

2009



RULEBOOK

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INTRODUCTION

2009 WSMC COMPETITION RULES AND REGULATIONS

The Willow Springs Motorcycle Club, hereafter referred to as WSMC, has adopted the following rules and regulations. WSMC is organized primarily to promote amateur and professional motorcycle racing. Our goal is to make racing as enjoyable, as safe as is reasonably possible and inexpensive as we possibly can.

WSMC provides competitive racing for all sizes and types of motorcycles; including Novice racers, Singles, Twins, Super Stock, Modified Production, Superbike, and Formula divisions. All classes compete for trophies and points, with selected classes competing for cash prizes and manufacturer contingencies.

WSMC races are run in the safest manner reasonably possible. WSMC members are covered by medical insurance provided by Willow Springs International Raceway. This program is secondary to your own medical insurance coverage.

WSMC is owned and operated by Willow Springs International Raceway.

Willow Springs International Raceway owner Bill Huth established WSMC in December 1991.

WSMC CONTACT INFORMATION

WSMC Mailing Address	P.O. Box 911 Rosamond, CA. 93560-0911
WSMC Telephone	661.256.1234
WSMC Fax	661.256.1583
WSMC E-mail	wsmc@willowspringsraceway.com
WSMC Website	www.wsmcracing.com

WILLOW SPRINGS INTERNATIONAL RACEWAY

WSIR CONTACT INFORMATION

WSIR Shipping Address

(used only if WSMC physical address is *required*)

3500 75th Street West, Rosamond, CA. 93560

WSIR Telephone	661.256.6666
WSIR E-mail	info@willowspringsraceway.com
WSIR Website	www.willowspringsraceway.com

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. MOTORCYCLE RACING IS DANGEROUS, EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION, RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION, THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH. WSMC reserves the right to reclassify riders. WSMC reserves the right to reclassify race results and retroactively award points and/or awards should any error be found in the originally posted event race results. Interpretation of all rules and/or regulations and final decisions of protests are at the discretion of the WSMC Race Directors and/or WSMC Staff members.

RULE BOOK UPDATES AND/OR CHANGES

Should any changes in class rules occur during the season the change will not be allowed until the first race day after written notification of the rule change has been made via the club newsletter or special mailing.

The version number and date on the front cover will identify rulebooks that have updated information.

WSIR FACILITY RULES AND REGULATIONS

Pit Rules and Requirements

The speed limit in all WSIR pit area is 5 miles per hour. Access road speed limit is 20 m.p.h.

1. There is no smoking allowed in any pit area or along any part of pit row including Technical Inspection.
2. Every pit area (for each motorcycle) shall have a charged with a minimum of 5 pounds and functional type BC-rated fire extinguisher. Fire extinguishers must be in view and readily available at all times. Fire extinguishers cannot be shared. Surprise checks happen periodically.
3. Leaving drain oil and/or used tires at Willow Springs Raceway is prohibited. Riders must transport oil to a proper oil-recycling center. Riders must dispose of used tires properly or leave them with their tire vendor.
4. There is no parking within fifty (50) feet of the VP fuel pump area.
5. There is no parking in any designated vendors area between the Hartman garage and the WSMC Office (snack bar side of pits). There is no parking directly in front of tower and/or snack bar area.
6. There is no parking in any designated fire lanes and access roads, nor blocking of any access gates.
7. Oversize vehicles (motor homes, box vans, etc.) may not park along the "gold" wall near hot pit area. There is NO PARKING OF ANY VEHICLES in front of the Hartman Garages
8. There is no testing of equipment in any area other than on the racetrack by properly licensed and entered racers.
9. The WSIR Go-Kart Track, Streets of Willow Track and all other WSIR facility tracks are "off-limits" to all unauthorized activity at all times.
10. The WSIR main track is closed to all motorized vehicle activity "after hours" (i.e. Friday, Saturday and Sunday evenings of WSMC event weekends).
11. All pets must be on a leash in the pit area.
12. No children under the age of 16 are allowed to operate motorized vehicles.
13. Racers, mechanics with proper licenses, WSMC Officials and Staff, and Emergency personnel are the only persons allowed in hot-pit lane. Any other persons wanting access must talk to the General Manager no less than one month in advance.

Gate and/or Pit Pass Fees

1. Gate and/or Pit Pass fees at most WSIR events are \$10.00 per person. Children age 8 and under are admitted free with paid adult.
2. WSIR Gate Fees are subject to change without advance notice.
3. Special event rates may be charged at selected events.
4. WSIR requires spectators, participants, and workers to wear issued wristbands for the event weekend. Spectators, participants, and workers without any such issued wristbands will have to pay fee at the gate or leave the facility.

WSMC COMPETITION LICENSE DEFINITIONS

All first time riders to WSMC are required to attend an orientation class and 2 lap escorted orientation, regardless of license ranking.

WSMC has four (4) separate Competition License levels: Novice, Probational Expert, Expert and Pro. This is intended to provide the new rider with an opportunity to race against other less experienced riders (Novice); and to differentiate the rider's experience level (Probational Expert vs. Expert).

NOVICE racers are:

- a.) Beginning road-racers and/or riders who hold current Novice and/or Amateur status with recognized road-racing organizations with 6 individual finishing race dates and/or accredited New Racers Schools (California Superbike School or TrackDaz's New Racer School). Rider must bring proof.
- b.) Novice riders may advance to Probational Expert status by completing three (3) Novice races occurring on 3 separate event dates with a minimum of ten (10) advancement points earned and completing one (1) day of corner-working or two (2) 1/2 days of corner-working.
- c.) Riders reaching thirty (30) advancement points will be automatically advanced to Probational Expert status. Riders exceeding thirty (30) advancement points may not participate in Novice races. Note that "advancement points" do not carry-over to rider's expert classes or the track championship points program.
 - 1.) Exception to Rule C – Novice Rider that feel they are not ready to advance to Probational Expert status, may, at the discretion of the Race Director(s), remain a Novice rider until they achieve five (5) top three (3) finishes. At which point, they will automatically be advanced to Probational Expert status. No more than the maximum 30 novice points may be earned.
- d.) Riders may not return to Novice racing after advancing to Probational Expert status.

PROBATIONAL EXPERT racers are:

- a.) Riders who have advanced from Novice status and/or hold an expert status license with a recognized road racing organizations.
- b.) Riders who, although they may hold a former Expert class license, have not earned a minimum of forty (40) Expert class points at Willow Springs in 2007, 2008 or 2009 combined.
- c.) Riders (formerly Expert status) who have not competed for several years will start as Probational Expert status. This is not intended to degrade a rider's ability in any manner, simply to indicate their recent racing history and experience at Willow Springs by way of Expert Points earned in 2007 through 2009.
- d.) Note that Probational Expert riders run in the same classes and are eligible for the same awards as Expert riders excluding Formula One.
- e.) Riders with Probational Expert status shall be upgraded to Full Expert status upon reaching forty (40) total Expert Class Points in the 2009 WSMC season.

Note: Probational Expert who have completed forty (40) points and wish to upgrade must have their license signed off by the WSMC Registration office. Upgrade is at no cost to the Rider.

WSMC COMPETITION LICENSE DEFINITIONS (cont'd)**EXPERT racers are:**

- a.) Riders having earned a minimum of forty (40) WSMC Expert class points in 2007, 2008, or 2009.
- b.) Riders who hold AMA Professional Expert Road-Race Competition License status.
- c.) Former AMA Professional Expert license holders, who can prove status, may be classified as Expert with WSMC without the points requirement.
- d.) Riders who can present verification of top Expert class and/or overall ranking within their home racing organization (i.e. AFM/F-USA/MRA/OMRRA/USBA/CCS/WERA, etc.).

PRO racers are:

- a.) Riders of full expert status who can demonstrate the ability to lap consistently less than 1 min 27 sec. lap times on the 2.5 mile track.
- b.) Riders who hold AMA Professional Expert Road-Race Competition License status and can consistently run less than 1 min 27 seconds on the 2.5 mile track.

Note: Racers must hold the WSMC PRO License status in order to participate in Pro Practice sessions and participate in F-1. 250 GP purpose built bikes are included in Pro Practice.

WSMC NON-COMPETITION LICENSE DEFINITIONS

Mechanics license allows licensee access to the white pit wall in the hot-pit lane. Licensee may not use for photography purposes.

NUMBER RENEWAL RULES

1. All 2009 forms must be received via mail only with full payment by WSMC in order to renew your membership.
2. Number availability is limited - A rider with a current WSMC number assignment may renew that number no matter what their final 2008 point standing is (top 10 excepted).
3. Riders who finish in the top 100 and request the number that they finish may receive a number higher or lower dependant on availability after December 31, 2008.
4. WSMC Riders must compete and receive **at least 2** points during the current season to keep their current number for the 2010 season.
5. Number assignments will not be made until after January 2nd, 2009. Numbers NOT renewed by December 31st 2008 are subject to reassignment without notice.
NO EXCEPTIONS!
6. You may request your present number (excluding the top ten), a new number, or indicate the "lowest available" on your license application.
7. Top 10 Overall numbers are automatically assigned to those finishing top 10! If they choose to reserve their original number they will need to purchase it before December 31st 2008.
8. TOP 100 (two-digit) numbers will only be assigned to riders who qualify for them by their finishing in the 2008 overall Top 100 with WSMC; or by current two-digit number holders renewing by December 31st 2009.
9. NOVICE RACERS: Will be assigned numbers from 500 and up.
10. PROBATIONAL EXPERT and FULL EXPERTS (who did not make the top 100 overall in 2008) will be assigned numbers from 100 and up. Probational Experts and Full Experts may have numbers above 500 if they so desire. REMEMBER, Nothing changes until after December 31st 2009.
11. Riders who turn in their Licensing Packet before December 15th, 2008 will receive a coupon for \$20 off a practice in 2009 (valid thru June's event)

PRICING

Full one (1) year competition license membership fee:	\$120
Competition license membership fee AFTER June's event:	\$90
Competition license membership fee AFTER August's event:	\$70
Competition license membership fee AFTER September's event:	\$50
Competition license membership fee AFTER October's event:	\$30
ONE-WEEKEND competition license membership fee (example: Visiting Racers from another club):	\$30

Pre-entry Fees:

Saturday ALL-DAY Practice:	\$70
Saturday PM Practice:	\$40
Saturday Practice Starts:	\$10
SOLO race classes:	\$70
Formula 1 race entry:	\$80
All other race classes:	\$50

Sunday Races entry fees do not include **MANDATORY, non-refundable** \$20 administration fee. Administration Fee does not apply to Saturday Practices, Practice Starts, Formula 1, and SOLO Series. Post-entry fee is \$10 more than listed price above (does not apply to Practice Starts).

