in safe operating and racing condition. Tape all wheel weights and metal valve stem caps must be used.
- r. Magnesium crankcase covers must be replaced with aluminum covers or be guarded in an acceptable manner.

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- s. 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/Delrin/hard plastic affixed in place over the OEM case cover.
- t. 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.
- u. **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 87dbA. There are NO REFUNDS for sound failures.**
- v. 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.
- w. 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.
- x. All 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.
- y. 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.
- z. 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. Motard stock engine guard can be used as a catch can provided any guard holes are sealed with aluminum or fiberglass.
- aa. All catch pans must be removed and brought to tech for inspection. Exceptions will be made for motorcycles whose belly pans are difficult to remove. If belly pans are not removed, the rider must ensure that any components that require safety wiring (oil drain bolt, oil filter, etc.) are easily visible without compromising the fluid retention capabilities of the catch pan.
- bb. There is up to a \$500 fine for oiling the track if the above rules are not met.
- cc. Cameras or similar devices must be attached to the motorcycle using safety wire or similar tether in addition to the mount, Cameras must be mounted within the envelope of the machine so it cannot be struck by a passing motorcycle. All cameras must be

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marked with the competitors' number and must be mounted when the machine attends technical inspection.

5.7 Every racer shall have their own, or designated for the day, timing device (transponder)

5.8 Every racer shall have their own number on the bike they are racing

(Rule 5.7 and 5.8 states that in order for 2 people to share the same bike, each racer shall have their own transponder and own number)

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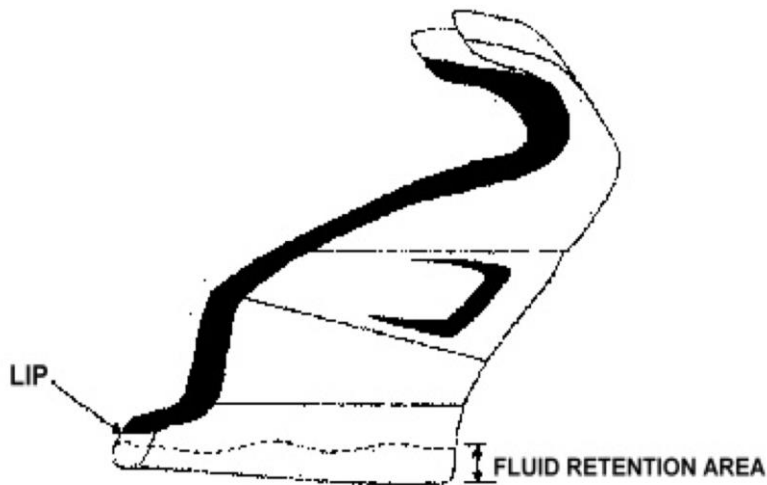


Figure 1 Fairing Lower Fluid Retention Area

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.

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.

