



Westwood Motorcycle Racing Club

2026

Competition Rules and Technical
Requirements

REVISION: 2026.1

www.wmrc.ca

LIST OF REVISIONS FROM PREVIOUS YEAR

JAN 2026

- 1.2 – Added CSBK, clarification for out of province racers
- 2.11 – Mid-year rule change procedure clarified
- 4.2 – Requirement for number plate to be rectangular eliminated
- 4.5 – Reworded to clarify intent
- 4.11 – Exception for new F1:25 class added
- 5.0 – Clarification that these requirements do not apply to track day events
- 5.1 – Clarification for wristband added
- 5.3 – “Causes a red or black flag” added
- 5.6.12 – Exception for rain lights added
- 5.6.34 - Recommendation and specification for rain lights added
- 6.1.1 – Clarification of helmet standards added
- 6.1.2 – Clarification of helmet manufacture date added
- 6.1.3 – Modular helmets added as not acceptable
- 6.2.6 – Clarification of back protection requirements added
- 7.0 – Reordered classes
- 7.7 – Up to 400cc multi cylinder added
- 7.8 – Up to 400cc multi cylinder added
- 7.10 – Changed typo from Supersport to Superbike
- 7.14 – Formula 1:25 class added
- 7.15 – Laptimer clarification added
- 7.16 – Laptimer clarification added
- 11.9.2 – Forms of payment modernized
- 11.10 – Forms of payment modernized

11.11 – Forms of payment modernized

12.14 – Helmets in pits now required

12.22 – Jump start clarification added, penalty changed to 2 position penalty

12.24 – Executive sponsorship conflict of interest section added

14.0 – Section title expanded

14.4 – Rookies Cup Championship added

15.24 – Safety gear added to be re-inspected

19.0 – Executive and Committees updated

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 valid FIM, CSBK, RACE, CMRA, EMRA, OMRRA or WMRRA Racing License will also be allowed to enter in club events. However, these entrants will not be entitled to accrue points towards any WMRC championship prior to obtaining a WMRC license.
- 1.3** A current sanctioning body competition license is required for all WMRC race events.
- 1.4** A WMRC Racing License will not be issued to a new competitor unless they have 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, attend a track day (lapping day), or participate in the WMRC rider training.
 - a) Any rider under the age of 16 years will be limited to a motorcycle of no more than 250cc. Exceptions may be made upon application, review and approval, by the WMRC Executive Board.
- 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 PER RACER, IN WORKING CONDITION, is required and must be on display at each paddock/pit area. The minimum rating acceptable is ABC (5 lb. capacity). Any fire extinguisher may be used to put out a fire, as such it is recommended that your extinguisher is labeled with your name and race number.

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.
- Member of rules committee.
- To ensure that all suitable safety equipment is distributed to each corner station.

2.2 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.

2.3 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.
- 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.

2.4 Radio Control

- Reports to the Race Director.
- Observes and reports all changing track conditions to the Race Director.

- Is the director of communications.
- Responsible for the direction of the Race Marshals during Race Day.

2.5 Corner Marshal Coordinator

- Responsible for the organization and training of the Race Marshals during Race Day.

2.6 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.

2.7 Riders' Representatives

- There will be 2 rider reps: Novice & Expert.
- 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.

2.8 Race Registrar

- Responsible for all registration of riders for each Race Day.

2.9 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.

2.10 Competition Committee

- Reports to the Executive.
- Is comprised of the Referee, the President, the Riders Representatives, and Race Director.
- Shall be the ruling body and final arbiter for all track day or race day disputes/protests.
- 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.

2.11 Rules Committee

- Appointed by the Executive and comprised of 5 experienced racers or club members.
- Should any of the 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 their 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.
- Rule proposals agreed to and put forward by the Rules Committee after due consideration to the WMRC Executive and are adopted as presented are in effect for the whole of the current calendar year until after the last WMRC sanctioned event. Rules may be amended or removed after the last event of the current calendar year and no later than 60 days before the start of the next calendar year's event
- Notwithstanding the above, should a rule need to be amended mid season for unforeseen circumstances, the rule book committee shall convene a meeting to consider and vote on the change. If accepted it must then be presented to and approved by the executive. The change must be announced at the next riders meeting, and the change to the rule book published online. All effort will be made to announce to the membership that a rule has changed through social media platforms and by email.

Chapter 3 - Classification of Riders and Graduation Procedures

These classifications are meant to designate the difference between various riders' abilities, and hence make for fair and exciting competition.

Classifications of Riders

3.1 There are two classifications of riders in WMRC promoted events:

1. Novice

This classification refers to first time riders.

2. Expert

This classification refers to riders with a high level of skill and experience.

Graduation Procedures

3.2 To graduate out of the Novice class, riders must:

1. Compete in and finish a minimum of 6 race sessions.

At the discretion of the Competition Committee this requirement may be altered.

2. Complete ALL of the following volunteer requirements:

1. Participate in at least $\frac{1}{2}$ day as WMRC race day Official or as part of the race day team, help Race Director/Referee, etc.
2. Corner work for a minimum of one complete race day or practice day.

If you wish to have volunteer experience earned prior to the current or last race season credited toward your Novice graduation requirements, you must discuss with your rider rep prior to making a formal application for graduation.

3. 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 their skill level, judgment, decision making, and safe behavior are sufficient to advance to Expert status.

4. Be observed by at least one of the designated WMRC Rider Reps or Competition Committee approved designate for at least one full practice session.

Said observer(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 Expert classification. The burden shall be on the particular Novice to ensure that they are so observed.

The requirements in all sections above and this part carry equal weight and must be fulfilled to be classified as an Expert.

5. 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 submitted to the Licensing Official.

6. Once a racer has completed the above requirements for Novicethey will be classified a WMRC Expert racer.
7. 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.
8. 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 their 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 they should remain at their current rider classification.

The Competition Committee will judge all rider advancement.

9. Every inquiry regarding a change in rider license classification will be reviewed individually and without prejudice by the WMRC Competition Committee.
10. The competition committee reserve the right to advance/demote any rider after due consideration.
11. Any competitor who has not raced in 5 years will be required to:
 1. Sit in on the classroom portion of race school (at no cost)
 2. Pass a Race Checkout Session to determine suitability for racing and rider status.
 3. Race Checkout Sessions will not be held on 'Race Days' but will be held on Track Days only.
12. The rider must contact the Executive and make arrangements in a timely manner to be viewed by a qualified official or instructor.

Chapter 4 - Number Plate Requirements

4.1 Every machine participating in a WMRC event (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 finished with the appropriate color with a non-glare surface and must extend a minimum of 1" past your numbers.
- Numbers must be at least 5 inches high and 1 inch wide and be legibly displayed on the legal background number plate or the machine will fail the technical inspection.
- WMRC number plate formats are:
 1. Expert
Solid black numbers on a white background.
 2. Novice
Solid black numbers on a yellow background with a WMRC competition number from 700 to 799.
 3. WMRC Championship Winner
Solid white numbers on a red background.
Racers who have won a championship in any trophy class the year previously are permitted - but are not required - to use solid white numbers on a red background and must follow all other number plate requirements.

This is only valid for the championship winning season and racers must revert to the standard number plate and number colors for subsequent seasons unless they win a further championship.