REFERRAL PROGRAM

WSMC provides a **referral program** for all registered racers. If a currently Licensed WSMC racer refers a new racer after they complete their WSMC New Racer's School **and** finish their first Novice race, Referrer will get a \$70 credit! Both parties must complete the New Racers School Referral form to receive credit.

ENTRY AND REGISTRATION PROCEDURES**PRE-ENTRY INFORMATION**

- Licensed WSMC racers will receive pre-entry forms by mail or can be accessed on the website prior to each scheduled event date or as requested by racer.
- Riders pre-entering WSMC events will receive a discount from regular event fees.
- The deadline for faxed WSMC Pre-Entry is at the end of the work day (5 p.m.) the Wednesday preceding the race date. No exceptions.
- The deadline for online WSMC Pre-Entry is at 11:59 pm the Wednesday preceding the race date. Check Payers must have check RECEIVED by end of the work day of the WEDNESDAY before the event. No exceptions.
- Should WSMC not receive riders pre-entry by the Wednesday deadline, rider must post-enter at the track.
- WSMC assumes no responsibility for slow or late mail service. WSMC will return any late pre-entries received after deadline to the rider.
- Riders (and/or parents and guardians if necessary) must fill out original practice and/or race entry forms in ink, with signatures and dates as required for entry to be accepted.
- FAX entries are accepted as long as form is complete, including credit card (Visa/MC) information, classes and practices marked appropriately with bike make, size and fee amounts, signed and received by Pre-Entry deadline.
- ALL fax entries will also require original signatures upon check in at registration. No phone orders

ENTRY AND REGISTRATION PROCEDURES (cont'd)**POST-ENTRY INFORMATION**

- a) Licensed WSMC racers may post-enter practice or race events at the WSMC Office located at Willow Springs International Raceway.
- b) Post-entry at the WSMC registration office from the hours of 7:00 am – **10:00 am** on the Sunday event date. Post-Entry will be open ALL DAY Saturday of the event date.
- c) Riders post-entering must fill out one (1) form for EACH class entered. This includes Friday and Saturday practice.
- d) Riders signing up for race classes after 8:30 AM on Sunday (race day) will be gridded at the rear of their respective field, regardless of class points earned and receive pink slips to give to Scoring, Announce, and Pre-Grid.

CHECK IN and TECH PROCEDURES

- a) All riders, whether pre-entered or post-entered, must sign in at morning at Registration each day. You **MUST** show your 2009 WSMC Competition License and be wearing wristband at Registration for all post-entries (practice and races).
- b) There will be a line for pre-entered riders and a line for post-entry riders. Pre-entry is encouraged and a discount is given for riders who do pre-enter.
- c) Upon check in rider will receive a "tech ticket". This shall be taken with riders properly prepared motorcycle to WSMC Tech Inspection located near the WSMC Office.
- d) Rider should verify that his or her correct WSMC Competition Number, Bike Make, and Status are on the Tech Ticket. Correct WSMC Competition number must be on the motorcycle before going to Tech. Riders with improper number will not be tech'ed. A rider may be on track with another rider's number during Saturday PRACTICE only. The rider must have the approval of the WSMC staff and notify WSMC course control personnel prior to entering the race track. Failure to do so will result in a fine and/or license suspension. All riders **MUST** display their official WSMC number during any RACING activity.
- e) When going to Tech Inspection, it may be required for you to take your leathers and helmet along with your motorcycle. Please check at the office when checking in.
- f) Riders shall not run engine in the Technical Inspection area. Please push your bike a minimum of ten (10) feet away from Tech prior to starting engine. Failure to do so will result in a fine.
- g) Motorcycles ridden on track without having successfully gone through Tech Inspection will be disqualified. The rider is subject to event disqualification, fines and/or license suspension.
- h) Riders shall remove any old "tech" inspection stickers from their bike.

WSMC OFFICIALS

WSMC officials are responsible for the orderly and safe conduct of WSMC events at Willow Springs International Raceway. The instructions of WSMC Officials shall be followed at all times. Failure to follow the instruction(s) of a WSMC Official may result in fines, disqualification, or other disciplinary actions.

WSMC Officials include:

- a) Race Director(s)
- b) Administrative Staff
- c) Technical Inspectors
- d) Pit Marshals
- e) Corner Marshals
- f) Tower Personnel
- g) Starter; starter's staff and scoring staff
- h) Emergency Vehicle response personnel**

REFUNDS AND CARRY-OVERS

1. All refunds and/or "carry-overs" **require** notification to WSMC registration staff and will be treated as credits for subsequent practice or race entry. Carry-overs may be applied to both race entry and/or practice entry.
2. A carry-over will be issued to the rider's MyWSMC online account. The carry-over must be received with payment of balance of entry fee (if any) to be valid.
3. Riders who do not call or otherwise notify within one (1) week of event date will not receive a carry-over.
4. Attending race day practice only entitles the entered rider to a carry-over of the second, third, etc., entry fees. First entry is forfeited.
5. Riders whom touch the track at all will not receive a carry-over of that race entry should the machine fail or rider crash on warm-up lap including morning practice rotations.
6. Non-participation in both race-day practice and the entered race(s) entitles the rider to a 100% carry-over **minus a \$20 administration fee.**
7. After participating in a race, each race entered but missed due to mechanical problems, injuries, etc. may be carried over as a second entry. Rider must follow above procedure to secure carry-over.
8. Carry-overs will be honored for the calendar year (all 2009 carry-overs are good through Nov. 2009 event). Carry-overs issued from January to September 2009 are invalid after November 2009 event. Carry-overs issued at October and November 2009 events will be honored until the following season's February 2010 event.
9. Carry-overs or any other credits cannot be applied to any Licensing fees. (starting on 2010 licenses).
10. Membership fees are non-refundable.

BAD CHECKS

1. Any rider writing WSMC a "bad" check will lose all points gained at that event, and will be subject to further disciplinary action if the "bad" check is not replaced immediately.
2. Cashier's check or money order must immediately replace bad checks; for the amount of the bad check plus a \$20.00 service charge.
3. A second "bad" check violation will result in suspension from competition at Willow Springs Motorcycle Club.

WSMC FLAG RULES

Various colored flags are used at the start/finish line and at each corner during WSMC events to control race traffic, and to advise of conditions ahead on the race course.

GREEN (Any to all corner stations)	Start of the race or practice. Also indicates the end of a caution (YELLOW) section.
YELLOW (stationary) (Any to all corner stations)	Caution. The track is not blocked, but be alert. You MAY pass under a STATIONARY yellow flag.
YELLOW (waving) (Any to all corner stations)	Danger. Maintain racing line. You MAY NOT pass under a WAVING yellow flag. Passing may occur only after reaching the next standing yellow or green flag station.
RED (All corner stations)	The race (or practice) has stopped. There is immediate danger on the racetrack. Signal by hand or foot and SLOW to a safe and controlled speed. Proceed at a greatly reduced speed to the Hot Pit. Watch for emergency vehicles on or near the track moving in either direction. Use proper signal at exit.
WHITE with RED CROSS (Affected area only)	Advisory. There is an emergency vehicle on or near the track. Proceed with caution.

RED FLAG PROCEDURE DURING A PRACTICE SESSION

After returning to the pit area, officials will advise riders at the pre-grid area and via the public address system if the practice shall continue (dependant on time remaining and track conditions) or if the session has concluded.

RED FLAG PROCEDURE DURING A RACE

1. If the red flag occurs prior to the race having completed half of scheduled distance, there will be a re-start. Original grid positions will be used, and race length will be reduced.
2. If the red flag occurs after the field has completed half of the scheduled race distance, the race may be called "completed" by the race director. Should the race be called complete, scoring will revert to the last fully completed lap for tabulation purposes. All riders involved in the red flag incident will be scored as a "DNF". The rider who caused the Red Flag will receive a No Points ("NP").
3. Should a race be red-flagged a second occasion after a re-start, but prior to half-distance, the class will again receive a re-start. Race distance is subject to additional adjustment - riders will be advised at pre-grid of any changes.
4. Any race red-flagged a third time prior to completion of half-distance shall be (time permitting) moved to the last race of that event date. Should a race which has been red-flagged three times (or more) and is unable to be run, for any reason, will result in no refund, no carry-over, and no class or track championship points awarded to that class on that event date. All other races completed on that event date will count toward class and overall track championship.

WSMC FLAG RULES (continued)**BLACK**

(Affected area only)

Something is wrong with your equipment. Proceed around the track off of the racing line to the hot pit lane and check with the starter. (Riders violating this directive are subject to disqualification from event). Use proper signal at exit.

CROSSED FLAGS

(Start/Finish only)

Crossed WHITE and BLACK flags indicate that the race is one-half over.

WHITE

(Start/Finish only)

COURTESY. One more lap remains in the race.

CHECKERED

(Start/Finish only)

The race (or practice) has ended. Proceed at less than racing speed around the track to the designated track exit. Use proper signal at exit.

BLACK WITH ORANGE CIRCLE ("MEATBALL")

(Displayed in conjunction with the bike number that the flag is intended for)

(Start/Finish only)

Jumped Start. If your number is displayed at Start/Finish, proceed around the track at race speed to the hot pit lane, stay to rider's right of hot pit lane to Start/Finish line for stop and go penalty. (Riders violating this directive are subject to a one (1) lap penalty or disqualification from the event.) Use proper signal at exit.

ENTRY AND EXIT PROCEDURES

Riders shall follow these procedures at WSMC events when entering and exiting the racetrack. Riders not following these procedures are subject to disciplinary action.

1. Riders shall not "showboat" by way of wheelies (as determined by the WSMC Race Director) at any time.
2. Riders shall stay left of any orange traffic cones placed at "pit out" and shall NOT under any circumstances go directly into the racing line entering turn one. Riders shall stay riders left (extreme left inside edge) of racetrack through turn one and onto following straight.
3. Riders on "warm up" laps shall stay riders left (left side of track) around turn two and not go directly into the racing line.
4. When rider wishes to exit the race track they shall indicate their intentions by raising left hand or by extending left foot off of foot peg while staying riders left (extreme left edge) of race track on the back straightaway (after turn six).
 - a) Riders must stay within the marked "Pit Exit Lane" beginning at Turn 8B and remain in this lane until they have exited the race track.
 - b) Riders failing to obey Rule 4a are subject to a \$50 fine and/or license suspension.
 - c) Rule 4a is in affect at ALL times.
5. Riders shall not signal to exit then resume speed and continue on course.
6. Riders shall not "showboat" by way of stoppies (as determined by the WSMC Race Director) when entering the pit lane.
7. Riders shall not "showboat" by way of burnouts (as determined by the WSMC Race Director) when entering/exiting the pit lane or cold pit area.

