

WILLOW SPRINGS MOTORCYCLE CLUB



2005 WSMC RULE BOOK

*Southern California
Championship Motorcycle Road-Racing*

\$5.00
(incl. w/membership)

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INTRODUCTION

2005 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

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 Track Office: 661.256.2471

WSIR web site URL: 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.

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

1. The speed limit in all WSIR pit area is 5 miles per hour. Access road speed limit is 20 m.p.h.
2. There is no smoking allowed in any pit area.
3. Every pit area (for each motorcycle) shall have a charged and functional type ABC-rated fire extinguisher. Fire extinguishers must be in view and readily available at all times.
4. 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.
5. There is no parking within fifty (50) feet of the VP fuel pump area.
6. 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.
7. There is no parking in any designated fire lanes and access roads, nor blocking of any access gates.
8. Oversize vehicles (motorhomes, box vans, etc.) may not park along the "gold" wall near hot pit area. Oversize vehicles must park on the "snack bar side" of the pit area.
9. There is no testing of equipment in any area other than on the racetrack by properly licensed and entered racers.
10. 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.
11. The WSIR main track is closed to all motorized vehicle activity "after hours" (i.e. Friday, Saturday and Sunday evenings of WSMC event weekends).

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 may require spectators and participants to wear issued wristbands for the event weekend. Spectators and participants without any such issued wristbands will have to pay fee at the gate or leave the facility.

WSMC COMPETITION LICENSE DEFINITIONS

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 riders who hold current Novice and/or Amateur status with recognized road-racing organizations.
- 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) advancements points earned and completing one (1) day 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 riders expert classes nor the track championship points program.
- 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.
- 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 2003, 2004, or 2005 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 2003 to 2005.
- d.) Note that Probational Expert riders run in same classes and are eligible for the same awards as Expert riders.
- e.) Riders with Probational Expert status shall be upgraded to full Expert status upon reaching forty (40) total Expert Class Points in the 2005 season at Willow Springs.

EXPERT racers are:

- a.) Riders having earned a minimum of forty (40) WSMC Expert class points in 2003, 2004, or 2005.
- 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 regularly under 1 min 30 sec. lap times at WSIR.
- b.) Riders who hold AMA Professional Expert Road-Race Competition License status.

Note: Racers must hold the WSMC PRO License status in order to participate in F-1/F-2 practice sessions and participate in F-1 and F-2 class races.

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

- a) Licensed WSMC racers will receive pre-entry forms by mail approx. two (2) weeks prior to each scheduled event date or electronically as requested by racer.
- b) Riders pre-entering WSMC events will receive a discount from regular event fees.
- c) The deadline for WSMC Pre-Entry is the Wednesday preceding the race date. No exceptions.
- d) Should WSMC not receive riders pre-entry by the Wednesday deadline, rider must post-enter at the track.
- e) WSMC assumes no responsibility for slow or late mail service. WSMC will return any late pre-entries received after deadline to the rider.
- f) 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.
- g) 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.
- h) ALL fax entries will also require original signatures upon check in at registration.

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 is available during WSMC event office hours starting at 7:00 AM of event dates.
- 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.

CHECK IN and TECH PROCEDURES

- a) All riders, whether pre-entered or post-entered, must sign in at morning Registration. You MUST show your 2005 WSMC Competition License at Registration for all post-entries (practice and races).
- b) There will be a line for pre-entered riders and a line for faxed entries. 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 is on the Tech Ticket and on the motorcycle before going to Tech. Riders with improper number will not be tech'ed.
- 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.

REFUNDS AND CARRY-OVERS

1. All refunds require a "carry-over" slip 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 form is required and is available at the WSMC Registration Office. No credit will be issued without this form. The carry-over form must be received with payment of balance of entry fee to be valid.
3. Riders leaving the facility without having picked up their carry-over from the WSMC Office will receive no credit. Only exception to this: If rider is injured on course and leaves via ambulance.
4. Riders who do not call within one (1) week after the "no-show" event will not receive any credit or carry-over.
5. Attending only race day practice entitles the entered rider to a carry-over of the second, third, etc., entry fees. First entry is forfeited.
6. Non-participation in both race-day practice and the entered race(s) entitles the rider to a 100% carry-over.
7. Riders passing through the pre-grid check-in will not receive a carry-over of that race entry should the machine fail or rider crash on warm-up lap.
8. 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 slip.
9. Carry-overs will be honored for the calendar year (all 2005 carry-overs are good through Dec. 2005 event). Carry-overs issued Jan. to Oct. 2005 are invalid after Dec. 2005 event. Carry-overs issued at Nov. and Dec. 2005 events will be honored until the following season's February 2006 event.
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 \$10.00 service charge.
3. A second "bad" check violation will result in suspension from competition at Willow Springs.