- 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** As an option to a physical number plate, the numbers/background may 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 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** Overall Club Champion -The rider with the most points accumulated in their 2 best classes (excluding the Formula 1:25, Formula 1:18, and Formula 1:15 classes) shall be awarded the right to use Number One (1) on their number plates in all WMRC sanctioned events for the following season. The top 3 competition numbers will be reserved for the top 3 riders who have accumulated the most points in their 2 best classes, competition numbers normally used by the top 3 finishers will be reserved for those competitors.
See Chapter 14 for tie break details.

Chapter 5 - Technical Inspection and Machine Requirements

All the following rules apply, without exceptions, to every machine taking part in any WMRC race or practice 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. On two-day events, second day tech is just roll through unless the motorcycle was crashed on the previous day.
Any wristband provided by gate entry must be worn by all competitors in order to go through technical inspection.
- 5.2** Any rider participating on a stolen machine will be subject to full prosecution under law and may also suffer the permanent loss of their 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 the Official has any doubts concerning a machine's legality or safety. Any machine that crashes or causes a red or black flag during 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 their 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 in the appendix):
 - a) Oil drain plug bolts
 - b) Oil filler and access plugs

- c) All oil and fuel fittings and clamps outside of the frame perimeter (non-banjo style oil fittings may be secured with silicone)
- d) Axle pinch bolts and axles when accessible (if recessed type, silicone may be used)
- e) Cylinder and other water drain bolts
- f) Radiator cap
- g) Exhaust baffles and muffler bracket bolts
- h) ALL muffler brackets must be triangulated, and safety wired
- i) Brake caliper bolts
- j) Brake line banjo bolts (silicone may be substituted for safety wire)
- k) 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
- l) R clips with safety wire can be used on calipers mounting bolts

3. Fork drain plugs must be securely fastened or siliconed. (Either wired or taped or siliconed).

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 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. MotulMotocool is not an acceptable product as it contains glycol (antifreeze).

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 eight (8) 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 $\frac{1}{2}$ 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. A rain light is exempted from this requirement. See 5.6.34

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. Zip ties or duct tape may be allowed to be used in securing bodywork. **HOWEVER** They may only be used when used in conjunction with proper fasteners and on non-load bearing items.
16. No streamlining may be attached to the rider or the rider's helmet. Front fenders are exempt from this rule.
17. No part of the machine may extend past a line drawn vertically 6 inches past the rearmost part of the rear tire.
18. Tires must be in safe operating and racing condition. Tape all wheel weights and metal valve stem caps must be used.
19. Magnesium crankcase covers must be replaced with aluminum covers or be guarded in an acceptable manner.
20. 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.
21. 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.
22. No machine shall exceed a noise level of 95dbA 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 93dbA. There are NO REFUNDS for sound failures.
23. All signwriting appearing on the motorcycle must be in good taste, and no decorations (stuffed animals, etc.) may appear on the motorcycle or rider whatsoever.
24. 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.
25. 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.

26. 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.
27. 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 there is a suitable lip, and any guard holes are sealed with aluminum or fiberglass.
28. 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.
29. There is up to a \$500 fine for oiling the track if the above rules are not met.
30. 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, and the use of extension arms is not permitted. All cameras must be marked with the competitors' number and must be mounted when the machine attends technical inspection. No Helmet mounted cameras are allowed.
31. Front brake lever guards must be solidly mounted.
32. K&N brand spin on oil filters are not allowed. OEM is recommended.
33. All motorcycles shall have a sharkfin type chainguard mounted on their swingarm or on the chain adjuster block in front of the rear sprocket with the intent to reduce chances of objects being caught between rear sprocket and drive chain.
34. A rain light is highly recommended to enhance visibility and safety during rain races. All racers are encouraged to affix a small light facing rearward. The light must be affixed to the tail section of the motorcycle as near as practicable to the centerline, within the perimeter of the subframe. The light must be constant. The light must be controlled by a switch easily accessible to the rider, but must not be easy to accidentally activate. The

light may not be illuminated for any race or practice not declared a wet race.

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.

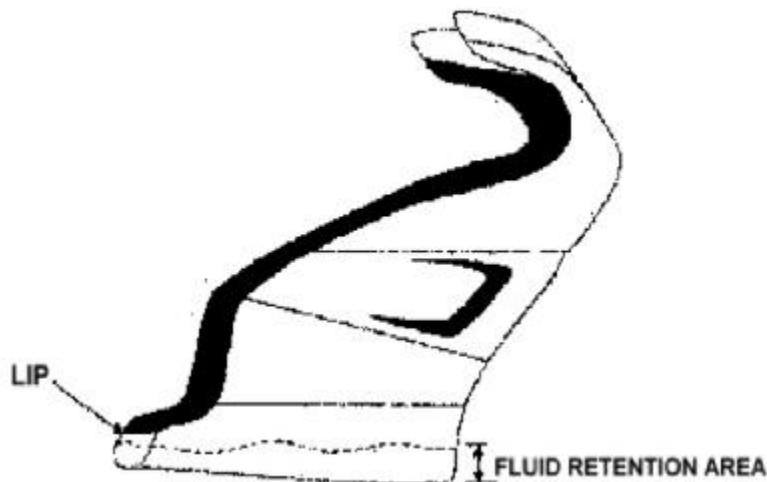


Figure 1 Fairing Lower Fluid Retention Area

Chapter 6 - Riders' Clothing

The following apparel or equipment must be worn:

6.1 Helmets

All competitors in any WMRC event must wear a full-face helmet with visor. All helmets and gear must pass mandatory technical inspection at the start of each race day.

1. All helmets must be as new, good condition and meet or exceed the following standards: Snell M2020, ECE 22.05 or ECE22.06, or FIMGP FRHPhe-01. Other and/or newer standards that exceed these requirements are acceptable.
2. Helmets must be no older than 5 years from year of manufacture. A racer is responsible to provide proof of year of manufacture at technical inspection
3. No open face nor modular helmets allowed.

6.2 Clothing

1. 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.
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 (gauntlet) 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 separate hard shell back protector or device meeting E EN1621-2 Level 2 spine protection must be worn.
7. All the rider's equipment mentioned above must be worn whenever they are 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.
9. Sliders must of a non-sparking design.

10. Riders aged 14-18 must also wear CE2 approved chest protector.
The WMRC recommends all riders to wear chest protectors.

6.3 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 article of clothing or machinery shows excessive damage or wear, the Chief Technical Inspector has the right to reject that piece of gear from 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.

6.4 All competitors must have affixed to their helmet a Medical Data Carrier or "MDC" containing a completed medical Information form. The MDC must be placed on the helmet on the left side chin bar between the left ear and chin.

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.
- All race classes require a minimum of 4 racers to be present on the starting grid for points to be awarded.

7.1 Open Novice

- Non-Trophy class.
- Open to Novice riders.
- The purpose of this class is to give the beginning racer track experience under racing conditions.
- Two 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 and Formula Classic are restricted to running their respective classes instead of the Open Novice class.
- Machines whose PRIMARY CLASS is 600 Supersport, Open Superstock, 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.
- Maximum 95db.
- Quickshifters and aftermarket brake master cylinders are allowed.