GRIDDING PROCEDURES

1. Grid Positions will be assigned based on year-to-date WSMC Class Championship or Novice Upgrade points on all entries in the specific class being gridded. If riders are tied on class points, the gridding will be determined by date of entry (earlier received entry will be placed ahead of the later received entry). If tied on class points and entered on the same date, lowest WSMC competition number will be gridded ahead of higher WSMC competition number.
2. For the first race of the year grid positions will be based on the previous year final WSMC Class Championship (or Novice Upgrade) point standings.
3. On multi-wave starts, a minimum of one (1) complete grid row will be left between each wave.
4. Gridding for all classes begins at 9:30 AM on race day. Riders adding classes after this time will be placed at the rear of the field, regardless of class points.
5. There will be a minimum of (1) one warm-up lap preceding each race group. All riders must begin their warm-up lap by the time the first bikes released have reached turn 3. Upon completion of warm-up lap, racers shall immediately take their assigned grid position.
6. Riders are responsible to check and know their grid positions. Riders must report to the pre-grid area in a timely manner. Riders reporting to the pre-grid late (after warm-up lap has started and the first rider released for warm-up lap has reached Turn 3) will be directed by WSMC officials to start at the back of their race grid regardless of original grid assignment.
7. Proper grid position is with front tire (centerline of front axle) directly over assigned grid number.
8. Riders not aligning their front tire properly with assigned grid may be penalized.

GRID EXAMPLE FOR CLASSIC SERIES:

-----**(START/FINISH LINE)**-----

4	3	2	1
7	6	5	
11	10	9	8
14	13	12	
18	17	16	15
21	20	19	
25	24	23	22
28	27	26	
32	31	30	29
35	34	33	

STARTING PROCEDURES

1. The "2" board will be displayed by the starter until the grid is complete or until it is apparent that such will not occur within a reasonable time.
2. Following the "2" board, the "1" board will be displayed for a minimum of fifteen (15) seconds. During this period, late-arriving and re-started motorcycles must take a position at the rear of the grid. They may not attempt to take their otherwise proper positions. After the "1" board is turned sideways, the green flag will be displayed within 2 to 10 seconds.

Should a rider stall their motorcycle on the grid they shall immediately signal the starter and riders behind them by raising their hand. Riders should NOT attempt to cross the racetrack without the starter's direction.

Riders must accept the green flag for a race event on a properly teched and properly operating motorcycle in order to receive credit for starting the race event.

3. A legal race start occurs when the starter waves the green flag.
4. Rider must line up with front tire on the assigned number. A jumped start occurs when a rider's front wheel crosses the assigned grid position number. As deemed by the starter or any grid official, to have occurred prior to the waving of the green flag.
5. A false (jumped) start, prior to waving of the green flag, which is immediately halted will return to the "1" board status. Riders "jumping" the flag, prior to the race start, will be warned, and allowed to resume their assigned grid position.
 - a) Riders violating this directive a second time will be placed at the rear of the start grid for their class.
 - b) Riders violating this directive a third time will be excluded from the event (disqualified).
6. Riders jumping a legal race start will receive the Black w/ Orange Circle (Meatball) flag at the Start/Finish line. The meatball flag indicates that the offending rider has been assessed a stop & go penalty. If there is more than one offending rider, the rider's numbers will be displayed on alternating laps. It is recommended that the crew of the offending rider(s) also signal the rider of the assessed penalty. Failure to acknowledge the stop & go penalty will result in a one (1) lap penalty.
7. Riders receiving a one (1) lap penalty will have their crewmember paged to report to the WSMC Starter immediately. The crewmember may advise the WSMC Starter if the rider wishes to continue the event with one (1) lap penalty, or would prefer the stop and go penalty.
8. Race may be re-started if WSMC Starter determines a "bad" start occurs (Example: Several riders jump, half the field goes, and half the field sits and waits for the official green flag start. A bad start has occurred). Offending riders may be sent to the back of the grid at the starter's discretion.

PRACTICE STARTS PROCEDURES

Saturday Practice Starts consist of four (4) practice starts and will follow this procedure.

1. Licensed WSMC racers participating in Saturday Practice Starts will proceed on course after checking in with "Pre-Grid" staff.
2. When approaching the Start/Finish Line, each racer will take one grid spot at random.
3. Starting official will follow the "STARTING PROCEDURES" listed above.
4. Slow coming around Turn 9 and re-grid when approaching the Start/Finish Line.
5. Once all racers have re-gridded, Step #3 and #4 will be repeated.
6. Practice Start #4: After the completion of the Third Start all racers will immediately come into the pit area following the "ENTRY and EXIT PROCEDURES" listed above. No rider should cross the finish line.

NOTE: If you are attending the WSMC New Racers School, you will be gridded at the back on the starting grid and released as a second wave.

PROTESTS

In an effort to equalize motorcycle performance and help keep down the cost of racing, WSMC prohibits certain performance modifications in various classes. Violation of these rules is expected to be detected by the racers themselves and the following protest mechanism is made available to assist riders in policing their own classes. The following guidelines are intended to help enforce both the LETTER and SPIRIT of the rules, as well as determination of fair rulings.

There are three (3) types of Protests, which the following guidelines (1-24):

- a. Mechanical
 - b. Rider and/or Machine (i.e. Passing under a waving yellow and riding in the wrong class)
 - c. Timing and Scoring (i.e. You think you were scored incorrectly in a race)
1. Protests must be made to the WSMC Office in writing. Once OFFICIAL Race Results have been posted, Protest Forms are available in the Registration Office. The protest period ends thirty (30) minutes after results are posted.
 2. Thirty (30) minutes after posting time results are official. Trophies and awards are available after protest period. No protests will be accepted past the thirty (30) minute protest period. There is no additional protest period after revised results are posted.
 3. Protests may be made only by rider(s) racing that day in the same class as the protested machine/rider. Protests will only be accepted from rider(s) properly entered and participating on legal equipment for class in question (i.e. no superbikes in super stock).
 4. Valid (upheld) protests will result in appropriate action taken by WSMC. Such action can include disqualification of rider from event, denial of points, trophies or other awards or the specific class, either for that race day or the current year.
 5. Riders repeatedly violating WSMC Rules and Regulations are subject to: suspension from participation in selected WSMC classes; license suspension and/or revocation; and/or monetary fines.
 6. Protests that can be resolved by inspection without tools require no protest fee.

PROTESTS (cont'd)

7. All other protests will cost a minimum of \$25.00 with the maximum amount to be determined by WSMC prior to any inspection or required disassembly. Fees are subject to change. Fee examples as follows:
 - a) Removal of Valve Cover \$250.00
 - b) Removal of Cylinder Head \$500.00
 - c) Disassembly of Bottom End \$500.00 (this is in addition to \$500.00 for removal of cyl. head)
8. Protest fees must be posted in cash or by one (1) check made payable to the WSMC. The responsibility and integrity of the posted protest fee lies with the protesting rider (i.e. responsibility for bounced check, etc.).
9. If the protest is upheld the protest fee will be returned to the protesting party in its original form. If the protest is denied, the protested party will be paid within ten (10) working days by WSMC check.
10. WSMC Directors will determine the designation of a referee. The WSMC will insure that the referee is not entered in the particular race involved, and that there would be no advantage to the referee by any change in class points by the result of the protest. The WSMC will also insure the objectiveness of the referees' decision with respect to financial involvement and/or direct racing involvement with protesting and/or protested parties.
11. Once informed by the referee of the protest, the protested rider has a minimum of thirty (30) minutes to accept the protest or withdraw his/her finish. The rider may be granted additional time to make this decision at the referee's discretion; the referees schedule being the variable.
12. A rider withdrawing from the event will be given a "WD" on the race results, and receives no trophies, points, or any other awards. Riders may withdraw from the protest procedure only once during the season. A second withdrawal will result in exclusion from the class in question for the remainder of the competition year.
13. Once the rider has accepted the protest he may not withdraw at any point during the teardown, and the scope of the teardown will be at the referees' decision.
14. The referee may impound any and/or all items protested as well as any related items that may be included to enable impoundment. Impoundment is at the referees' discretion, and is allowed to enable adequate and fair inspection and determination of the protest. Should parts be impounded, the referee will handle the matter in a reasonable time frame.
15. Failure of the protested party to comply with the referees directions before and/or during the protest / teardown procedures will result in additional penalties and/or disqualification.
16. The protested rider shall have the right to determine who may perform the actual physical teardown of the motorcycle. The protested rider shall have the right to determine who may witness the exposed and all related parts (referee and WSMC Directors excepted).
17. The protesting rider has the right to view the protested parts; and the protested parts only, as determined by the referee. Protesting rider shall provide any materials and/or dimensions as necessary (i.e. factory part numbers/manuals/bore and stroke dimensions, etc.).
18. Both the protested and protesting parties have the right to have one (1) witness/expert to aid and assist in their behalf. This one (1) assistant may view any protested parts as determined by the referee.
19. The referee shall take into consideration the findings of the protesting party and the explanation(s) of the protested party. The referee has the right to employ any neutral help that would aid in a fair determination of the protest.
20. The referees findings and recommendation of penalty shall be submitted to the WSMC Directors.

PROTESTS (cont'd)

21. The WSMC shall then determine and inform the parties involved of the clubs' decision.
22. The WSMC will allow a written appeal from the protested rider, should he/she be found in violation of WSMC rules. The written appeal must be postmarked and/or filed in the WSMC Office within five (5) working days of the date of notification by WSMC of the findings.
23. Should a protested rider file a written appeal, the ultimate decision will be made by WSMC within five (5) working days after receipt of the written appeal. This decision will be final.
24. WSMC Officials reserve the right to disqualify any entrant in any class who violates the class equipment rules, even in the event that another rider in class does not protest the rider.

POINTS

WSMC racers are awarded points in all classes based on their race finishes. WSMC awards Class Championship honors to the Top 3 in Final Expert Class standings each season. Trophies or plaques are awarded to the top 3 finishers in each individual monthly race event. Novices are awarded "Upgrade Points" to earn advancement in license status and for gridding purposes. There are no Novice "class championships" with WSMC.

WSMC POINTS SCHEDULE

Finish	1 to 5 starters	6 to 29 starters	30 and over starters
1	8	15	24
2	6	13	20
3	4	11	18
4	3	9	16
5	2	8	14
6		7	13
7		6	11
8		5	9
9		4	7
10		3	6
11		2	5
12		2	4
13		2	3
14 and after		2	2

NOTE: The number of bikes per class above, is for the number STARTING THE RACE.