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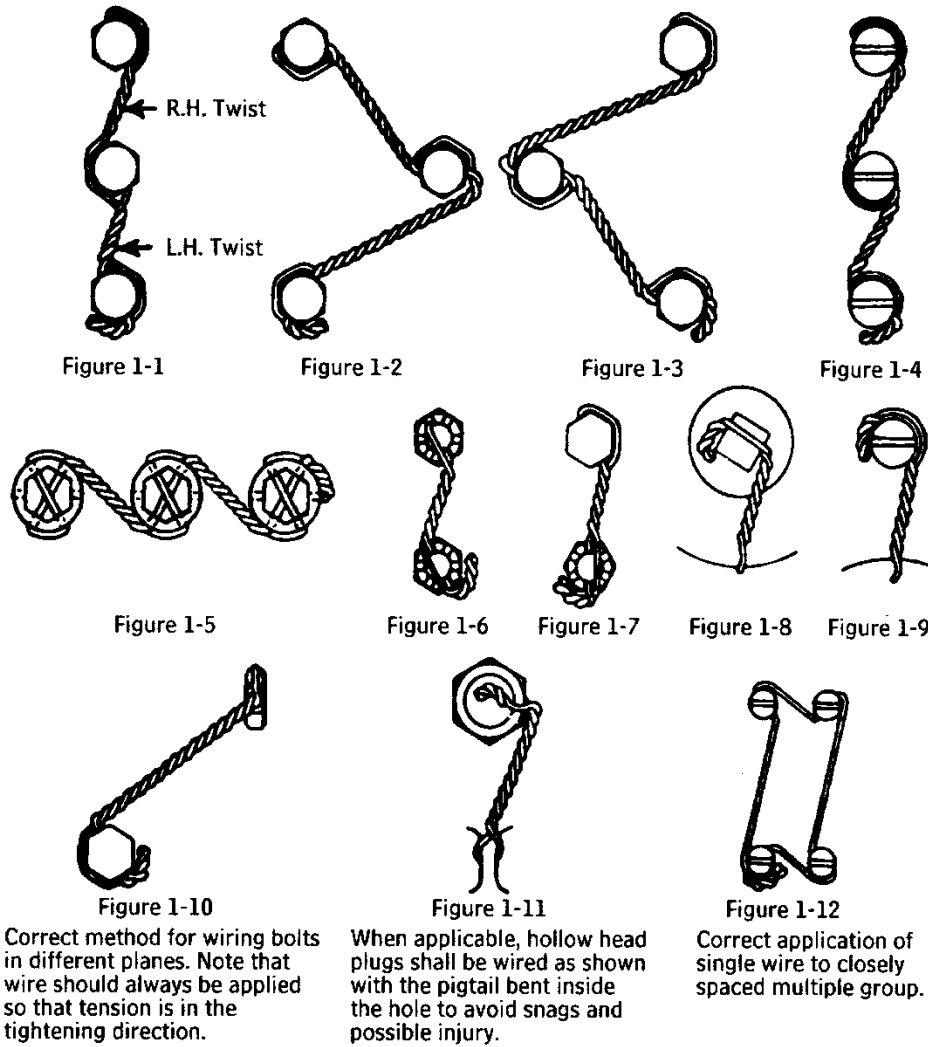


Figure 1-10
Correct method for wiring bolts in different planes. Note that wire should always be applied so that tension is in the tightening direction.

Figure 1-11
When applicable, hollow head plugs shall be wired as shown with the pigtail bent inside the hole to avoid snags and possible injury.

Figure 1-12
Correct application of single wire to closely spaced multiple group.

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 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

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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).

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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 2010 or ECE 22-05. Helmet must be no older than 5 year old from date of manufacture. 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:

- a. All clothing must be made of leather and be in good condition. One-piece special purpose racing suits are recommended. Road racing approved Kevlar suits are also allowed.
- b. If the leathers are two pieces, the top and bottom must be safely and securely joined together with a full-length zipper.
- c. Road racing boots of at least eight (8) inches in ankle height must be worn.
- d. Road racing style (gauntlet) leather gloves must be worn.
- e. 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.
- f. A hard shell spine protector or back protector pad must be worn under the leathers.
- g. 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.
- h. 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.***

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.

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Chapter 7 – Competition Classes and Compositions

*All race classes shall be gridded based on season points standing unless otherwise noted.
All races are 10 laps unless otherwise noted.*

7.1 Novice

- The purpose of this class is to give the beginning racer track experience under racing conditions.
- 2 10 lap races per day for Open Novice
- All types of racing motorcycles are allowed provided they conform to the rules in Chapter 5.
- Machines whose PRIMARY CLASS is Middleweight Superbike, Middleweight Twins, 250 Production, Lightweight Supersport, Lightweight Twins, Middleweight Thunder Class and Formula Classic are restricted to running their respective classes instead of the Open Novice class.
- Machines whose PRIMARY CLASS is 600 Supersport, Open Supersport, Superbike or Formula Ultra are restricted to running the Open Novice class. Formula Classic eligible machinery is exempt from this restriction.
- Non-Open Novice class machines may only enter Open Novice under the direction of the Race Director and/or the Competition Committee.