7.2 250 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 (see Chapter 8) except as noted.
- 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.
- Air box 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 250 is mandatory.
- CDI/Ignitor may not be changed and must be as equipped originally by manufacturer (for example, Kawasaki Denso OEM part number 21119-0096 for 08-12 Ninja 250).
- Aftermarket levers are allowed.
- “Naked” street styled motorcycles may add appropriate race bodywork.
- Motard style motorcycles are allowed (WR250F, KLX250S, etc.) with the following:
 - 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.
 - Quickshifters and aftermarket brake master cylinders are allowed.
 - Maximum 95db.
 - Fork caps cannot be changed.
 - Aftermarket wheel spacers permitted.
 - Aftermarket cam chain tensioners permitted.

7.3 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 450cc twin cylinder liquid cooled 4-stroke.
- Up to 500cc air cooled twin cylinder 4-strokes.
- 2018 and newer Kawasaki 400 is allowed under the following restrictions:
- Stock air intake snorkel and air box must remain in place & be unmodified. No other intake modifications are allowed.
- Ninja ZX4RR not allowed.
- Supersport rules (see Chapter 8).
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.4 Lightweight Superbike

- Trophy class.
- Open to all licensed riders.
- Maximum 60HP and 40ft-lb torque as measured on a DynoJet dynamometer.
- Up to 500cc displacement 4-stroke twin and single cylinder machines i.e. CBR500, EX500, GS500, GB500.
- Up to 400cc displacement 4-stroke multi-cylinder motorcycles. Ninja ZX4RR not allowed.
- Up to 250cc twin cylinder two stroke motorcycles.
- Formula rules (see chapter 10).
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.5 Supermoto

- Trophy class.
- Open to all licensed riders.
- All machines from factory will be Motard/motocross style.
- Maximum displacement of 700cc 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.
- All bike preparation shall meet the rules outlined in Chapter 5.
- Belly pan shall be able to hold all of the engine oil. Stock engine guards with holes filled in with welded metal or fiberglass is accepted, as long as it holds all of the oil.
- There are aftermarket guards available that satisfy this rule.
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.6 Middleweight Twins

- Trophy Class.
- Open to all licensed riders.
- 700cc water-cooled multi valve twins.
- 1000cc air-cooled, two valve twins.
- Open displacement air cooled pushrod twins.
- Open single.
- Up to 500cc twin cylinder two-stroke motorcycles.
- Modifications limited to Supersport rules (see Chapter 8).
- Quickshifters and aftermarket brake master cylinders are allowed.

- Maximum 95db.

7.7 Formula Thunder

- Trophy class.
- Open to all licensed riders.
- Superbike rules apply to engine modifications.
- Formula rules apply to chassis, suspension, wheels and brakes.
- Twin cylinder motorcycles up to 800cc (liquid-cooled 4 valve), and up to 1100cc air-cooled 2 valve (Engine modifications limited to Supersport rules - see Chapter 8).
- Open Singles.
- Up to 400cc multi cylinder four stroke motorcycles.
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.8 Middleweight Superbike

- Trophy class.
- Open to all licensed Expert riders. Novices riding 600-710cc Twins may enter.
- 250cc GP motorcycles.
- Up to 425cc multi cylinder, two stroke motorcycles.
- Up to 500cc twin cylinder, two stroke motorcycles.
- Up to 400cc multi cylinder four stroke motorcycles.
- Open multi cylinder, four stroke motorcycles 20 years and older (Engine modifications limited to Supersport rules - see Chapter 8).
- 450cc - 636cc four (4) cylinder machines and 500 - 675cc three (3) cylinder machines 15 years or older (engine modifications limited to Supersport rules - see Chapter 8).
- 550cc - 750cc liquid cooled multi valve twins. (Superbike engine modifications allowed).
- 751-850cc liquid cooled multi valve twins (Engine modifications limited to Supersport rules - see Chapter 8).
- 2008-2010 Ducati 848 non Evo models are allowed.
- Up to 900cc three cylinders, four stroke motorcycles with steel frames.
- Up to 1100cc air-cooled, two valve, four-stroke motorcycles (Engine modifications limited to Supersport rules - see Chapter 8).
- Open twin cylinder, air-cooled, two valve, pushrod, four stroke motorcycles.
- Open single, two and four stroke.
- Open to all Formula Classic bikes. 600cc and larger machines qualifying as Formula Classic ie. 1994 and prior for up to 600cc and 1991 and prior for larger displacement motorcycles may run under Formula rules.
- Formula rules (see chapter 10) except as noted.
- Frame and engine must be from eligible motorcycles only.

- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.9 600 Supersport

- Trophy class.
- Open to all Expert riders (Novices may petition to enter or be placed in the class at the discretion of the Competition Committee).
- 125 horsepower limited for Expert class.
- Up to 500cc multi cylinder, two stroke motorcycles.
- Up to 636cc stock displacement multi cylinder, four stroke motorcycles.
- Up to 675cc three cylinder, four stroke motorcycles.
- Up to 890ccc twin cylinder, four stroke motorcycles.
- 2008-2010 Ducati Non EVO allowed. Supersport engine modifications only.
- Supersport rules (see Chapter 8).
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.
- Frame and engine must be from eligible motorcycles only.

7.10 600 Superbike

- Trophy class.
- Open to all Expert riders (Novices may petition to enter or be placed in the class at the discretion of the Competition Committee).
- 130 horsepower limited for Expert class.
- Up to 500cc multi cylinder, two stroke motorcycles.
- Up to 640cc stock displacement fourcylinder, four stroke motorcycles. Suzuki GSXR750 allowed with supersport engine modifications only.
- Up to 890cc three cylinder, four stroke motorcycles. Triumph 765 and Yamaha R9 allowed withsupersport engine modifications only.
- Up to 890ccc twin cylinder, four stroke motorcycles.
- 2008-2010 Ducati Non EVO allowed. Supersport engine modifications only.
- Ducati 899 not allowed.
- Superbike rules (see Chapter 8).
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.
- Frame and engine must be from eligible motorcycles only.

7.11 Open Superstock

- Trophy class.
- Open to all Expert riders (Novices may petition to enter or be placed in the class at the discretion of the competition committee).
- 215 horsepower limited.

- Unlimited multi cylinder, stock displacement four stroke motorcycles.
- Supersport rules (see Chapter 8).
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.12 Superbike

- Trophy class.
- Open to all Expert riders (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).
- 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).
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.13 Formula Ultra

- 12 lap race.
- Trophy class.
- Open to all Expert riders (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 1:16.00. Riders not meeting this will not be allowed to start.
- Superbike rules (see chapter 9).
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

7.14 Formula 1:25

- Trophy class.
- Open to all riders
- No lap timers allowed onboard, including built-in laptimers supplied as stock from factory, unless they can be demonstrated to have been permanently disabled/removed.
- Fastest allowable lap time is 1:25.00. Any lap under 1:25.00 in this class will result in the rider being disqualified from the race.

- If at any point during a race where the motorcycle completes a lap faster than this time restriction, in this class, or any other class twice in the same season, the rider will be will no longer be eligible for this class and will not be permitted to participate.
- Points earned prior to disqualification will not be forfeited and will count towards the year end standings in this class.
- 700cc maximum engine displacement
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.
- Points scored in this class do not count towards the WMRC overall club champion plate.