POINTS (cont'd)

- a) All finishers receive 2 points.
After a rider completes one (1) full lap, but for whatever reason, feels he/she cannot complete the full length of the race, may pull into the "hot pit lane" and stop prior to crossing the Start/Finish, if he/she is unassisted. Once the checkered flag has been shown to all riders on track, the rider may, without assistance, push or ride their motorcycle across the Start/Finish line and be issued an official finish worth (2) points. However, if a rider exits the race track and goes behind the GOLD pit wall, they will not be allowed to re-enter the race track and will officially be issued a DNF worth one (1) point.
- b) All riders who start but do not finish (DNF) a race receive 1 point.
- c) Novice racers do not receive the above 30+ rider point scale for upgrade purposes.
- d) All changes or discrepancies in class and/or overall point standings due to DNFs, protests, etc. must be reported to WSMC within two (2) subsequent race events.
- e) WSMC Overall Track Championship will be determined by a rider's three (3) best *point* finishes totaled on each race day throughout the season. Races with 30 and more starters will receive bonus points only in class competition. The normal 6-29 starter point schedule will apply to overall points calculation. Novice points earned during the year are not applied to overall points. Solo Series finishes do not count towards Overall Championship points.
The "stacking" of classes for the purpose of gaining more points, is not allowed. Example: Paying another rider's entry fee for the sole purpose of increasing the grid from five (5) riders to six (6) riders or twenty-nine (29) riders to thirty (30) riders in order to increase the points calculation. Riders attempting to do so, may be disqualified from that race.
- f) Toyota Gold Cup Formula 1 racers will be scored on the normal point scale for any given weekend plus Bonus Points. Starting at +10 points to 1st, +9 to 2nd, and so on... to +1 for all finishers. The Bonus Points are calculated after regular class points are computed.
Example:
Single Point weekend: 1st would receive 15 (if over 5 starters) + 10 for a total of 25 for the Formula 1 class. 2nd would receive 13 + 9 for a total of 22. 11th place and after would receive 2 + 1 for a total of 3.
Double Point weekend: 1st would receive 30 (if over 5 starters) + 10 for a total of 40 for the Formula 1 class. 2nd would receive 26 + 9 for a total of 35. 11th place and after would receive 4 + 1 for a total of 5.
- g) All Expert classes must run during an event date for points to be valid for the Overall Championship.
- h) Riders, whether knowingly or unknowingly, entering races that their machine is clearly not allowed (example: Riding down a class), are not eligible for class or overall points. This rule is applicable regardless of the normal protest guidelines. This means that any and all points rewarded for the year, even if mistakenly rewarded without protest at the time, may be revoked without notice at any time.
A rider may be allowed to ride in a race under their class for the purpose of practice or fun, so long as their participation does not affect the otherwise normal outcome of the race or overall point's championship.
This rule does not apply to machines that otherwise belong in a given class. Infractions other than stated above, are subject to the normal protest rules. There will be no retroactive class or overall points removed for normal class infractions.
- i) In the event only partial schedule is run on race day (due to severe weather, natural disaster, etc.) points in classes run will count toward their class totals only, not the Overall Championship.

POINTS (cont'd)

- j) WSMC will disallow points for any rider(s) not properly displaying club and/or series decal as may be required.
- k) Experts will receive double the above points at selected events, towards Class and Overall Championship. Formula 50, Formula 40 Heavyweight and Lightweight classes will receive "Double Points" calculations towards Class Championships, but will only receive above points schedule at all events, towards the Overall Championship.
- l) Riders competing in sponsored classes must stop at Post Tech to show proper decals to be eligible for class sponsorship purse.
- m) Solo Series points do not count towards Overall Championship.

SCORING

1. AMB X260 Transponders or a compatible transponder are mandatory during all WSMC races or qualifying sessions
2. Competitors failing to run transponders will be charged a \$70 manual scoring fee. Repeated violations (failing to run transponder) will result in disqualification
3. Competitors intentionally competing without processing a transponder will be disqualified.

RIDER LICENSE AND AGE REQUIREMENTS

1. All riders must possess a current 2009 WSMC Road Racing Competition License.
2. Riders must be at least 16 years of age. Riders that are 14 years of age for 250cc GP and 125cc GP classes only (at WSMC staff discretion). Riders under 18 years of age must have their license application and minor's release of liability and all practice and race entry forms signed by a parent or legal guardian.
3. Fee for replacement of lost or stolen WSMC Competition License is \$5.00 payable to the Corner Workers Fund.

Note: Upgrade of Licenses (example: rider moves from Novice to Prob. Expert) is no charge.

TOP ROOKIE EXPERT (TRE) ELIGIBILITY

1. Competitor must compete as a novice during the competition year to be eligible for the TRE program.
2. You must possess at least a Probational Expert license.
3. The TRE runs April through November.
4. Best single point finish per event weekend. Solo Series does not count towards TRE program.
5. TRE program awards top 3 in season standings.
 - First Place receives free Saturday Practice all year for the next WSMC season.
 - Second Place receives free Saturday Practice through August's event for the next WSMC season.
 - Third Place receives free Saturday Practice through June's event for the next WSMC season.

RIDER CONDUCT & RESPONSIBILITIES

Riders may be subject to fines, license suspension and/or revocation, disqualified from points, awards and/or participating in a race event for, but not limited to, the following reasons:

TRACK RESPONSIBILITIES OF RIDER

1. Participation in practice sessions or races when not properly entered, or for which his/her motorcycle has not passed Technical Inspection.
2. Entering a race event or participation under any name or number other than his/her own.
3. Allowing another person not properly entered to participate in a race or practice on a motorcycle otherwise properly entered in that event, without approval of WSMC Officials.
4. Excessive crashing as determined by WSMC Officials.
5. Riding or pushing a motorcycle on the active course against course direction.
6. Disregard of any flag signal, directive of any race event official.
7. During a race, rider may not accept any outside assistance, except from course officials.
8. Foul, unfair, or dangerous riding at a race event.
9. Weaving on straightaway to "break the draft", or otherwise impede the progress of another competitor.

RIDER CONDUCT RESPONSIBILITIES

1. Allowing another person to use his/her license.
2. Falsifying information regarding use of products in any contingency program.
3. Failing to display any series, club logo and/or sponsor/manufacturer decals as required.
4. Failure to comply with directions of WSMC Officials.
5. Crossing any fence into any restricted access areas (i.e. the race track).
6. Consumption of alcoholic beverages or any other controlled substance in the pit area, or being under the influence thereof.
7. Operating a motorcycle or other vehicle, or allowing someone to operate a vehicle at excessive speed or in an unsafe manner in any pit area, access road or racetrack environs. WSIR has a maximum speed of **5 miles per hour** in all pit areas and **20 miles per hour on all** access roads. There is NO testing, tuning, or "checking" of equipment allowed in the pits or on any access roads around the facility at any time.
8. Bad conduct on or off the racecourse, at WSIR or any WSMC function on or off the premises of WSIR.
9. Unfit physical or mental condition as deemed by WSMC Officials to be unsafe for all participants.
10. Intentional disregard of any WSMC or WSIR track rule or regulation.
11. Repeated violation of a WSMC or WSIR rule or regulation.
12. Dishonored (bad) checks.
13. Leaving drain oil, used tires, fuel containers, batteries, or any other hazardous materials at WSIR.
14. WSMC Officials reserve the right to disqualify any event or race participant who violates any on-track rules; including but not limited to flag violations (example: passing on waving yellow, not stopping on red, etc.), riding backwards on course, not stopping if black-flagged, etc.; regardless if rider was protested by another competitor.

RIDER CLOTHING AND PROTECTIVE EQUIPMENT

The following must be worn at all times when riding on the active course and hot-pit lanes:

1. Leather or Kevlar 1-piece or fully zipped-together 2-piece riding suits in acceptable condition covering the entire body. Suits must NOT use any slider/knee puck device using metal, steel or a similar material designed to create sparks. No metal with exception of zippers are allow in any part of the suit unless it is part of the original manufacturing as a small accent. Final decision is at the discretion of the Race Director or WSMC officials.
2. Leather gloves with no holes or other openings except for breathing pinholes.
3. Leather boots extending at least six (6) inches above the ankle and overlapping the trouser leg at all times. Boots must NOT use any slider/protective device using metal, steel, titanium or a similar material for the purpose of creating sparks. Standard mounting screws on nylon type sliders accepted.
4. Helmets must be of the one-piece full face with locking flip up face shield type only (no full face with flip up fronts are allowed) and conform to one of the recognized international standards:
 - Europe ECE 22-04 & ECE 22-05 'P'
 - Great-Britain BS 6658 GRADE A
 - Japan JIS T 8133 : 2000
 - USA SNELL M 2000
 - a) Special Imports with certification stickers from another country may be considered by race officials. The rider must supply written verification that the helmet's certification meets or exceeds the current standards of this rule. It is the rider's responsibility to provide the written verification of the helmet and the current standards, in order to consider approval.
Helmets without certification are not allowed, regardless of brand or model. There will be no exceptions to the use of uncertified helmets.
 - b) Open face helmets are not allowed.
 - c) Helmet face shields must be of shatterproof material.
5. Riders must wear a back-protector device. Suits with built-in back protectors are acceptable.
6. Rider may be asked to present all protective equipment including suit, boots, gloves and helmet when going through Tech. Inspection.

RIDER CRASH AND INJURY CONTINGENCIES

1. Each rider shall be responsible for arranging for the removal of his/her motorcycle, transport vehicle, and personal property and equipment from the course and track environs if he/she should become physically unable to do so personally. It is highly recommended that you bring a buddy along.
2. Riders who crash shall NOT, at any time, ride their motorcycle back into the pits, or re-enter any practice, warm-up lap, race event, or cool-off lap. The "rescue vehicle" must bring your bike back in to the pit area. The motorcycle must be re-teched prior to any further event participation.
3. Rider may be asked to present all protective equipment including suit, boots, gloves and helmet when re-teching.

PIT CREW - PIT AREA - CHILDREN

1. Each rider shall be responsible for the conduct of his or her pit crew.
2. Riders shall make aware all club and track requirements to members of their crew.
3. Riders whose crewmembers violate club and/or track rules and policies will be subject to fine, disqualification, and/or suspension.
4. Each rider shall be responsible for leaving his/her pit area in a clean and acceptable condition prior to leaving the track.
5. Children 12 years of age and under shall be under immediate adult supervision at all times - i.e. within arm's reach at all times!
6. Children under the age of 16 years old are not allowed against the gold pit wall at any time.
7. Children can NOT ride bicycles, scooters, motorcycles, skateboards or any other device in the pit area at Willow Springs.
8. Pets must be on a leash (with leash held or tied off) at all times. Violation of this rule will result in a \$100.00 fine to the rider. Pets are not allowed against the gold wall unless they are inside of a vehicle. Leashed inside a truck bed is OK.
9. Only licensed motor vehicle operators OR licensed WSMC road racers shall operate motor vehicles in the WSMC pit area at Willow Springs International Raceway during WSMC meets.