For further clarity, the following table highlights what class you should run in. This list is NOT exhaustive:

- 1989 GSXR750 – FORMULA CLASSIC, MIDDLEWEIGHT SUPERBIKE
- 1995 CBR600 F3 – OPEN NOVICE
- 1992 GSX-R 1100 – OPEN NOVICE
- 1989 RZ350 – FORMULA CLASSIC, MIDDLEWEIGHT SUPERBIKE
- 1998 Ducati 748 – OPEN NOVICE
- 2000 GSX-R 600 – OPEN NOVICE
- 2010 Ninja 250 – 250 PRODUCTION/LIGHTWEIGHT SUPERSPORT
- 1999 SV650 – MIDDLEWEIGHT TWINS/MIDDLEWEIGHT SUPERBIKE
- 2003 SV Superbike - MIDDLEWEIGHT TWINS/MIDDLEWEIGHT SUPERBIKE

WMRC Rulebook

- Maximum 88db.

WMRC Rulebook

7.2 Formula 1:18

- Trophy class.
- Open to all Expert Riders (graduated novices may petition to enter or be placed in the class at the discretion of the competition committee).
- No lap timers allowed onboard.
- Fastest allowable lap time is 1:18.00; rider is disqualified if any lap reads faster than a 1:18.00 on the WMRC official timing software.
- Unlimited displacement and engine configuration.
- Maximum 88db.

7.3 250 Production

- Trophy class.
- Open to all licensed riders.
- 300cc single cylinder, four stroke motorcycles.
- 250 twin cylinder, four stroke motorcycles.
- Canadian or US street legal production four stroke motorcycles
- Supersport rules except as noted below:
- Horsepower and torque restriction of 34 HP and 22 ft.lbs measured at the back wheel on a DynoJet dynamometer.
- Street legal pump gas only (87-94 octane RM/2) designed to be run in street legal vehicles.
- The replica bodywork must mimic the silhouette of the stock O.E.M. bodywork and tail section. The complete stock O.E.M. seat must be used. Any available windscreen for your model can be used.
- Airbox must retain stock O.E.M. appearance.
- Adjustments may be made to the swingarm for gearing and chain adjustment.
- Removal of the kickstand mounting tab from frame on 2008 and newer Kawasaki Ninja 250R is required .

WMRC Rulebook

- No quick shifter devices allowed.
- CDI/Igniter may be replaced with an aftermarket model.
- No master cylinder modifications or replacements of aftermarket master cylinders.
- Aftermarket levers are allowed.
- “Naked” street styled motorcycles may add appropriate race bodywork.
- Motard style motorcycles are allowed (WR250F, KLX250S, etc) with the following:
 - Handlebars must mount in original position.
 - Handlebars may not extend below top clamp.
 - Foot pegs may be changed.
 - Foot pegs may be raised.
 - Foot pegs may NOT be moved back.
 - No streamlining the motorcycle.
- Pre-gen (1986-2007) ONLY: No bodywork restrictions .Wheels may be replaced without restriction provided they do not weigh less than OEM.
- Maximum 88db.

7.4 Lightweight Supersport

- Trophy Class
- Open to all licensed riders.
- Maximum 45HP and 28ft-lb torque as measured on a DynoJet dynamometer.
- 390cc single cylinder 4-stroke
- Up to 320cc twin cylinder 4-stroke
- Supersport rules (see Chapter 8)
- Maximum 88db.