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.) Administrative Staff
- b.) Technical Inspectors
- c.) Pit Marshals
- d.) Corner Marshals
- e.) Tower Personnel
- f.) Starter; starters staff and scoring staff
- g.) Emergency Vehicle response personnel

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 racecourse.

GREEN	Start of the race or practice. Also indicates the end of a caution (YELLOW) section.
YELLOW (stationary)	Caution. The track is not blocked, but be alert. You MAY pass under a STATIONARY yellow flag.
YELLOW (waving)	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.
WHITE with RED CROSS	Advisory. There is an emergency vehicle on or near the track. Proceed with caution.
RED	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.

WSMC FLAG RULES (continued)**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".
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.

BLACK	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	Crossed WHITE and BLACK flags indicate that the race is one-half over.
WHITE	COURTESY. One more lap remains in the race.
CHECKERED	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.

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 excessive wheelies (as determined by the WSMC Race Director) when entering the racetrack.
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 footpeg while staying riders left (extreme left edge) of race track on the back straightaway (after turn six).
 - a. Riders shall NOT be in the middle of the track during this process. Stay to the left edge around turn eight and turn nine while signaling and do NOT ride into the racing line in turn nine under any circumstances.
 - b. Riders must keep in mind that others may still be at speed and exiting riders must stay riders left.
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.
8. Riders shall not “showboat” by way of wheelies (as determined by the WSMC Race Director) at any time.

GRIDDING

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).
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 8:30 AM on race day. Riders adding classes after this time will be placed at the rear of the field, regardless of class points.
5. 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 will be directed by WSMC officials to start at the back of their race grid regardless of original grid assignment.
6. 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.
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:

(front)

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	

STARTING PROCEDURE

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 starters 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. A jumped start occurs when riders rear wheel crosses the assigned grid position number.
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 the legal race start and gaining unfair advantage over their competitors as determined by WSMC Starter, Starters Staff and/or WSMC Directors; will be docked one (1) lap.
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 to be brought in by crewmember
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 . . . bad start has occurred).

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.

1. Protests must be made to the WSMC Office in writing. 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, no 500cc in 600cc, etc.).
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.
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.

PROTESTS (continued)

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 referees 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.
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

1. WSMC racers are awarded points in all classes based on their race finishes.
2. WSMC awards Class Championship Honors to the Top 3 in Final Expert Class standings each season.
3. Trophies or plaques are awarded to the top 3 finishers in each individual monthly race event.
4. 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		2	2

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

- a) All finishers receive 2 points.
- 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 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 Prob. Expert and Expert riders three (3) best *point* finishes totaled on each race day throughout the season.

POINTS (continued)

- f) All Expert classes must run for points to be valid for the Overall Championship.
- g) Riders gaining points on machines noted by WSMC Officials as not legal in class (even though riders within class don't protest them) will not have these points counted toward the Class Championship. Riders should note this does NOT mean that rider violating class rules will be automatically disqualified. See the protest section for more information.
- h) 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.
- i) WSMC will disallow points for any rider(s) not properly displaying club and/or series decal as may be required.
- j) Experts will receive double the above points at selected events.

RIDER LICENSE AND AGE REQUIREMENTS

1. All riders must possess a current 2005 WSMC Roadrace Competition License.
2. Riders must be at least 16 years of age. Riders under 18 years of age must have their license application 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 Note: Upgrade of Licenses (example: rider moves from Novice to Prob. Expert) is no charge.

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/manufacture decals as required.
4. Failure to comply with directions of WSMC Officials.
5. Crossing any fence into any restricted access areas (i.e. the racetrack).
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 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.
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 and/or used tires at Willow Springs International Raceway.
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.
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 that creates sparks. Standard mounting screws on nylon type sliders excepted.
4. SNELL 95M or SNELL 2000M and/or BSI 6658 Type A approved full-face helmet in good, undamaged condition.
 - a) Open face helmets are not allowed.
 - b) Helmet face shields must be of shatterproof material.
5. Riders must wear a back-protector device. Suits with built-in back protectors are acceptable.