NO SMOKING IN ANY PIT AREA!

RACING CLASSES**SUPER STOCK CLASSES**

500 Super Stock	0 - 500cc
600 Super Stock	501 - 600cc
750 Super Stock	601 - 750cc
Open Super Stock	751 cc - Open

Note:

- 500 classes shall be open to motorcycles so equipped as to be licensable for street use anywhere in the world, exhaust noise excepted. Motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers, and are subject to approval by WSMC.
- 675 cc 3-cyl. may race in 501 – 600cc
- Ducati 848 may race in 750 Super Stock

MODIFIED PRODUCTION CLASSES

500 Modified Production	0 - 500cc
600 Modified Production	501 - 600cc
750 Modified Production	601 - 750cc
Open Modified Production	751 cc - Open

Notes:

- 500 classes shall be open to motorcycles so equipped as to be licensable for street use anywhere in the world, exhaust noise excepted. Motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers, and are subject to approval by WSMC.
- 675 cc 3-cyl. may race in 501 – 600cc
- Ducati 848 may race in 750 Modified Production

SUPERBIKE CLASSES

550 SUPERBIKE	0 - 550cc
650 SUPERBIKE	551 - 650cc
750 SUPERBIKE	651 - 750cc
Open SUPERBIKE	751 cc - Open

Notes:

- Up to 650cc Twins may be raced in 550cc Superbike
- 500 and 660 Singles may be raced in 550cc Superbike
- Up to 750cc Twins may be raced in 650cc Superbike
- Multi-valve Twins up to 1000cc and two-valve Twins up to 1200cc may race in 750cc Superbike
- 675 cc 3-cyl. may race in 551 – 650cc
- Ducati 848 may race in 750 Superbike

SINGLES CLASSES

Ninja Cup	SPEC CLASS
500 Singles	0 – 500cc
660 Singles	501 – 660cc

Restricted to Kawasaki Ninja 250 (any year model)

RACING CLASSES (cont'd)**BATTLE OF THE TWINS (BOTT) CLASSES**

BOTT LIGHTWEIGHT	a. 500 cc water cooled 4 valve heads b. 650 cc for air cooled 2 valve heads (Ducati Monsters and 620 Sport excluded) c. 500 and 660 Singles that comply with the rules for 500cc and 660cc Singles classes. See Section on BOTT for specific rules.
BOTT MIDDLEWEIGHT	551 – 751cc (see page 38 for specific rules) 651 – 905cc 2 valve head (see page 38 for specific rules)
BOTT HEAVYWEIGHT	751 – Open

VINTAGE "DINOSAUR" CLASSES

VINTAGE LIGHTWEIGHT	0 – 650cc	1990 year model and older production
VINTAGE HEAVYWEIGHT	651 – Open	1990 year model and older production
	0 – Open	Note: Suzuki GSXR's limited to 750cc

FORMULA CLASSES

Formula 1	Formula 50	Formula Twins Lightweight
Formula 2	Formula 40 Lightweight	Formula Twins Heavyweight
Formula 3 (125 GP) 250 GP	Formula 40 Heavyweight	Formula Singles

NOVICE CLASSES

Lightweight 0-500cc	Middleweight 501 - 650cc	Heavyweight 651 - Open cc
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SOLO CLASSES

GT-GP up to 250cc 2 stroke	GT Lights 0-550cc	GTU 551cc-650cc	SOLO GTO 651cc-OPEN
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Motorcycles shall be raced in their proper displacement category. Please note it is legal for Super Stock class bikes to race in proper displacement Modified Production and Superbike classes, and legal for Modified Production bikes to race in proper displacement Superbike classes. Production based equipment may be raced in selected Formula classes. Riders are allowed to race up one cc class size so long as all other requirements of that class are met (i.e. No 400cc 4-cyl. may race in 500 Singles Class)

GENERAL MOTORCYCLE REQUIREMENTS

The following requirements must be followed by all WSMC racing motorcycles, unless modified by specific class requirements. These rules are designed to ensure that all machines are in safe mechanical condition, and that potential failure points are guarded or will fail-safe.

1. All motorcycles must be inspected by a WSMC Tech Inspector before being allowed to participate in any practice session or race, and must bear a Tech sticker for that day's events. Please remove "old" tech stickers prior to daily WSMC Tech.
2. All machines must prominently display the WSMC logo on both sides of the machine. Points and awards will be withheld from any racer who fails to display the WSMC decals.
3. The following equipment must be removed: license plate and bracket (if not part of the tail light assembly), reflectors, center and side stands, mirrors, turn signals, luggage racks, saddlebags, crash bars (case guards may be allowed).
4. The following may be removed except as otherwise provided by class rules: rear brake light assembly, headlight assembly, and speedometer. Removing protruding side or center stand lugs (incl. Super Stock classes) is allowed.
5. The following must be completely taped (light tight) if not removed: tail and brake light lens, headlight lens.
6. Snap-on side covers must be securely fastened by safety wire, zip ties or modified to bolt or screw on.
7. All plugs and fittings with oil or water behind them (this includes oil galley plugs) must be securely fastened and safety wired. A small amount of JB Weld or equivalent sealant may be used in cases where it is impractical to drill fasteners. Silicone sealant is not acceptable.
8. Small diameter (1/4" or smaller) coolant hoses or block off plugs, may be double looped with thick (0.032" or thicker) safety wire, in lieu of clamps.
9. All fuel tanks must have readily accessible, working shut-off valves, if it originally came with one. Most newer EFI models do not have a shut off valve as OE and so are not required. All fuel, oil, and water tanks must be leak-free and securely mounted. Damaged fuel tanks deemed unsafe by Tech Inspector are not allowed.
10. A six (6) ounce capacity (minimum) catch tank or reservoir must be provided for all crackcase breather hoses that are not vented to the air box. All other vent or overflow hoses must be securely routed into the belly pan.
11. Liquid cooled engines must use water or water with Redline "Water Wetter"/Neo "Keep Cool" or Maxima "Cool-Aide" products and vent into a catch tank. Note that NO other products are approved for use with water in liquid cooled machines other than the above named products.
12. Gasoline available from commercial highway stations or commercially available race gas (VP Racing Fuels, etc.) must be used. Lubricating oils and/or commercially available octane boosters may be added to the gasoline. Exception: Formula 1, Formula Twins Heavyweight and Formula Singles. See class section for specific rules.
13. Oil coolers may not be mounted above the seat or above the tail section behind the rider.
14. The whole of the exhaust must be discharged rearwards by one or more pipes which may not have any lateral openings (SuperTrapp type accepted). The rear end of the pipes may not extend beyond the rear of the rear tire, or be directed in such a way as to create dust or interfere with other riders. Pipes such as on V Twins with side exit exhaust are allowed, so long as the overall pipe is exiting rearward and does not create dust in a way as to interfere with other riders.
15. Frames must be free of cracks and kinks. All frame welds must be sound.
16. Machines must have both a front and rear suspension (Vintage and Classic machines excepted).

GENERAL MOTORCYCLE REQUIREMENTS (cont'd)

17. Wheels must be in true alignment with no broken or loose spokes. Cast wheels must be in good condition. No cracks or dents.
18. Only pavement or road racing type tires are permitted. Excessively worn or unsafe tires may not be used. Valve caps are required (metal caps preferred).
19. Effective, fully operational front and rear wheel brakes are required.
20. Drum brake anchor arm and disk brake caliper mounting fasteners must be safety wired or secured with mechanical locking devices. Split washers, star washers and self-locking washers do not count as proper locking devices.
21. Handlebars must be a minimum of 18 inches wide (15 1/2 inches on machines 125cc or under) and a maximum of 33 inches. Control levers must have balled ends at least 1/2 inch in diameter. Hand controls must operate effectively and reliably.
22. Footrests may fold up and rearwards but must not fold accidentally. Footrests may be modified to fold if not originally folding. Footrests, if covered by rubber, must have rubber securely fastened. Only one set of footrests may be fitted (Super Stock exempted). Foot controls must be free from sharp or ragged edges.
23. Motorcycles are required to be entered only in their appropriate displacement category. WSMC will disqualify riders violating this requirement. (See page 22 for details)
24. Number plates must be clearly readable from front and outboard, left, sides while motorcycle is in motion. Should either the original bodywork or replacement bodywork not include the required 10" x 12" number display area, a separate number plate of those dimensions must be securely attached.
 - a) Number must correspond with your 2009 WSMC license number.
 - b) White is the ONLY color of number plate background permitted. Riders from another club may be exempt from this rule one (1) time at the discretion of WSMC officials.
Black is the ONLY color of number permitted.
 - c) Fancy style and day-glow numbers are not permitted.
 - d) Installing numbers directly over multi-colored backgrounds is not permitted.
 - e) Front number plate may be centered, left side or both sides.
Rear number plates may be on both sides or on top of tail section. If located on the top tail section, the numbers must go from front to back (top of the number towards the front of the bike and the bottom of the number towards the rear of the bike).
 - f) There are no number and letter combination numbers with WSMC (example: "10x" is not permitted).
 - g) 8" tall x 1" width stroke numbers are *preferred* but, 7" tall x 1" width stroke is allowed
 - h) ONLY the #1 Overall Champion may use a Serif type font (1) for any numbers containing the number one. All others must use a straight (|) number one. This is to prevent a 1 from being confused and scored for a 7.
25. Unreadable or improperly numbered machines shall not be scored (i.e. disqualified from race), and may result in a rider being required to score a race.
26. Supercharging or turbo charging is permitted only if part of the manufacturers' as-delivered model (Superbike and Formula Classes excepted). Such machines must run up one displacement class (i.e. a turbocharged 550cc machine must run in the 650cc class).
27. Drive chain master links must have their closed side of the spring clip pointing in the direction of chain travel and must be safety wired or have silicone sealant product applied. A "press" type link is preferred and highly recommended.