7.5 Middleweight Superbike

WMRC Rulebook

- Trophy class.
- Open to all licensed riders.
- 250cc GP motorcycles.
- Up to 425cc multi cylinder, two stroke motorcycles.
- Up to 500cc twin cylinder, two stroke motorcycles.
- Up to 500cc multi cylinder, four stroke motorcycles.
- Open multi cylinder, four stroke motorcycles 20 years and older.
- Up to 600cc 15 years old and older. (Engine modifications limited to Supersport spec only – see Chapter 8)
- up to 700cc liquid cooled multi valve twins
- Ducati 748cc twin cylinder, four stroke motorcycles. (Engine modifications limited to Supersport spec only – see Chapter 8 & 8a)
- Ducati 749 even though displacing 748cc NOT allowed
- Up to 900cc three cylinders, four stroke motorcycles with steel frames.
- Up to 1000cc air-cooled, two valve, four stroke motorcycles
- Open twin cylinder, air-cooled, two valve, pushrod, four stroke motorcycles.
- Open single, two and four stroke.
- Open to all Formula Classic bikes .600cc machines qualifying as Formula Classic ie.1990 and prior may run under Formula rules
- Formula rules (see chapter 10) except as noted
- Frame and engine must be from eligible motorcycles only
- Maximum 88db.

7.6 600 Supersport

- Trophy class
- Open to all Expert Riders (graduated novices may petition to enter or be placed in the class at the discretion of the competition committee)
- Gridding done by season's points.

WMRC Rulebook

- 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 1000cc twin cylinder, four stroke motorcycles.
- Supersport rules (see Chapter 8)
- Maximum 88db.

7.7 Open Supersport

- Trophy class.
- Open to all Expert Riders (graduated novices may petition to enter or be placed in the class at the discretion of the competition committee)
- Gridding done by season's points.
- 200 horsepower limited.
- Unlimited multi cylinder, four stroke motorcycles.
- Supersport rules (see Chapter 8)
- Maximum 88db.

7.8 Middleweight Twins

- Trophy Class
- Open to all licensed riders.
- Gridding done by season's points.
- 700cc water-cooled multi valve twins
- 1000cc air-cooled, two valve twins
- Open displacement air cooled pushrod twins

WMRC Rulebook

- Open single
- Up to 500cc twin cylinder two-stroke motorcycles
- Formula rules (see chapter 10)
- Maximum 88db.

7.9 Lightweight Twins

- Trophy class.
- Open to all licensed riders
- Maximum 55HP and 35ft-lb torque as measured on a DynoJet dynamometer.
- 500cc 4-stroke twin and single cylinder machines i.e. CBR500, EX500, GS500, GB500
- Up to 250cc twin cylinder two stroke motorcycles
- Supersport rules (see chapter 8)
- 88db max

7.10 Superbike

- Trophy class.
- Open to all Expert Riders (graduated novices may petition to enter or be placed in the class at the discretion of the competition committee)
- Any motorcycle up to unlimited displacement, 600cc Supersport or better (Competition Committee's choice for other allowable motorcycles).
- No Graduated Novices (exceptions can be made by the competition committee).
- Slower riders will be black flagged prior to the end of the race at the discretion of the referee or race director.
- Superbike rules (see chapter 9)
- Maximum 88db.

WMRC Rulebook

7.11 Formula Classic

- Trophy class.
- Open to all licensed riders
- Both production and GP machines are eligible
- The following machines are eligible for Formula Classic:
- Vintage (production years 1979 and earlier), unlimited displacement
- Classic Middleweight (production years 1980-1990), displacement up to 575cc
- Classic Heavyweight (productions years 1980-1990), displacement over 576cc
- Model continuation rules apply
- Bodywork is without restriction, however machines must maintain period correct appearance
- Formula rules (see chapter 10)
- Maximum 88db.

7.12 Formula Ultra

- Trophy class.
- Open to all Expert Riders (Graduated Novices may petition to enter or be placed in the class at the discretion of the Competition Committee)
- Any motorcycle of unlimited displacement, 600cc Supersport or better (Competition Committee's choice for other allowable motorcycles).
- Slower riders will be black flagged prior to the end of the race at the discretion of the referee or race director.
- Lap times may not exceed 1:18.00. Riders not meeting this will not be allowed to start.
- Superbike rules (see chapter 9)
- Maximum 88db.

WMRC Rulebook

7.13 Formula 1:15

- Trophy class.
- Open to all Expert riders. (Graduated Novices may petition to enter or be placed in the class at the discretion of the competition committee)
- No lap timers allowed onboard.
- Open to all Expert riders.
- Fastest allowable lap time is 1:15.00; rider is disqualified if any lap reads faster than a 1:15.00 on the WMRC official timing software.
- Unlimited displacement and engine configuration.
- Maximum 88db.