7.15 Formula 1:18

- Trophy class.
- Open to all Expert riders (Novices may petition to enter or be placed in the class at the discretion of the Competition Committee).
- No lap timers allowed onboard, including built-in laptimers supplied as stock from factory, unless they can be demonstrated to have been permanently disabled/removed.
- Fastest allowable lap time is 1:18.00. Any lap under 1:18.00 in this class will result in the rider being disqualified from the race.
- If at any point during a race where the motorcycle completes a lap faster than this time restriction, in this class, or any other class twice in the same season, the rider will be will no longer be eligible for this class and will not be permitted to participate.
- Points earned prior to disqualification will not be forfeited and will count towards the year end standings in this class.
- Unlimited displacement and engine configuration.
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.
- Points scored in this class do not count towards the WMRC overall club champion plate.

7.16 Formula 1:15

- Trophy class.
- Open to all Expert riders. (Novices may petition to enter or be placed in the class at the discretion of the competition committee).
- No lap timers allowed onboard, including built-in laptimers supplied as stock from factory, unless they can be demonstrated to have been permanently disabled/removed.
- Fastest allowable lap time is 1:15.00. Any lap under 1:15.00 in this class will result in the rider being disqualified from the race.

- If at any point during a race where the motorcycle completes a lap faster than this time restriction, in this class, or any other class twice in the same season, the rider will be will no longer be eligible for this class and will not be permitted to participate.
- Points earned prior to disqualification will not be forfeited and will count towards the year end standings in this class.
- Unlimited displacement and engine configuration.
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.
- Points scored in this class do not count towards the WMRC overall club champion plate.

7.17 Formula Classic

- Trophy class.
- Open to all licensed riders.
- Both production and GP machines are eligible.
- The following machines are eligible for Formula Classic:
 - FC Middleweight -1994 and older up to 600cc.
 - FC Heavyweight – 1991 and older 601cc and larger displacements.
- Model continuation rules apply.
- Bodywork is without restriction; however, machines must maintain period correct appearance.
- Formula rules (see chapter 10).
- Upside down forks and fuel injection are only allowed if the machine was originally equipped with them.
- Quickshifters and aftermarket brake master cylinders are allowed.
- Maximum 95db.

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 215 RWHP for Open Superstock and 125 RWHP for 600 Supersport, as measured on a DynoJet dynamometer.
- 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:
 1. 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.
 2. Spark plugs may be changed.
 3. 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).
 4. 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. Quickshifters are allowed.
 5. 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.

6. Older models may be updated with genuine standard parts found on a newer version of the same model.
7. Chains and sprockets may be changed.
8. Handlebars and clip-ons may be changed for those more suitable for racing.
9. Rear shocks and rear springs can be exchanged for aftermarket equipment.
10. Rear shock linkages must remain stock.
11. The front fork externals must remain stock. Upper and lower triple clamps must remain stock. Fork caps and fork internals may be changed.
12. A steering damper may be added and must be mounted in a safe and effective manner.
13. 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.
14. 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.
15. The speedometer, speedometer cable, tachometer, tachometer cable, and any other “dash gauges” may be removed.
16. The CDI unit can be modified or replaced with an aftermarket product. Traction control and electronic shifters are allowed. No aftermarket wheel sensors allowed.
17. 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 windscreens for your model can be used.
18. Rear passenger pegs must be removed.
19. The maximum allowable overbore is 1 millimeter oversize using OEM standard replacement parts only.
20. Race fuels and additives are allowed.

21. 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.
22. Aftermarket replacement subframes and fairing mounts are allowed.
23. Aftermarket exhaust systems may be used, but still have to conform to the 95db limit.
24. If the upper triple and handlebars are cast from one piece (i.e. KTM RC390, Aprilia RS660, etc.) it is permitted to change the upper triple clamp ONLY to facilitate the addition of clip-ons for safety and easy repair in case of crashing.

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

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

1. Any motorcycle up to unlimited displacement.
2. Any machines rated as below 600SS are not allowed unless they have approval from race director or the Executive.
3. No limits will be placed on engine, chassis, suspension, brakes, fuel, wheels or tires.

9.2 Weight

1. 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

1. 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.
2. 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.

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

Chapter 10 - Formula and Grand Prix (GP) 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.

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

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 their 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 their 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.

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 their 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 their 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

1. 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 their \$25 protest fee back. If the protest is dismissed, the \$25 fee will be retained by the WMRC as a protest-processing fee.
2. 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.

3. 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 camshaft, 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. Payment may be made to the WMRC in the form of cash, Point of Sale, or EMT. Major Protest fee is in all cases non-refundable and is retained by the WMRC 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. 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 Fees

11.10 Bond Fee

1. The protestor must post with the WMRC a bond fee (in the form of, Point of Sale, or EMT) 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 their 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

Protest Appeals

11.11 Protest Appeal – Fee: \$25 (Non-refundable) Payment may be made to the WMRC in the form of cash, Point of Sale, or EMT.

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 Penalties

11.12 Major Protest Penalty

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

Chapter 12 - Competitor and Crew Behavior & Code of Conduct

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

- 12.1** Every rider is responsible for the behavior of their 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 always supervised by an adult 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, marijuana, or otherwise ingest any legal or illegal impairing or mind-altering substances at any point during a live track event.
- 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.

12.14 Helmets are required to be worn while operating any electric or gas-powered "open" vehicles anywhere on the track facility property. This includes race bikes, street bikes, and pit bikes, scooters, skateboards, etc that are powered. This includes the racetrack and pits area.
It is the responsibility of competitors to ensure that any accompanying pit crew, family, or guests comply with this rule.

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 an impartial mediator between the riders and the Referee and other Race Officials.

Penalties

12.20 Penalties are assessed by the WMRC Referee after due consultation with the Race Director and pertinent Rider Representative. Penalties assed by the Referee are final and binding with no further avenue of appeal.

12.21 Penalties assessed by the WMRC Referee, and the competition committee may include any or all of the following:

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

Penalties assessed may be posted on the website, forums, or any other media deemed transparent to the membership.

Special Topics

12.22 – Jumped Starts

- “Jumping the start shall be defined as ‘ANY forward movement of the motorcycle between when the red light goes on and when it goes out, or between when the starting flag is raised and when it leaves the starters fingers in the case of a flagged start.
- Riders who jump the starter’s flag in a Race Event will be assessed a 2 position penalty at the end of the race.
- As a courtesy a rider may 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 - Late Riders

- 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.

12.24 - Code of Conduct

The Westwood Motorcycle Racing Club is dedicated to providing an environment where everyone can participate in a manner that encourages sportsmanlike behavior, friendly competition, cooperation, and mutual respect. Furthermore, our individual conduct (both positive and negative) affects the image of our club, motorcycle racers in general, and motorcyclists overall.

Unsportsmanlike Conduct

Unsportsmanlike or unsafe conduct by any official, pit crew, or spectator is absolutely prohibited and subject to the penalties as described elsewhere in the rule book and charters. Additionally, where in conflict with the general principles of our code of conduct, further disciplinary action can be applied.

Online Conduct

It is important to remember that statements made online are essentially a permanent public record and can also easily be taken out of context. Online comments can reflect poorly on yourself or other members, the club, our sponsors, the owners and operators of our race facility, and motorcycle riders and racers in general. Online conduct should serve to promote and cast a positive image on our club and membership.

Statements made online are not anonymous and should not be treated as such. All online behavior will be subject to this same code of conduct. Club officials, Executive, and designated individuals reserve the right to moderate online activity and remove or limit statements deemed inappropriate without review or appeal.