GENERAL MOTORCYCLE REQUIREMENTS (cont'd)

28. All axle nuts must be safety wired. If axle nut has a C-clip, the clip must be safety wired. All axle pinch bolts must be safety wired. If front forks have 2 pinch bolts on each side, only one on each side must be safety wired, but only if it is extremely difficult to wire all of them. Final approval is at the discretion of the Tech Inspector.
29. The following items relate to performance modifications, and apply to all classes unless otherwise stated.
 - a) Cylinders maybe bored to a maximum of 1.0 mm over the bore size corresponding to the class displacement for a given stroke.
 - b) Lubricating, damping, and brake fluids may be changed.
 - c) Front and/or rear spring rates may be changed.
 - d) Brake linings and/or pads may be changed.
 - e) Aftermarket and/or braided steel brake lines may be used.
 - f) Clutch lining material may be changed.
 - g) An ATK™ device may be installed
 - h) Addition of steering damper, if not so equipped, is allowed.
30. All motorcycles shall be equipped with a muffling device if they exceed the limit of 108dBA. The noise level will be measured when the machine is on the track during practice and racing events. Measurement will be taken from the WSMC Tech area, while machine passes on the front straightaway. If a machine is over the limit it may be black-flagged.
31. Removable exhaust baffles and/or cores must be safety wired.
32. All motorcycles, without exception, must be equipped with a working engine emergency stop switch accessible without removing hands from the handgrips. All EFI models originally equipped with a lean angle cut-off switch, must retain this as a functioning feature at all times. A lean angle cut off switch will shut the fuel and/or ignition systems off if the motorcycle falls over.
33. All Suzuki Katanas, all 1995 and earlier Suzuki GSX-R's and 1996-98 GSX-R1100s, and all Suzuki GSX-R1300 Hayabusa MUST have engine case guards installed around the right and left crankcase ends. Aftermarket replacements cases may be used (example: Graves Motorsports / Yoshimura, etc.). All Suzuki GSX-R's thru 2008 must have a case guard or aftermarket replacement case on the right side of the engine.
34. All motorcycles are **required** to have an oil catch-pan capable of containing all fluids. (2 qt. min.)
35. Traction Control systems are legal in all classes except Super Stock, unless that year model is originally equipped from the manufacturer. In which case only the OEM system is allowed. No modifications to the OE system is allowed.
36. Data acquisition systems are legal in all classes.

NOVICE CLASS AND RIDER REQUIREMENTS

WSMC provides Novice race classes for riders to gain experience and improve their skills prior to upgrading to Probational Expert and Full Expert license status.

1. Novice race classes are based on displacement only. Modifications to motorcycles are open, providing all General Motorcycle Requirements are met and machine passes WSMC Technical Inspection. Novice racers are recommended to plan ahead, and only modify as necessary to prepare for competition in Super Stock, Modified Production, Superbike or Formula classes as may be desired after license upgrade.
2. Novice race classes are:
 - Lightweight 0 to 500cc
 - Middleweight 501 to 650cc
 - Heavyweight 651 to Open cc
3. Please note that WSMC rules allow motorcycles to race only within their displacement category (i.e. 400cc bikes run in Lightweight, 600's in Middleweight, etc.).
4. Riders without previous road-race licensing and verification of same must attend and complete the WSMC New Racers School, held on each Saturday prior to the 3rd Sunday race dates. WSMC membership is required. Membership application and school/race entry forms are available upon request.
FOR NOVICE RACER LICENSE APPLICANTS ALREADY LICENSED WITH ANOTHER ORGANIZATION: New applicants to WSMC holding Novice Road Race License status with a recognized road racing organization, at the discretion of WSMC Officials; must provide documentation from the other club(s) that the rider has competed in and finished at least six (6) races on at least six (6) individual race days. If the rider cannot provide such documentation, the rider must take and pass the WSMC New Racer School.
5. Novice class racers are required to complete a minimum of three (3) races with ten (10) upgrade points earned to be eligible to move to Probational Expert license status.
6. Novice racers must complete one (1) day of corner-working to advance their license status to Probational Expert. Racers have a choice of turn, splitting the requirement into 1/2 days, and will assist the regular WSMC Corner Marshal staff. Riders wishing to complete this requirement must report to the WSMC Course Control staff no later than 7:30 AM on any WSMC-operated race weekend. Course Control manager will sign off your workday on your license.
7. Novice racers shall have each completed race signed off on back of their Novice Competition license by WSMC Staff after results are posted.
8. Novice class racers MUST advance to Probational Expert license status upon exceeding thirty (30) upgrade points during the season. Further entries into Novice races will not be accepted from riders exceeding 30 upgrade points. Note that the WSMC season runs from January to November each calendar year. Riders violating this rule will be disqualified from Novice races.
 Exception: Novice Riders that feel they are not ready to advance to Probational Expert status, may, at the discretion of the Race Director, remain a novice rider until they have achieved five (5) top three (3) finishes. At that point, they will automatically be advanced to Probational Expert (as long as corner working obligation is fill). No more than the maximum 30 Novice Upgrade points may be earned.
9. Riders only compete for WSMC Class Championship and Overall Track Championship awards after advancing to Probational Expert/Expert license status.
10. Novice upgrade points are scored as are Expert class points (see page 16).
 Exception: Novices will not receive the point scale for 30 or more starters.
11. There are no Novice Class Championship season awards as there are in all WSMC Expert classes. Novices are awarded trophies for top 3 finishes in each race class. Novices may also compete for selected manufacturer contingencies, as well as occasional special WSMC certificate awards.

Important Note: Novice classes are strictly based on engine displacement ONLY! Regardless of horsepower, number of cylinders, type of engine, age of motorcycle, or lap times. There are NO exceptions.

Classes that better suit your type of motorcycle are readily available once you graduate from Novice Status.

SUPER STOCK REQUIREMENTS

The intent of Super Stock production racing is to maintain near stock performance and appearance of the motorcycle. The rider's skill and selection of available machinery is the test, not the tuner's knowledge or sponsor's willingness to spend large sums of money. To this end, Super Stock production rules restrict modification, alteration, addition or removal of any part of the machine unless expressly permitted by Rules 1 through 23. General Motorcycle Requirement rules apply which do not conflict with Super Stock Rules 1 through 23. Should new ideas or equipment make a change in the rules desirable, said change will not be allowed until the first race day after written notification of the rule change has been sent out via newsletter or special mailing. This means that if a rule change is agreed upon at the riders' meeting on race day it will not take effect until the written notification is sent out (next race). It is the riders' responsibility to police this class, via protest if necessary. It will be the duty of the WSMC Officials to resolve Super Stock issues by the letter of the law (rulebook) with no exceptions. Remember, in Super Stock if the WSMC Rule Book does not specifically say you can, it means that you can't!

1. Super Stock classes are limited to motorcycles manufactured and licensable for street legal use in the United States of America. Such motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers, and are subject to approval by the WSMC. Certain motorcycles designed by the manufacturer for "production" racing, limited production or "special" models might not be approved. If in doubt, check before you invest.
2. Except as specifically allowed in this section, all motorcycles must comply with manufacturer's published specifications for that specific model (i.e. a Suzuki GSX-R750H may not be updated to a GSX-R750J, etc.) and must be fitted with all original equipment. No mechanical, electrical, or hydraulic modifications of any type are allowed (surface finish excluded).
3. Internal or external engine modifications are prohibited except for machining of gasket surfaces of cylinder heads, cylinders, and engine cases as well as degreasing the cams by way of slotting cam sprockets and/or allowance of aftermarket cam sprockets made for the specific model of bike. Overbores to 1mm over stock diameter, using OEM pistons. Valve seat to port blending is not allowed. Multi-angle valve jobs are allowed as normal maintenance requiring machining to be confined to the actual valve seat insert and not extending into the port or combustion chamber. Valves must remain stock with no modifications. Aftermarket gaskets may be used to provide an increase in engine compression or performance. Spark plug leads, caps, heat range, and brand may be changed. Ignition timing may be changed (aftermarket "ignition advancer" is okay, changing of ignition box to any readily available factory or aftermarket ignition box for the specific model of bike is okay) but all components must be for the specific model of bike. All other internal and external engine parts must remain stock with no modifications except as mentioned in this chapter. No surface treatments are allowed. Engine must remain at stock displacement except as outlined above.
4. Chain and/or sprockets (including sprocket material) may be changed. Chain guards may be removed (unless integral with swing arm mounted rear fender, in which case, it may be removed as long as the rear fender remains in place). Ring and pinion assemblies may not be changed unless involving manufacturer's optional parts.

SUPER STOCK REQUIREMENTS (cont'd)

5. D.O.T. approved street-legal tires **MUST** be used and the model (construction and compound) must be readily available to the general public.
 - a) D.O.T. approved tires of different brand, size and compound than stock may be fitted.
 - b) Tread pattern may not be grooved or modified from the original pattern.
 - c) The inside of fenders may be relieved to permit the use of larger tires.
6. Stock wheels for the specific model are required unless determined by the WSMC officials to be unsafe for racing purposes.
7. Aftermarket handlebars which can be fitted without modifying other parts and which attach to the stock mounts are permitted. Some minor modifications may be allowed at the Race Director(s) discretion, providing such modifications are necessary for safety reasons or parts for a new model are not yet available. Grips and hand levers may be changed.
8. Rigid foot pegs may be modified to fold. Rear sets are allowed. Passenger foot pegs may be removed, including their mounting brackets.
9. Clutch lining material and springs may be changed. Direct bolt on OE or aftermarket slipper clutches, without any modifications, are allowed.
10. Stock rear brake rotors may be drilled and/or machined. Aftermarket steel rotors replicating o.e.m. specifications are allowed front and rear.
11. Brake lining and pad compounds may be changed. Brake fluid may be changed or upgraded. Braided stainless steel lines may be fitted. Brake junction box may be removed, modified or replaced with aftermarket junction box (allowing two individual lines to front calipers or custom three (3) line setup). The rear brake stabilizer arm may be modified or replaced by one of equal weight if it conflicts with rear tire rotation (rubs).
12. Rear shock absorber(s) may be changed providing that the replacement(s) use the stock mounting points. Spring rates (front and rear) may be changed. Damping fluid may be changed. Air caps and/or external pre-load adjusters may be added to front forks. Aftermarket fork seals may be used. Damper rods may be modified. Fork internals may be exchanged for same model aftermarket cartridge-style damper rods.
13. The following items may be removed: radiator fan, thermostat, horn, headlamp(s), tail light and lens, license plate mount and light assembly, helmet lock, and fuel vapor recovery system. Wiring harness may be replaced or modified, but only if necessary to program factory or aftermarket ignition boxes on EFI models. Wire harness may not be replaced or modified for the purpose of updating electrical components or adding additional components, such as traction control or any other electrical equipment that was not available on any given model year. Ignition main switch may be replaced by an alternate type switch, such as a toggle switch or wired in conjunction with the engine's start/stop switch. Instruments may be added, removed, or modified and emission controls may be removed.
14. Steering dampers may be added or changed (relocation is okay).
15. Aftermarket racing exhaust systems may be used. Muffling devices must be used.