7.14 Middleweight Thunder Class

- Trophy class
- Open to all licensed riders
- Maximum 78HP as measured on DynoJet dynamometer.
- Supersport rules apply ONLY to engine modifications
- Formula rules apply to chassis, suspension, wheels and brakes
- Twin cylinder motorcycles up to 700cc (water-cooled 4 valve), and up to 810cc (air-cooled 2 valve)
- Open Singles
- Maximum 88db.

7.15 Mini GP

- Trophy class
- Open to all licensed riders
- Engine capacity a maximum of 93cc single cylinder 2 stroke or 150cc single cylinder liquid cooled 4 stroke or 200cc single cylinder air cooled 4 stroke
- Formula rules (See Chapter 10)

WMRC Rulebook

- Maximum 88db.

7.16 *Supermoto*

- All machines from factory will be motard/motocross style
- Maximum displacement of 650cc for single cylinder machines
- Maximum displacement of 550cc for twin cylinder machines
- Superbike rules (Chapter 9) will apply, but applied to Supermoto/Motocross machines
- Maximum rim diameter of 17"
- No dual purpose tires, DOT or slick tires only
- Handlebars must be of motard/motocross style
- All bike preparation shall meet the rules outlined in Chapter 5
- Belly pan shall be able to hold most of the engine oil Stock engine guards with holes filled in with welded metal or fibreglass is accepted, as long as it holds most of the oil. There are aftermarket guards available that satisfy this rule
- Maximum 88db.

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.
- 1.2.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.
- 1.3.Maximum HP rules apply 200 RWHP for open Supersport and 125 RWHP for 600 Supersport, as measured on a DynoJet dynamometer.
- 1.4.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 or Kevlar 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. Fuel injectors must remain stock bore and fuel pumps must be OEM as per the motorcycle being entered.
- 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.
- 8.14 Rear shock linkages must remain stock.
- 8.15 The front fork externals must remain stock. Upper and lower triple clamps must remain stock.
- 8.16 A steering damper may be added, and must be mounted in a safe and effective manner.
- 8.17 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.
- 8.18 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 and may be replaced with Lithium Ion type battery.
- 8.19 The speedometer, speedometer cable, tachometer, tachometer cable, and any other "dash gauges" may be removed.
- 8.20 The CDI unit can be modified or replaced with an aftermarket product. Traction control and electronic shifters are allowed. No aftermarket wheel sensors allowed.
- 8.21 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.
- 8.22 Rear passenger pegs must be removed.
- 8.23 The maximum allowable overbore is 1 millimeter oversize using OEM standard replacement parts only.
- 8.24 Race fuels and additives are allowed.

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8.25 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.

8.26 Aftermarket replacement subframes and fairing mounts are allowed.

8.27 Aftermarket exhaust systems may be used , but still have to conform to the 88db limit

8.28 If the upper triple and handlebars are cast from one piece (ie. KTM RC390) you are permitted to change the upper triple clamp **ONLY** to facilitate the addition of clip-ons for safety and easy repair in case of crashing

8.29 Other than the above mentioned items, the bike must remain stock.

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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 machines 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.

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, including forced induction and nitrous oxide injection systems.
- 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.

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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 the rear 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.
- 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.

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Chapter 11– Protests

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 signup 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

11.1 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

11.2 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.

11.3 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 11.11 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 11.11 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.

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Protest Filing Procedure

- 11.4 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 protest, cash (see Types of Protest for fee schedule) 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.
- 11.5 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.
- 11.6 Any competitor unwilling to allow his/her machine to be inspected will incur the "Major Protest Penalty" described in 11.11 below. Further action may also be taken against such a rider regarding his/her license status with the WMRC.
- 11.7 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

11.8 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).

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

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.