Officials and Executive Responsibilities

Club Officials and Executive members are responsible for setting the example and enforcing the rules as outlined in the rulebooks, charters, and codes of conduct. As such, they are also subject to the same requirements as other members. Additionally, Officials and Executive members are required to:

- Exercise reasonable care when making decisions as a steward of the club.
- Act honestly with integrity, and make decisions in the best interest of the organization, in accordance with the club goals.
- Not make decisions or use information obtained for personal gain.
- When a conflict of interest arises between personal goals or beliefs and those of the club, make the conflict known to other officials and Executive members to either be recused or given the authority to proceed.
- Keep club internal matters confidential, especially regarding financial and personal details.
- Attend as many club meetings and functions as possible.
- Act as an ambassador for the club.

Executive Sponsorship/Conflict of Interest Policy

The WMRC Executive Board acknowledges that our sponsors are an important part of racing, and that many of our sponsors are in direct competition with each other.

Sponsors/Sponsorships/Receipt of Goods:

- On an ongoing basis the executive team should communicate any goods and services received which are discounted in excess of 50% or \$100.

- Upon reporting of goods/discount the executive team has the ability to determine eligibility of gift and if any follow up action needs to be taken.
- This self reporting and honesty is to ensure the executive board is aware of these transactions to ensure all sponsors are treated equally, and no favouritism can be awarded based on these gifts/transactions.

It is the responsibility of the exec to work towards fair and equitable treatment of sponsors.

This includes ensuring there is a level playing field provided with respect to new and

incremental opportunities (within existing sponsor tiers).

Conflicts of Interest:

Conflicts of interest can arise when a sitting member of the executive board is also a vendor/sponsor of the WMRC. Therefore, no individual, nor executive, director, majority shareholder, or controller of any company, corporation or other legal entity operating as vendor to sell goods/services at any WMRC even may hold any of the 5 senior executive board positions of the WMRC at the same time.

Reporting Violations

Individuals who report potential code of conduct violations in a quiet, timely, respectful, civil, and productive manner are participating in making the club a better place for all. If anyone, including riders, spectators, volunteers, or staff, makes you or anyone else feel unsafe or unwelcome, please contact the Race Director, your Rider's Representative, or a member of the Club Executive that makes you feel the most comfortable to address your concerns.

Publicly reporting violations by spreading rumors, speaking to other club members, or writing about it in online is discouraged. Not only is this potentially damaging and hurtful to those affected, but it also reflects poorly on the club as a whole and does nothing to resolve the situation.

Retaliation against those who report code of conduct violations productively as described above is not acceptable and may result in further disciplinary penalty.

Penalties

Violation of the code of conduct is a serious offense. Violations will be assessed on a case-by-case basis, with the Race Director, Referee, Rider's Representatives, and Club Executive being consulted as needed. Offenses deemed to be more serious will receive stiffer penalties. Decisions on penalties levied are made by the Club Executive as a group and are not subject to appeal.

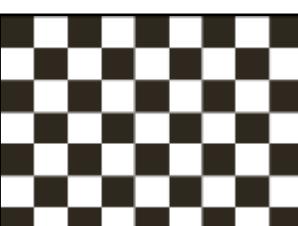
Penalties may include one or more of the following, as deemed appropriate, but are not limited to:

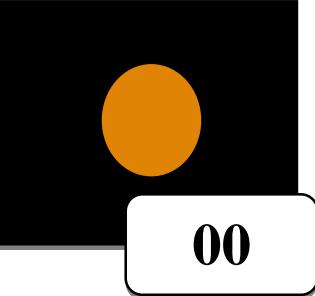
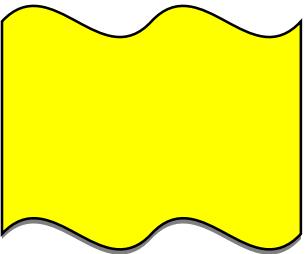
- Race penalties, such as docking of position, disqualification, or financial penalties, where race rules are also violated.
- Immediate removal from the current event day or weekend.
- Suspension from one or more future events.
- A lifetime ban from participating in WMRC events;
- Deletion of posts in online communities, such as the club forum or Facebook.
- Temporary blocking, removal, or suspension of posting abilities in online communities.
- Permanent removal from online communities.
- Termination of club membership.

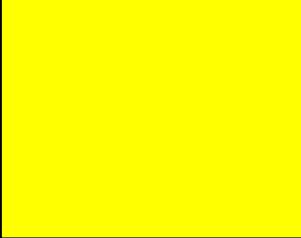
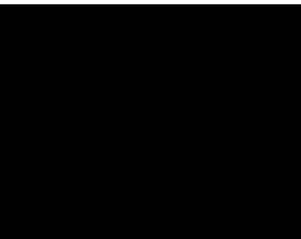
Chapter 13 - Flags

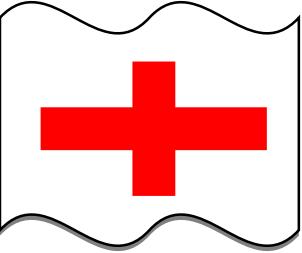
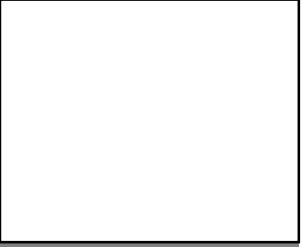
The following is a list of flags and signals that are used at trackside at WMRC events. It is the responsibility of every rider to be aware of all flags and be prepared to act appropriately whenever any of the flags are displayed.

13.1 Flags

	<p>NATIONAL FLAG</p> <p><i>The use of a national flag has been replaced with starting lights. The use of a flag to start will only be done in the case where the starting lights are not available.</i></p> <ul style="list-style-type: none">• Starter raises flag holding the flagpole 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 the start is aborted. <p>For starting lights procedure see Chapter 15.</p>
	<p>CROSSED BLUE AND WHITE FLAGS</p> <ul style="list-style-type: none">• Stationary.• Halfway flag.• Shown only at Start/Finish line.
	<p>CHECKERED</p> <ul style="list-style-type: none">• Waved or stationary.• 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.

	<p>RED</p> <p>ATTENTION - RACE STOPPED!</p> <ul style="list-style-type: none"> • Waved or stationary. • 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.
	<p>BLACK WITH ORANGE DOT</p> <p>ATTENTION – Complete lap and exit track!</p> <ul style="list-style-type: none"> • Stationary, with a rider's number. • Shown only at Start/Finish line, turn#1, turn#3, and turn#7. • 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 may be banned from racing until the Executive can review the situation.
	<p>YELLOW - WAVED</p> <p>CAUTION – EXTREME DANGER!</p> <ul style="list-style-type: none"> • Waved. • 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. <p><i>Note to Novices: Experienced racers, even though not passing, will possibly 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.</i></p>

	<p>YELLOW - STATIONARY</p> <p>CAUTION – BE EXTRA ALERT!</p> <ul style="list-style-type: none"> • Stationary. • 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. <p><i>Note to Novices: Experienced racers may possibly 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.</i></p>
	<p>BLACK</p> <p>ATTENTION – You have a dangerous machine defect!</p> <ul style="list-style-type: none"> • 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.
	<p>VERTICAL YELLOW STRIPES ON RED</p> <p>CAUTION – OIL, FLUIDS or DEBRIS on track!</p> <ul style="list-style-type: none"> • Stationary. • May be shown during a dry race if it starts raining. • Corner Marshals will direct riders to the safe line by using hand signals.