SUPER STOCK REQUIREMENTS (cont'd)

16. No part of the body work, fairing, cowling, fenders, frame, etc., may be removed or modified except as follows or as allowed by other rules in this section (custom paint and lettering excepted). Louvers directly in front of the radiator or oil cooler and small radiator trim pieces may be removed or cut out to facilitate air flow provided that the basic shape and size of the fairing or cowling is maintained. Frame mounted rear fenders may be removed, swing arm mounted fenders must be in place. Air spoilers, fins, wings, duct work, etc., may not be added to improve airflow to the radiator. Fiberglass stock replica fairings, cowlings, side covers, and tail sections may be used provided they are cosmetic replicas of original model stock bodywork. Aftermarket fairing brackets are allowed (example: Graves Motorsports fairing bracket), providing they mount in original locations and use original attachment points on the bodywork. All windshields must be similar to, but are not required to be the exact shape of OEM windshield. No windshields that are labeled as "Double Bubble" by the manufacturer or have an obvious extreme change from the OEM shape for the purpose of gaining an advantage are allowed. Final approval of windshield shape is at the discretion of the Race Director.
17. Bodywork may be removed ONLY IF DAMAGED at that particular event and replacement on site is not available; or if written proof of part unavailability from manufacturer(s) is provided upon demand during result posting period following race event.
18. Damaged parts must be replaced or repaired so as to restore their original form and function. Aftermarket DZUS fasteners or other approved type fasteners may be used to facilitate easy removal of fairings, cowlings, side covers, and tailpieces.
19. Reflector mounting tabs that bolt on may be removed, thus eliminating the sharp metal edges for safety's sake.
20. Carburetors may be rejetted. 49-State model carburetors for the specific model are allowed (if different than California model). Fuel-injected machines may be "re-programmed" with readily available aftermarket components. 49-state model injectors for the specific model are allowed (if different than California model).
21. 49-State cams for the specific model and year are allowed (if different than California model). No other cam change is allowed.
22. Stock air box must be used; furthermore the air box may not be drilled or modified in any manner. Stock air intake ducts (or aftermarket replica of OEM) must be used. Screens in the stock air ducts may be removed. No other modifications to increase airflow, including heat shields or air deflectors, are permitted. Air filter is required, aftermarket replacement OEM - style component for the specific model is allowed.
23. Stock seats may be modified for rider comfort and control. Any method of seat recovering is allowed. (Solo seats are not allowed unless it comes from the factory that way.) Note that if factory available tail section covers (to cover rear saddle) are produced, then aftermarket tail sections incorporating this design are legal. Seat, seat base and associated bodywork may be replaced with parts similar in appearance to the original stock parts. Seat brackets may be added but none removed from the frame.
24. Rubber radiator hoses and oil lines may be replaced with stainless steel braided lines and hoses. Radiator catch tank overflow line must be rerouted so as not to dump in front of the rear tire.
25. Aftermarket oil coolers may be fitted.
26. Aftermarket fork braces may be used.
27. Aftermarket gear shift devices are allowed. (Example: Dynojet Quick Shifter)

MODIFIED PRODUCTION REQUIREMENTS

Modified Production motorcycles shall be limited to those manufactured for street use in the United States. Such motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers. Motorcycles must comply with manufacturers' published specifications for given models and be fitted with all original equipment. Along with the following items, all General and Super Stock rules shall apply.

1. Modifications introduced by a manufacturer to a basic model configuration subsequent to the original introduction of the model may be fitted within the limits of normal assembly procedures. External welding, brazing or machining for this purpose is not permitted.
2. Modification of engine case(s) and/or cylinder castings is prohibited, except for the repair of crash damage.
3. Internal engine modifications are permitted as long as the class displacement limits are not exceeded and the stroke is not changed. Internal transmission ratios may not be changed.
4. Clutch lining material and number of plates may be changed.
5. The exhaust system may be repositioned for ground clearance or an aftermarket racing exhaust may be fitted.
6. The ignition coil, condenser and related wiring and fittings may be changed. Accessory electronic ignition systems may be used provided they are available to the general public. Generators and alternators may not be removed and must be in working order (individual part failure during event weekend exempt). Starter may be removed.
7. Chain and/or sprockets (including sprocket material) may be changed. Ring and pinion assemblies may be changed.
8. Instruments may be added, removed, or modified.
9. The handlebar type may be changed, but they must mount in the original manner. Handlebars and tank must have a minimum of one (1) inch clearance at full lock.
10. The seat may be changed. Footrests may be changed (rear sets allowed) or modified.
11. Bodywork is open, providing General Motorcycle Requirements are followed including use of any windshield.
12. Aftermarket wheels may be fitted if they are compatible with the original, unmodified brake components. Rear Sprocket hubs and wheel spacers provided with approved aftermarket wheels are allowed, unless the swing arm, forks, or brake mounting require modification to accommodate their use. Slight chamfering of spacers, calipers, caliper mounts, forks, or chain adjusters for the sole purpose of smooth wheel changing is allowed. Wheel size is open.
13. Stock brake calipers specific to model are required. Stock rear brake rotors may be drilled and/or machined. Aftermarket rotors replicating o.e.m. diameter may be used. (Ex.: Wave Rotors)
14. Brake lining material may be changed and brake hub assemblies may be drilled for ventilation. Braided steel brake lines are allowed.
15. Brace tubes and gussets may be added to the frame or swing arm, but no original tubes may be removed or bent.
16. Rear swing arm may be stiffened and the swing arm pivot may be modified, but the frame may not be altered, except as provided in #17 above.
17. Carburetors may be up-dated or backdated to any applicable manufacturers' specifications for that basic model. Turbo-charging and/or changes to the basic type of fuel induction (fuel injection vs. carburetors) are not considered such updating or backdating.

MODIFIED PRODUCTION REQUIREMENTS (cont'd)

18. Carburetor bodies may not be modified but may be fitted with normally replaceable components for jetting purposes.
19. Air box may be modified or removed. Air cleaners and intake ducting may be modified, added, replaced, or removed. Velocity stacks may be fitted.
20. Oil injection pumps may be removed.
21. Brake calipers, discs, and fork tubes may not be exchanged for aftermarket or larger model assemblies (such as 1100cc front end on a 750cc bike).
22. Tires are open; D.O.T. or racing slicks is permitted.
23. Aftermarket triple clamps made for the specific model of bike may be used. (Stock forks as above in #23 must be utilized).

SUPERBIKE MOTORCYCLE REQUIREMENTS

Superbike classes shall be limited to motorcycles that are so equipped as to be licensable for street use anywhere in the world, exhaust noise excepted. Motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers, and are subject to approval by the WSMC. Certain motorcycles designed by the manufacturer for "production" racing, limited production or "special" models might not be approved. If in doubt, check before you invest.

1. Motorcycles not based on street or dirt production machines may be accepted as legal for Superbike at the discretion of the WSMC race directors.
2. All requirements of items 1 through 7 relating to Formula classes shall apply to Superbike machines.
 - a) 0 to 550cc (Twins up to 650cc may race in 550cc Superbike)
 - b) 551 to 650cc (Twins up to 750cc may race in 650cc Superbike and 3-cyl up to 675cc)
 - c) 651 to 750cc (Multi-valve Twins up to 1000cc and two-valve Twins up to 1200cc may race in 750cc Superbike)
 - d) 751 to Open cc
3. All General Motorcycle Requirements, Super Stock, and Modified Production rules apply.
4. Any engine modifications are allowed with exception to the following:
 - a) Other than 1mm overbore, no bore or stroke modifications are allowed. Unless otherwise stated in specific class rules.
 - b) No turbo or supercharging is allowed. Unless provided as original equipment.
5. Any suspension, brake and wheel modifications (including carbon fiber wheels) are allowed, as long as the modifications fit within rules 1-7 of the Formula rules.
6. Frame modifications, such as adjustable swing arm pivots are allowed.
7. The use of carbon fiber for non-structural use is allowed. Ex.: fenders, air box, and chain guards.

FORMULA MOTORCYCLE REQUIREMENTS

The Formula classification shall apply to motorcycles optimized and suitable for road racing only, and which are neither legal nor licensable for street use in the United States.

Nothing in these rules should be construed as prohibiting Super Stock, Modified Production, or Superbike class legal motorcycles from competing in Formula classes if they are otherwise eligible.

1. Fairings must not extend further than four inches (4") forward of a line drawn vertically upwards from the front axle, or behind a line drawn vertically upward from the rear axle, seat and tail section excepted.
2. The front wheel must be clearly visible from either side and fairings must clear the front tire at all times.
3. The rim of the rear wheel must be completely visible 180° of arc.
4. The rider must be completely visible from either side and from above when in a normal riding position, forearms excepted.
5. The use of transparent material to circumvent fairing rules is prohibited.
6. Handlebars, control levers, and rider's hands must have at least one (1) inch clearance when enclosed-bar type fairings and at least two (2) inches with cutout type fairings.
7. The motorcycle must be able to be leaned, without load, at least 50° to either side before ground contact occurs, tires excepted.

FORMULA CLASSES

All Formula classes run under Formula rules (page 32).

Formula One "TOYOTA CUP UNLIMITED F-1 GP"

1. Unlimited displacement, configuration, modification and fuel (excluding ethanol and methanol).

Formula Two

1. Up to 250cc 2-stroke water-cooled twins & multis
 - a) RD/RZ350 Yamahas are legal.
2. Up to 450cc 2-stroke air-cooled twins and multis.
3. Up to 650cc 4-stroke multis.
4. 675 triple
5. Up to 750cc 4-stroke twins. (4 valve liquid cooled)
6. Unlimited 4-stroke singles.
7. Up to 1300cc 4-stroke twins (2 valve air cooled)

250 Grand Prix

1. Up to 250cc 2-stroke water-cooled twin.

125 Grand Prix (Formula 3)

1. Up to 125cc 2-stroke water-cooled single.

Formula 40 Lightweight

1. Motorcycles under 651cc are allowed. Rider must have celebrated at least the first anniversary of his/her 39th birthday (i.e. be age 40 or over effective on that race date).

FORMULA CLASSES (cont'd)

Formula 40 Heavyweight

1. Motorcycles over 650cc are allowed. Rider must have celebrated at least the first anniversary of his/her 39th birthday (i.e. be age 40 or over effective on that race date).

Formula 50

1. Any year, make, model, size and modification motorcycle allowed. Rider must have celebrated at least the first anniversary of his/her 49th birthday (i.e. be age 50 or over effective on that race date).