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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. Race finishing order protests: All race results are posted at the tech shack during the day. Any protests on finishing order, should be submitted to your riders representative by 5pm or end of race day. Race finishing order protests are not subject to \$25 fee. See section 17.4.
5. 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, MasterCard or VISA) in an amount that will cover the full retail cost of materials and parts consumed 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 (twin cylinder machine) - \$250
 - Removal of valve cover (multi cylinder machine) - \$500
 - Removal of cylinder head (twin cylinder machine) - \$500
 - Removal of cylinder head (multi cylinder machine) - \$1000
 - Removal of bottom end - \$2000

*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

11.10 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

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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

11.11 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.

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Chapter 12 – Competitor and Crew Behavior

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

- 12.1 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.
- 12.2 All children under 12 must be supervised by an adult at all times when in attendance at a WMRC event.
- 12.3 All crew members must wear suitable body, leg, and foot covering/clothing while in the pit areas. (No bare backs or bare feet).
- 12.4 No crew member 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 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.
- 12.5 No competitor, crew, or family member may consume alcohol or otherwise ingest any illegal substances while in the pit areas.
- 12.6 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.
- 12.7 Competitors must follow the instructions of Race Marshals and Race Officials.
- 12.8 No competitor, crew, or family member may verbally or physically abuse or threaten a WMRC Race Official, Referee, Race Marshal, Executive or Staff member.
- 12.9 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.
- 12.10 No competitor, crew, or family member may take part in any activity judged to be “unsportsmanlike” by the WMRC competition committee.
- 12.11 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.
- 12.12 No competitor, crew, or family member may take part in any sort of altercation anywhere on the track property.
- 12.13 No competitor may take part in any practice or event that they did not legally qualify or pay for.

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- 12.14 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 'pocket bikes' are allowed to be ridden in the facility.**
- 12.15 Vehicle entry to the pit area is strictly controlled.
- 12.16 The speed limit in the pit areas is 8 km/h (5 mph). Failure to comply can result in fines and competition points lost at the discretion of the competition committee.
- 12.17 The road outside the pits is a public area and is off limits to race machines.
- 12.18 All complaints or questions about rules must be directed to the Referee.
- 12.19 The Riders' Representative shall act as a mediator between the riders and the Referee and other Race Officials.

Penalties

- 12.20 Penalties are assessed by the WMRC Referee for any Competition Rules or Riders' Sheet infractions.
- Re-positioning on the starting grid.
 - Re-positioning in the finishing order.
- 12.21 Penalties assessed by the WMRC Referee and the competition committee may include any or all of the following:
- 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.

Note that all penalties assessed may be posted on the website, forums, or any other media deemed transparent to the membership.

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Special Topics

12.22 Jumped Starts:

- “Jumping the starters flag” shall be defined as ‘ANY forward movement crossing the start box line’ 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 for 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. The offending racer will start at the back of the class for the restart
- Rider will be notified by the 3rd 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.

12.23 Riders who miss the warm-up lap will face a penalty. All riders who miss the warm-up lap will be required to start from the row furthest to the back of the grid that is not occupied by a non-penalized competitor. For example, if non-penalized starters are gridded in rows A through D, the riders missing the warm-up lap shall grid in row E even if there are empty grid slots in row D.

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Chapter 13 – Flags

13.1 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) *Legacy, The national flag has been replaced with starting lights*

- Starting flag
- Starter raises flag holding the flag pole and an opposite corner then waits a random amount of time and when the corner of the flag leaves starter's fingertips the race is on.
- If the starter sees any problems on the grid such as a rider with raised arms during the time the flag is raised or held the starter will slowly lower the flag while still holding it with both hands indicating a the start is aborted.

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
- No racing on cool down lap.
- After receiving this flag proceed around the track to the pits, maintaining finishing order. NO PASSING!
- Exit the track at the predetermined track exit for Checkered Flag lap using proper track exit procedures.

d) RED (waved or stationary)

- RACE STOPPED.