	<p>GREEN</p> <ul style="list-style-type: none"> • Waved or stationary • Used to signify that the course is clear. • Used to demonstrate where the Corner Marshals are stationed. • Resume racing.
	<p>WHITE FLAG WITH RED CROSS- STATIONARY</p> <p>CAUTION – BE EXTRA ALERT!</p> <ul style="list-style-type: none"> • Stationary. • 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.
	<p>WHITE FLAG WITH RED CROSS - WAVED</p> <p>CAUTION – SLOW DOWN!</p> <ul style="list-style-type: none"> • Waved. • 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.
	<p>WHITE FLAG</p> <ul style="list-style-type: none"> • Waved or stationary. • Shown only at start/finish line. • Last lap flag.

13.2 Flag dimensions shall be 30" by 30".

Chapter 14 - Race Points and Championships

14.1 – Race 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		

In order for a rider to be considered a finisher and receive points, the rider must have completed 70% of the race AND have taken the checkered flag.

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.

14.2 - Overall Club Champion

The rider with the most points accumulated in their 2 best classes (excluding the Formula 1:25, 1:18 and Formula 1:15 classes) shall be awarded the right to use Number One (1) on their number plates in all WMRC sanctioned events for the following season. The top 3 competition numbers will be reserved for the top 3 riders who have accumulated the most points in their 2 best classes, competition numbers normally used by the top 3 finishers will be reserved for those competitors.

14.3 - Western Canadian Championship (WCC)

The WCC is a championship in which racers from Alberta and British Columbia compete on tracks in both provinces in order to both grow the sport and to foster good relationships between race clubs.

Championships will be awarded for the following classes:

- Superbike
- Open Superstock
- 600 Superbike
- Middleweight Twins
- Lightweight Superbike

Championships will be determined by the total number of points earned. Trophies to be awarded to the top 3 overall finishers in each class.

Points earned in WCC events count towards WMRC season points and championships. However, only points from the number of rounds that take place in British Columbia can be applied towards any WMRC championships. For example, if there are 6 rounds in BC and 2 in Alberta (for a total of 8 rounds) only the best 6 round results will be counted. This encourages participation in the WCC without penalizing racers who can't attend out of province events while rewarding racers who do attend these events with a larger points pool to draw from towards WMRC championships.

14.4 – Rookies Cup

The WMRC Rookie's Cup is intended to provide a championship where first-year racers can compete at an entry level against each other, regardless of machinery. It is intended to be fun, to encourage new racers to continue to develop their skills, and to provide an obtainable goal and recognition of achievement for racers in their rookie season.

Eligibility:

- This championship is open to racers who have graduated from the WMRC New Racer School **in the current season**.
- An exception may be granted to new racers who graduated the prior season but did not race that season.
- Racers who have raced in any previous years (and/or with other clubs) are not entitled to compete in the Rookie's Cup. (Ie. A racer who is returning to the sport and has recently taken the NRS as a refresher to re-acquire a license.)
- Racers stepping up from "lower" clubs (Like PCMRC) would be eligible.

- The Competition Committee may exercise their discretion in determining eligibility in a case by case basis. The intent of providing fair competition shall prevail in all cases.
- A racer who does not compete in at least half the race rounds in a season will be disqualified from this championship. This disqualifies any graduates of any NRS that occurs after the half-way point of the season.

Format:

- New racers will compete in their respective classes throughout the race season.
- Each racer will be entitled to allocate their points from their **top race finish from each race round** towards the Rookie's Cup Championship regardless of which class they compete in, or how many classes they compete in.
- Points will be tallied and trophies awarded to the top 3 finishers at the completion of the season. Should there be a race school that is after the $\frac{1}{2}$ way point of the season, graduates of that particular school would not be eligible as the scaling factor would have the potential to create an unfair advantage/disadvantage due to weighting the race too heavily.

Mid Season Graduates:

- In order to maintain parity for graduates of a mid-season New Racer School (NRS) who would not have been permitted to race prior to graduation, their points from each of the remaining races in the season after graduation will be multiplied by a scaling factor, which is determined as (total number of race rounds / number of race rounds after mid-season NRS). This compensates for the reduced number of races they are eligible to race in that year
- This applies only to those eligible graduates of the mid-season NRS.
- This scaling does not apply to regular race standings or points, it only applies to the points accrued towards the Rookie's Cup Championship.
- Note: this does have the potential to result in fraction points. In order to minimize the complexity of tracking fractional points throughout the season, timing and scoring will not officially calculate scaled points until the season ends, and will apply the scaling factor to total points accumulated by NRS graduates. Competitors may of course track their own scaled points throughout the season.

Scaled points examples:

Example 1:

Racer1 graduates prior to beginning of season. Their points are not scaled and scoring 10 points in a race will score 10 points towards the

championship. If Racer1 scores a total of 95 points in the 10 races that season, they will score 95 points towards the Rookie's Cup Championship

Example 2:

A NRS was held mid season where there were 4 races before the school and 6 races after. Graduates would only able to race in the remaining 6 of 10 races in that season. The scaling factor for that season would be calculated as (10/6). This scaling factor applies to only those graduates of that NRS, and only to their Rookie's Cup Championship points.

Racer2 graduates from the mid-season NRS and in the remaining 6 races scores points totaling 60, so their points are multiplied by the scaling factor calculated for that season (10/6). Therefore their Rookie's Cup season points are $60 \times (10/6) = 100$ points for that season.

Racer3 graduates from the same NRS, and in the remaining 6 races scores points totaling 50, so their points are multiplied by the scaling factor calculated for that season (10/6). Therefore their Rookie's Cup season points are $50 \times (10/6) = 83\frac{1}{3}$ points for that season.

14.5 - 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 fail to break the tie, the riders' 3rd best class is used to break the tie using the above noted methodology. If the above method still fails to break the tie, then the rider with the most overall competitors in the 2 best classes will determine the overall champion.

Chapter 15 - Race Procedures

15. 1 Gridding/Qualifying

Gridding for WMRC 1st round of the season (and any WCC rounds at WMRC sanctioned events) shall be as follows:

- All Friday track/practice day sessions will be timed throughout the day and grid slots will be assigned based on racer's best times. Racers entering multiple classes on multiple bikes must use separate transponders for each motorcycle for WCC qualifying.
- Gridding for any subsequent non-WCC WMRC rounds shall be based on current season accumulated class points.

15. 2 Starting Procedure

1. As the racers take to the track for their warmup lap the red starting lights located at the starter's tower will be off and the red flag displayed.
2. Racers take their grid positions.
3. Once all racers are in their positions, the red lights will go on and the starter will remove the red flag from sight. This is the signal to racers that the start of the race is imminent.
4. When the red lights go out, the race starts.

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.

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:

- 15.3 All questions should be directed to the Riders' Representative.
- 15.4 WMRC events will be held rain or shine.

15.5 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.

15.6 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 their 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.

15.7 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.

15.8 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.

15.9 When a race is red flagged, the finishing order shall be determined by the position of the riders on the previous lap.

15.10 No rider or riders who are deemed by the race director to be responsible for causing a red flag incident in a race will be allowed to participate in any subsequent restart.