Formula Twins Lightweight

1. Four-stroke twins, 0 - 650cc, configuration, unlimited modification and fuel. Four Stroke Formula Singles legal.

Formula Twins Heavyweight

1. Four-stroke twins, with unlimited displacement, configuration, modification and fuel.

Formula Singles

1. Four-stroke singles, with unlimited displacement, configuration, modification and fuel.

TWO STROKE PRODUCTION

1. 2-stroke production class shall be limited to motorcycles that are so equipped as to be licensable for street use anywhere in the world with original equipment frame, subframe and swing arm. These components may not be modified. Motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers, and are subject to approval by the WSMC. Certain motorcycles designed by the manufacturer for "production" racing, limited production or "special" models might not be approved. If in doubt, check before you invest.
2. O.E.M. brakes and wheels are required. Aftermarket brake pads and lines are allowed. O.E.M. forks are required; internals may be replaced or modified. Rear shock may be replaced or modified. Internal damping may be changed and spring may be changed.
3. Aftermarket handlebars, foot and hand controls are allowed. No electric shifters are allowed.
4. Engine modifications are limited to the following and engine may not develop more than 60.0 horsepower nor displace more than 317cc:
 - i) The two-stroke injection pump must be installed and operational.
 - j) O.E.M. air box must be in place and operational. An air filter must be in place and operational. Aftermarket air filters are allowed.
 - k) Aftermarket reed petals may be used.
 - l) O.E.M. carburetors as supplied with the motorcycle in the year it was produced are required. Carb internals may be modified or replaced provided the replacement parts are from same manufacturer as the carb. Carb bodies may not be modified, bored or polished.
 - m) O.E.M. ignition system as supplied with the motorcycle in the year it was produced is required. No modifications are allowed.
 - n) Aftermarket clutch plates may be used.
 - o) Aftermarket exhaust systems may be used.
 - p) Kick starter mechanism may be removed.
 - q) Headlight, taillight, turn signals and kickstand must be disconnected from wiring system and removed.

TWO STROKE PRODUCTION (cont'd)

5. Tires are open; D.O.T. or racing slicks are permitted.
6. Aftermarket bodywork replicating the O.E.M. specs is allowed. Aftermarket windscreen may be used. It must be same size and dimension as O.E.M. screen.

Note: Yamaha RZ-350 is legal.

500/660 SINGLES AND NINJA CUP CLASS REQUIREMENTS

These Singles classes are for racers who do not wish to contend with the expense and complexity of the modern four cylinder motorcycles. These rules are structured to keep the cost of racing low and the fun and competition high. Original engine and frame must be used as originally sold for street use.

500cc SINGLES

Motorcycle must be four-stroke single cylinder, originally intended for street-use. Purpose-built dirt bikes are not allowed, dual-purpose bikes are.

1. Chassis and Suspension
 - a) Frames must be manufactures original stock frame. Brackets and tabs may be removed.
 - b) Front suspension must be stock. Internal modifications (i.e. re-valving and springs) are permitted.
 - c) Rear shock(s) may be changed; mounting points may not be changed.
 - d) Swing arms must be stock.
 - e) Brake calipers must be stock. Pads may be upgraded. Stock brake lines may be replaced with stainless-steel braided lines. Front brake rotors may be replaced with aftermarket steel rotors replicating o.e.m. dimensions, provided the aftermarket rotors m.s.r.p. is less than that of o.e.m. disc m.s.r.p. Rear rotors must be stock.
 - f) Slicks are not allowed.
 - g) Steering damper may be added.
 - h) Swing arms of belt drive motorcycles may be modified to accommodate sprockets and chains. Lengthening is allowed only to accommodate wheel adjustment and tire clearance.
2. Engine
 - a) Motor must be based on original (i.e. cases, cylinder head and cylinder).
 - b) Motor may be modified at your discretion. Cams, carburetors, pipes, pistons, clutch springs and plates, etc., are permitted.
 - c) Overbore is limited to 1mm over 500cc. Stroke must remain stock.
 - d) Starter and batteries may be removed.
3. General
 - a) Streamlining (i.e. fairing) is not permitted, unless motorcycle was so equipped (OEM) stock.

660cc SINGLES

Motorcycle must be four-stroke single cylinder, originally intended for street-use. Purpose-built dirt bikes are not allowed; street legal dual-purpose bikes are allowed.

1. Chassis and Suspension
 - a) Frames must be manufactures original stock frame. Brackets and tabs may be removed.
 - b) Front suspension must be stock. Internal modifications (i.e. re-valving and springs) are permitted.

660cc SINGLES (cont'd)

- c) Rear shock(s) may be changed; mounting points may not be changed.
 - d) Swing arms must be stock.
 - e) Aftermarket wheels are allowed. Size is open.
 - f) Aftermarket brakes may be used. Pads may be upgraded. Stock brake lines may be replaced with stainless-steel braided lines. Original number of calipers/rotors must be used.
 - g) Tires are open. D.O.T. or racing slicks is allowed.
 - h) Steering damper may be added.
 - i) Swing arms of belt drive motorcycles may be modified to accommodate sprockets and chains. Lengthening is allowed only to accommodate wheel adjustment and tire clearance.
2. Engine
- a) Motor must be based on original (i.e. cases, cylinder head and cylinder).
 - b) Motor may be modified at your discretion. Cams, carburetors, pipes, pistons, clutch springs and plates, etc., are permitted.
 - c) Overbore is limited to 1mm over stock for 660cc bike. Stroke must remain stock.
 - d) Starter and batteries may be removed.

3. General

Streamlining (i.e. fairing) is not permitted, unless motorcycle was so equipped (OEM) stock.

NINJA CUP

Ninja Cup is open to all Kawasaki 250R or EX250 and will run under Super Stock rules (page 28) with the exception of:

1. No internal engine modifications are allowed. (example: degreasing of cam(s) is not allowed, running a larger piston is not allowed, machining of gasket surfaces is not allowed)
2. The class can only run "Street Legal" pump fuel. (example: 87-93 octane unleaded fuel readily available at your local gas station (91 octane available at the track), designed to be run in street licensed vehicles).
3. Removal of rear snorkel on air box is allowed.

VINTAGE CLASS REQUIREMENTS**Vintage Heavyweight and Vintage Lightweight ("Dinosaur")**

1. Vintage "Dinosaur" is open to production motorcycles as follows:
 - a) Vintage Lightweight: 1990 year model and earlier; 0 to 650 cc displacement
 - b) Vintage Heavyweight: 1990 year model and earlier; 651 to Open cc

Note: Suzuki GSXR's limited to 750cc
2. All machines must have been produced during the model year as indicated or earlier and shall have been readily available from manufacturers with an established dealer network in the United States to the general public, and licensable for street use.
3. Age determination will be based upon the manufacturers' model year, not the actual date of production. Verification, if necessary, will be made by the machines original V.I.N. and/or chassis information.
4. Prototypes, limited production models, etc. may not fall into this category.

VINTAGE CLASS REQUIREMENTS (cont'd)

5. Aftermarket wheels are legal. Wheel size is open.
6. Vintage Lightweight and Heavyweight Dinosaur machines run under WSMC Superbike rules with the following exception:
 - a) Racing slicks allowed.

BATTLE OF THE TWINS (BOTT) CLASS REQUIREMENTS

All BOTT classes run under Superbike rules.

BOTT Lightweight

1. Four-stroke, two-cylinder engines limited to a maximum
 - a) 500cc for water-cooled, 4-valve heads
 - b) 650cc for air-cooled, 2 valve heads.Cylinders may be bored to a maximum of 1.0mm over the size corresponding to the class displacement limit for a given stroke.
2. 500cc Singles and 660cc Singles that comply with the rules for the 500 cc or 650cc Singles classes are eligible for BOTT Lightweight.
3. Ducati 620 Monsters and Ducati 620 Sport models are specially excluded from this class at their original displacement.
4. Four-stroke twins that displace more than 500cc in stock form are legal for BOTT Lightweight if they are reduced in displacement to 500cc via reduction in bore, stroke, or any combination of bore and stroke and meet all other Superbike regulations.

BOTT Middleweight

- a) 551cc to 750cc displacement air or water-cooled, two or four valve head four-stroke twins.
- b) 651cc to 905cc displacement air-cooled, two-valve head 4-stroke twins.
- c) 651cc to 1200cc air-cooled pushrod twins.

BOTT Heavyweight

- a) Heavyweight twins are 751cc to unlimited displacement 4-stroke twins.

SOLO Series

Solo GTO, GTU, and GT Lights run under Superbike rules.

GTO 651cc - OPEN

GTU 551cc - 650cc

GT Lights 0 - 550cc

GT-GP up to 250cc 2 stroke run under Formula Class rules (see page 33)

**2009 WILLOW SPRINGS MOTORCYCLE CLUB including the TOYOTA GOLD CUP Series
Event Schedule**

All Events held at:

WILLOW SPRINGS INTERNATIONAL RACEWAY

“Racing on the fastest road in the West!”

CLASSIC SERIES

JANUARY 17,18	Round 1 including Toyota Gold Cup
FEBRUARY 14,15	Round 2 including Toyota Gold Cup
MARCH 14, 15	Round 3 including Toyota Gold Cup and SRA Sidecars
APRIL 18, 19	Round 4 including Toyota Gold Cup – SRA Sidecars – SOLO Series
MAY 16, 17	Round 5 including Toyota Gold Cup, SOLO Series and SRA Sidecars
JUNE 20, 21	Round 6 including Toyota Gold Cup – SOLO Series
JULY 18, 19	Round 7 including Toyota Gold Cup – SOLO Series
AUGUST 15, 16	Round 8 including Toyota Gold Cup – SOLO Series
SEPTEMBER 19, 20	Round 9 including Toyota Gold Cup
OCTOBER 17, 18	Round 10 including Toyota Gold Cup – SRA Sidecars
NOVEMBER 14, 15	Round 11 including Toyota Gold Cup

Double Points event shown in ***bold face italics***

Saturday: Racers practice and New Racer School

Sunday: Racing!

EVENT WEEKEND GATE HOURS	EVENT WEEKEND OFFICE HOURS
FRIDAY: Gates open until 11pm SATURDAY: 6:30am – 11:00pm SUNDAY: 6:30 – 11:00pm	Saturday: 7:00 am – 5:00 pm (During SOLO Series, Open until 30 minutes after last race) Sunday: 7:00 am – 5:00 pm or 30 minutes after last race
WEEKDAYS WSMC OFFICE HOUR	
Monday – Friday: 9:00 am – 5:00 pm (Closed Monday after Event Weekend)	



WILLOW SPRINGS MOTORCYCLE CLUB
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Visit **Willow Springs Motorcycle Club** on the web at
www.wsmcracing.com

Visit **Willow Springs International Raceway** on the web at
www.willowspringsraceway.com