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- Sit up straight and raise left arm above head while maintaining speed – waving arm back and forth is ideal.
 - Once satisfied that there is no danger from riders behind, slowly roll out of the throttle while keeping left arm extended and stop at the next Corner Marshal Station to await instructions.
 - No stopping on the main straight.
 - 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.
 - Do not race to the flag.
- e) **BLACK WITH ORANGE DOT / MEATBALL(stationary, with a rider's number)**
- Shown only at Start/Finish line.
 - Minor mechanical, rule book violation or sound violation
 - Exit track on current lap using proper track exit procedures.
 - Rider must check in with Tech Inspectors for instructions.
 - 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!
 - Incident or obstruction on or off the track.
 - Maintain speed and do not chop the throttle.
 - Be prepared for a possible red flag.
 - 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.

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g) YELLOW (stationary)

- CAUTION – BE EXTRA ALERT!
- Something out of the ordinary is happening, there may be an incident on or off the track
- Marks the zone of “CAUTION!!” Maintain speed and do not chop the throttle.
- 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).
- Passing is allowed.
- **Note to novices:** Experienced racers 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.

h) BLACK

- Dangerous machine defect
- This will be pointed directly at the relevant rider.
- Sit up straight and raise left arm above head (waving arm back and forth is ideal) while maintaining speed.
- Once satisfied that there is no danger from riders behind get off racing line and slowly roll out of the throttle while keeping left arm extended and stop at the next Corner Marshal Station to await instructions.
- 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!
- May be shown during a dry race if it starts raining.
- Corner Marshals will direct riders to the safe line by using hand signals.

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j) GREEN (waved or stationary)

- Used to signify that the course is clear.
- Used to demonstrate where the corner marshals are stationed.
- Resume racing

k) WHITE FLAG WITH RED CROSS (stationary)

- CAUTION – BE EXTRA ALERT!
- Ambulance or Emergency vehicle(s) on track
- If you come upon a 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

13.2 Flag dimensions shall be 30” by 30”.

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Chapter 14 – Race Points

POINTS

The WMRC awards points in all WMRC competition categories toward season Championships to eligible race finishers in the following order:

1st 25 points	9th 7 points
2nd 20 points	10th 6 points
3rd 16 points	11th 5 points
4th 13 points	12th 4 points
5th 11 points	13th 3 points
6th 10 points	14th 2 points
7th 9 points	15th 1 point
8th 8 points	

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.

All racers receive prize money where applicable. Only WMRC MEMBERS are eligible to collect championship points and trophies.

Tie Break Procedure

In the final series standings, there cannot be a tie for any overall position in any class.

In the case of a tie in overall point standings for any position in any class series, the position is awarded to the rider with the most victories. If the position is still undecided, (i.e. the tied riders have the same number of wins in that class) then the position is awarded to the rider with the most second place finishes, or thirds or however low must be reviewed until the position has been decided. If this method still fails to break the tie, the rider with the best result in the final event of the year is awarded the position. This system is used to break ties in all WMRC championships

With respect to the Overall club championship, if 2 or more riders (the “tied riders”) have the same finishing positions as described above in their respective 2 best classes and the above methods still fail to break the tie, the riders 3rd best class is used to break the tie using the above noted methodology.

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Chapter 15 – Race Procedures

Starting Procedure

A) As the racers take to the track for their warm up lap the red starting lights located at the starters towers will be on and the national flag displayed.

B) Racers take their grid positions.

C) Once all racers are in their positions, the starter will remove from sight the national flag. This is the signal to racers that the start of the race is imminent.

D) When the red lights go out, the race starts.

E) ABORTED START: If there is a problem on the grid after the flag has been removed, the red lights will continue to be displayed and the starter will bring the national flag back out. Both the national flag and the red lights will continue to be displayed until either the problems on the grid have been resolved or all racers have been directed to return to the pits and have left the grid.

PLEASE NOTE: The track entrance at Pre Grid closes 30 seconds after the 1st 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:

15.1 All questions should be directed to the Riders' Representative

15.2 WMRC events will be held rain or shine.

15.3 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. The decision of the Race Officials shall be final.