15.11 No rider or riders who are deemed by the race director to be responsible for causing a red flag incident in a race shall be included in the final results of that race nor any subsequent re-start.

15.12 A rider entering or leaving the pits must ride in the designated entrance and exit lanes or face a possible disqualification penalty.

15.13 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.

15.14 When leaving the pits, riders must wait for the appropriate official to wave them out.

15.15 The maximum speed allowed in pit lane is 40km/hr. Those competitors who exceed a safe speed for the condition of the pit lane are subject to penalty. This regulation is not subject to protest or appeal. Speed limit may be monitored by radar. Suggested separation between bikes is 10 bike lengths when entering the

track to allow Timing and Scoring to monitor passing bikes for transponder operation.

No weaving or wheelies are allowed in the acceleration lane (pit lane).

Crew members shall not sit on the pit wall during any track session. A maximum of one (1) person per bike shall be permitted access to a designated location for the purpose of signaling during any track session. Signal persons shall not be at the signaling area until after the start of the session. Penalties range from a warning, loss of laps(s), loss of fastest lap, disqualification, or exclusion from the event.

- 15.16** Competitors must proceed in the direction of the course only. Any competitor found proceeding against the direction of the racing will be disqualified.
- 15.17** 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.
- 15.18** There will be no unauthorized use of the course before or after an event.
- 15.19** 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 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.
- 15.20** 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 their crew may not go trackside during an event to do so.
- 15.21** Any competitor who intends to pull off the course or is forced to slow down significantly, must signal their intention, with either an arm held high (preferable) or an outstretched leg, and must never cut across the track in front of other competitors.
- 15.22** Any rider leaving the track during a race, but not crashing or dropping their machine must re-enter the track as close as possible to where they exited. Any rider gaining an unfair advantage by "short cutting" may be penalized, at the discretion of the Referee.
- 15.23** In a Heat Race or Main Event a rider MAY NOT re-mount and continue to race after having dropped or crashed their machine. A rider may not re-enter the track until directed by a Corner Marshal.
- 15.24** If any rider falls off their machine or otherwise crashes, the rider must check in and be examined by the ambulance attendants immediately upon returning to the paddock. Failure to check in, or be examined by the ambulance attendants, will be subject to penalties. If the competitor is deemed fit to race again, their

machine and safety gear must pass a tech re-inspection before returning to the track.

15.25 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.

15.26 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.

15.27 Race Day refunds: The Executive sets the refund policy; refunds may be granted upon review of extenuating circumstances.

15.28 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.

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.

15.30 You will be deemed to have "Fallen" or "Crashed"- under any one of these situations:

- When a competitor's motorcycle is at a complete stop and the weight of the motorcycle is not supported by its tires, while on track, starting at the hot pit.
- The bike is in motion with no rider on it.
- The handlebar touches the ground.

15.31 Competitors are not allowed to use radio or cellular communications with either the pits or other competitors while competing; Competitors are also not allowed to listen to music while competing.

Chapter 16 - Electronic Scoring

16.1 WMRC utilizes the MyLaps (formerly known as AMB) timing and scoring system. Compatible transponders are limited to the AMB TranX 260, X2 Car/Bike and

TR2 Car/Bike transponders. Use of RC4 or TranX 160 transponders is not recommended. X2 or TR2 transponders other than Car/Bike will be automatically rejected by the timing system and not scored.

- 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 for every session, including 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.
- 16.9** An event must have at least 4 racers starting for that event's points to count toward OVERALL season points total.
- 16.10** In the event of failure of a timing mechanism, the Referee shall decide the method by which competitors are classified. This decision is not subject to protest or appeal.

Chapter 17 - Endurance Racing

Endurance racing is held to all regular WMRC rules and policies, except in the case of these special provisions:

- 17.1** A race team is composed of a minimum of 2 and a maximum of 4 riders.
 1. At least one of the riders must hold an Expert license classification.
 2. Novice riders must wear a high-viz vest while riding the motorcycle at all times.
- 17.2** Each team will operate one (1) motorcycle during the event. All motorcycles must be eligible under at least one of the classes in their respective endurance class.

The classes for WMRC endurance races and their composition will be as follows:

1. Heavyweight Endurance
 - Superbike
 - Open Superstock
 - 600 Supersport
 - Middleweight Superbike
2. Middleweight Endurance
 - Formula Classic
 - Middleweight Twins
 - Supermotard
 - Lightweight Superbike
3. Lightweight Endurance
 - Lightweight Supersport
 - 250 Production

- 17.3** Hot-pit grid position is determined in order of registration, moving backwards from the track entrance.

17.4 Start procedure

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.

“Le Mans Start”

1. Standard race start procedure at tower: Flag is out and displayed, lights are lit (on) at tower.
2. Bikes lined up in order of registration on the pit side of track and held by a single teammate.
3. Machines must be turned off & not running.
4. Rides are lined up on the opposite side wall of the track across from their machines.
5. The flag is pulled in.
6. Lights go out.
7. Rider runs across track & takes motorcycle from teammate.
8. Teammate immediately jumps over concrete wall off the track and returns to pit area.
9. Rider starts motorcycle and races to turn 1.

17.5 Endurance races are scored using the WMRC digital scoring system. A transponder must be present and operational on the motorcycle in order to be scored. It is the rider's responsibility to ensure the transponder is working correctly. Race officials will make reasonable effort in practice and throughout the race to ensure that participants are being scored accurately. All motorcycles must display race numbers as per regular WMRC racing regulations.

17.6 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 be disqualified from the race. The disqualification will be immediate and the team will not be allowed to complete the race.

17.7 Crash procedure, see definition of a crash, section 15.30.

- a. Crashed riders will be allowed to push a crashed machine a reasonable distance on or alongside the racetrack if permitted to do so by WMRC Corner Marshals. If a machine can be brought safely, without danger, to a WMRC Corner Marshal the machine and rider can be inspected and determined whether or not the machine can be ridden, off the racing line and with a hand up, to the turn 9 exit to leave the track.
- b. If a machine cannot be safely brought to the official for inspection and or the rider or machine fails the inspection they must wait to be picked up by the WMRC course vehicle which will only happen under a track stoppage.
- c. Waving yellow flags may be displayed to warn racers of a rider attempting to exit the track.
- d. At all times the safety of the racers and officials must be taken into consideration.
- e. Before re-entering the race, the machine must be re-teched.
- f. Before the rider can re-enter the race, they must check in and be cleared by the ambulance crew.

g. If the rider fails to exit the track at turn 9 and continues racing, the rider will be black flagged, and the team will be immediately disqualified.

17.8 The pit area for the Mission endurance race is located in the hot pit along the north side of the straight and is divided by a cement retaining wall and a chain link fence. For this event, there will be no vehicles allowed on the track side of the chain link fence. All tools, spare parts, personnel, and canopies must remain on the chain link (north) side of hot pit lane at all times except for the ONE team member holding the signal board.
See 17.10.

17.9 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 six people (for example, four crew members and two riders). In the event an independent tire company representative is inspecting for tire wear on a machine during a pit stop but is not otherwise involved in the pit stop, that independent, credentialed, tire company representative will not be counted against a team's maximum of six people, which includes riders.

17.10 Each team is limited to one person holding the "signal board" along the front straight. This is the only person allowed at any time to cross the hot-pit lane. Teams violating provisions of this rule are subject to a warning and a fine of not less than \$50.00 per extra person involved in the pit stop, at the sole discretion of the Referee.