15.4 If, at the discretion of the Race Director, it becomes necessary to stop an event, that event will be considered officially completed if 50 per cent (50%) 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 50 per cent of the scheduled distance, it may still be considered complete if the WMRC Race Director deems a re-start to be unsafe.

15.5 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.

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- 15.6 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.
- 15.7 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.
- 15.8 When a race is red flagged, the finishing order shall be determined by the position of the riders on the previous lap.
- 15.9 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.
- 15.10 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.
- 15.11 A rider entering or leaving the pits must ride in the designated entrance and exit lanes, or face a possible disqualification penalty.
- 15.12 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.
- 15.13 When leaving the pits, riders must wait for the appropriate official to wave them out.
- 15.14 No weaving or wheelies are allowed in the acceleration lane (pit lane).
- 15.15 Competitors must proceed in the direction of the course only. Any competitor found proceeding against the direction of the racing will be disqualified.
- 15.16 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.
- 15.17 There will be no unauthorized use of the course before or after an event.
- 15.18 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 be assessed a penalty as determined by the competition committee. Penalties may include exclusion from practice sessions, grid penalties (starting at back of grid), exclusion from the day's events , fines or other sanctions as the committee deems appropriate based on circumstances and past infractions. as per sections 14.20/14.21**
- 15.19 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.
- 15.20 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.

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- 15.21 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.
- 15.22 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.
- 15.23 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.
- 15.24 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.
- 15.25 Under special circumstances, such as unexpected heavy rain or Start Line accidents, time (up to 15 minutes) may be given by the Race Director - after having consulted with the affected race’s Rider rep; if the appropriate rider rep would be directly affected by this decision, the race director shall consult a different Rider rep - to the riders to get their machines in order. This can include tire changes or any other mechanical changes required to safely compete. Once the 3 minute warning has been announced, the race comes under Starter’s orders and no further special consideration or extra time shall be given.
- 15.26 Race day refunds: **No Race Day Refunds.**
- 15.27 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.
- 15.28 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.
- 15.29 The amounts and distribution of prize money (if any) paid to each class’s eligible riders will be determined by the sponsor of that class or the organization / individual offering the prize money.

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Chapter 16- Electronic Scoring

- 16.1 WMRC utilizes the AMB timing and scoring system. Compatible transponders are limited to the AMB TranX 260 transponders. Use of RC4 or TranX 160 transponders are not recommended.
- 16.2 Each motorcycle entering the track is required to have a working transponder mounted on the motorcycle in accordance with the manufacturer's instructions. Transponders are also strongly recommended during practice sessions.
- 16.3 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.
- 16.4 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.
- 16.5 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.
- 16.6 Transponders must be in place and operating for tech inspection.
- 16.7 Live scoring is available for viewing at www.mylaps.com
- 16.8 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.

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Chapter 17 – 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.

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.

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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 1st 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 2nd 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 upon approval by the Executive. 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.

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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.

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-end shall be December 1st to November 30th 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 there under by the Lieutenant Governor-in-Council from time to time.

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President	Jason Hanson
Vice President	Allen Hay
Secretary	Pam Black
Treasurer	Brett Hanson
Promotions Director	Jay Tait
Past President	Andrew Marles
Rider Representatives -Novice	Nick Dudziak
- Expert	Dean Thompson
-Formula Classic	Sean Durrell
Race Director	Keith Robinson
Referee	Joseph Terrien
Radio Control	John Cathie
Course Steward	Keith Robinson
Starter	Gary Brown
Chief Technical Inspector	Nick Dudziak
Corner Marshal Coordinator	Pam Black
Race Registrar	
Licensing Coordinator	Pam Black
Head Scorer	John Cathie
Ambulance Service	
Results Coordinator	Jason Hanson
Safety Committee	
Sound Marshal	Al Cruikshank
Announcers	Ted Shannon
Color Commentator	
Rules Committee Chair	Rob Schoemeyer
Track Set up Coordinators	Nick Goodall
Webmaster	Meghan Makarchuk & Dean Drolet, Brett Hanson

Figure 3 WMRC Executive and Committees

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