17.11 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. Teams are responsible for a safe release of their rider from their pit onto pit lane; failure to affect a safe release will result in penalties from 1 lap being deducted to disqualification based, and the severity of the violation. Riders entering the track from the pits will be held and released by an official at the pit exit/track entrance. Failure to heed the instructions of that official is grounds for disqualification.

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

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

17.14 Each team must have always at least one fire extinguisher in their pit area.

17.15 All personnel in the hot pit area must be wearing shoes, long trousers, and a shirt.

17.16 Fuel handling regulations:

1. All fuel must be stored behind the cement pit wall except during the refueling stop itself.

2. All gas stops must be made in the designated pit area. NO REFUELING IS ALLOWED ON THE RACETRACK ITSELF.
3. All gas stops must be "DEAD ENGINE" and motorcycle must be on an approved stand and no rider is permitted on the motorcycle during refueling.
Failure to comply with this rule is an automatic disqualification.
4. 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.
5. 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.
6. Free standing refueling containers are not permitted by WMRC. All refueling containers must be handheld and be placed into the motorcycle fuel tank. These refueling containers are restricted to no more than ten (10) gallons capacity.
7. For fire safety, only ten (10) gallons of fuel will be allowed in each pit area at any one time.
8. Fire extinguisher must be manned and ready with the pin pulled during all refueling operations. Participants are cautioned that removal of the pin will normally invalidate the industrial certification of the extinguisher; however, it remains acceptable for use with the WMRC as long as the gauge reads full charge.
9. Each pit area is required to have a bucket of absorbent material and a broom to handle any fuel or oil spills.
10. Riders must be off their bikes during refueling and the motorcycle must be on a rear stand during fueling.
11. Minimum age for pit crew in the hot pits is 14 years old.

17.17 The entire pit area (including the hot pit) is a NO SMOKING AREA. There will be no smoking, campfires, barbecues or gas-type lanterns or stoves allowed in the pit area at any time during the event.

17.18 Only routine service and minor crash damage repair will be allowed on the hot pit road. Major rebuilding or repair must be done behind the pit wall in the cold pits. A team must notify race officials prior to moving their race bike behind the pit wall.

17.19 In the event of a red flag, a race bike may not be serviced.

17.20 A team may not change engines, wheels, tires, or other components after the official endurance clock begins counting race time. A team may change to a second frame, but the team will forfeit any time accumulated prior to the change and will begin accumulating time only upon re-entry to the racetrack. If a team

substitutes another complete machine during a race, the team will be disqualified from that race

1. Teams are restricted to ONE front and ONE rear tire for the duration of the 4 hour event. Tires may only be replaced in case of a safety concern at the approval of a WMRC official. In case of rain, this rule will not be applied.

17.21 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. It must be previously registered and inspected before being used.

17.22 Welding repairs are not permitted.

17.23 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.

17.24 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.

17.25 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.

1. All teams must designate a team captain who is the official contact person and is responsible for all team members' actions.

17.26 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.

17.27 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.

17.28 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.

17.29 First 20 minutes and last 20 minutes must be an Expert license holder. Novice riders having completed two race weekends without crashing, may ride during remainder of race but must wear a high-viz vest over their leathers anytime the Novice is on track, to be issued by WMRC. Novice license riders must not exceed 40 minutes per turn on bike with minimum 20-minute rest before remounting.

17.30 HOT PIT SPEED LIMIT

First gear speed limit will be enforced in the hot-pit area.

1. All riders entering pit lane must come to a complete stop at the white line located at pit entrance. They then will be released onto pit lane by a WMRC Official. Riders are limited to 1st gear ONLY in pit lane.
2. Any rider excessively speeding will be black flagged and assessed a 5-minute penalty

Chapter 18 - Westwood Motorcycle Racing Club Constitution

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

The objects of the Society are:

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

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

- Racing Members are such persons who have been so approved.
- There will be no limit to the number of Racing Members.
- 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.
- Racing Members will be eligible to take an active part in all Club business and to vote and hold office.

Associate Members

- 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.
- There will be no limit to the number of Associate Members.
- 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.
- Associate Members will not be eligible to vote or hold office.

Social Members

- Social Members are such persons who have been so approved.
- The Social Member will not be eligible to Race or Practice on the racing facility.
- 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 their race number.

Section 3 Any Club Member or competitor who shall interfere with an appointed Club official in the execution of their 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 their tenure of office for the year past, and they may direct such other officers of the retiring Executive Committee, as they 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”.

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:

- Reading and passing of the Minutes of the previous meeting
- Business arising out of the Minutes
- Bills and Communications
- Unfinished business
- Reports of Committees
- Business arising out of Reports
- New business

Section 5	<p>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.</p>
Article 7	Minutes and Records
Section 1	<p>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 their 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 their absence such members of the Club as the President may designate.</p>
Article 8	Audit and Fiscal Year
Section 1	<p>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.</p>
Section 2	<p>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.</p>
Article 9	By-Law Amendments
Section 1	<p>The By-Laws may be amended in accordance with the British Columbia "Societies Act".</p>

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.

Chapter 19 - WMRC Executive and Committees

President	Brett Davidson
Vice President	Jake Strachan
Secretary	Bob Boorman
Treasurer	Aaron Thomas
Promotions Director	Morgan Parker
Past President	Nick Dudziak
Rider Representative - Novice	Nick Dudziak
Rider Representative - Expert	Kelly Klassen
Race Director	Paul Ludwig
Referee	Joseph Therrien
Radio Control	John Cathie
Starter	Gary Brown
Chief Technical Inspector	Keir Link
Corner Marshal Coordinator	Yvan Van Dorne
Race Registrar	Jason Scultety
Licensing Coordinator	Jason Scultety
Head Scorer	
Ambulance Service	
Results Coordinator	John Cathie
Safety Committee	
Sound Marshal	
Announcers	
Rules Committee Chair	Keir Link
Track Set up Coordinators	Ben Wallman
Webmaster	Brett Davidson

Chapter 20 - Appendix

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 0.032-inch diameter wire. 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.

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. As a general rule, when using 0.032 inch diameter wire there should be 6-11 twists per inch. Thicker gauge wire should have fewer twists. In all cases the lock wire should not be twisted so tight that it will snap from vibration while the motorcycle is in operation.

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.

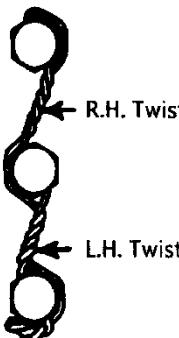


Figure 1-1

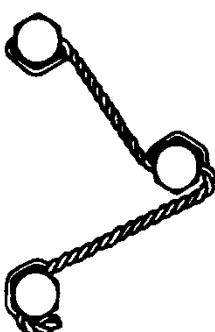


Figure 1-2

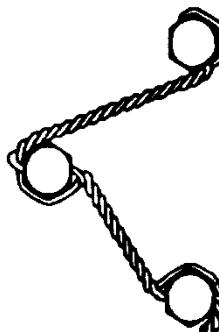


Figure 1-3



Figure 1-4



Figure 1-5



Figure 1-6



Figure 1-7



Figure 1-8



Figure 1-9



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-torqueing or over-torqueing 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).