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 required 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 arms reach at all times!
6. Children can NOT ride bicycles, scooters, motorcycles, skateboards or any other device in the pit area at Willow Springs.
7. 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.
8. Only licensed motor vehicle operators OR licensed WSMC roadracers shall operate motor vehicles in the WSMC pit area at Willow Springs International Raceway during WSMC meets.

NO SMOKING IN ANY PIT AREA

2005 WSMC RACING CLASSES**SUPER STOCK CLASSES**

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

MODIFIED PRODUCTION CLASSES

500 Modified Production	0 - 500cc	Note: Honda RVF 400 may race in this class.
600 Modified Production	501 - 600cc	
750 Modified Production	601 - 750cc	
Open Modified Production	751 - Open cc	

SUPERBIKE CLASSES

550 Superbike	0 - 550cc	Note: Up to 650cc Twins may be raced in 550cc Superbike. Note: 500 and 660 Singles may be raced in 550cc Superbike.
650 Superbike	551 - 650cc	Note: Up to 750cc Twins may be raced in 650cc
750 Superbike	651 - 750cc	Note: Multi-valve Twins up to 1000cc and two-valve Twins up to 1200cc may race in 750cc Superbike
Open Superbike	751 - Open cc	

SINGLES CLASSES

500 Singles	0 - 500cc
660 Singles	501 - 660cc

BATTLE OF THE TWINS CLASSES

Battle Of The Twins - Light	0 - 500cc	Note: 500 and 660 Singles may be raced in BOTT Light.
Battle Of The Twins - Mid	501 to 750cc water-cooled, four valve head; 501 to 905cc air-cooled two-valve head four stroke twins	
Battle Of The Twins - Heavy	751 - Open cc	

VINTAGE "DINOSAUR" CLASSES

Vintage Heavyweight	651 - Open cc, 1985 year model and older prod.
Vintage Lightweight	0 - 650cc, 1985 year model and older production

FORMULA CLASSES

Formula 50	Formula 40 Heavyweight	Formula 40 Lightweight
Aprilia Challenge	250 GP	Formula Twins
Formula Singles	Formula 3	Formula 2
	Formula 1	

NOVICE

Lightweight	0 - 500cc	Middleweight	501 - 650cc	Heavyweight	651 - Open cc
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Motorcycles shall be raced in their proper displacement category. (No 600's in 750, No 750's in Open, etc.)

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.

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, speedometer 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 can include oil galley plugs) must be securely fastened and safety wired. Yellow 3M weather-strip cement or RTV silicone sealant may be used in cases where it is impractical to drill fasteners.
8. All fuel, oil, and coolant line connections must have positive clamping (not safety wires or slip fits). Clamps on pressure oil, fuel, and water lines must be safety wired so as to prevent loosening.
9. All fuel tanks must have readily accessible, working shut-off valves. All fuel, oil, and water tanks must be leak-free and securely mounted.
10. A six (6) ounce capacity (minimum) catch tank or reservoir must be provided for all breather hoses venting the cam box and/or top end, crankcase, primary drive case, transmission, carburetor(s), and oil tank(s). Catch tank(s) must be situated so that they will not overflow unless more than two-thirds (2/3) full.
11. Liquid cooled engines must use water or water with Redline "Water Wetter"/Neo "Keep Cool" 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 (Union 76, Trick, etc.) must be used. Lubricating oils and/or commercially available octane boosters may be added to the gasoline.
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 excepted). 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.
15. Frames must be free of cracks and kinks. All frame welds must be sound.

GENERAL MOTORCYCLE REQUIREMENTS (continued)

16. Machines must have both a front and rear suspension (Vintage and Classic machines excepted).
17. Wheels must be in true alignment with no broken or loose spokes.
18. Only pavement or roadracing 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. Air scoops must have screens and be clear of all working parts.
22. 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 ball ends at least 1/2 inch in diameter. Hand controls must operate effectively and reliably.
23. 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.
24. Motorcycles are required to be entered only in their appropriate displacement category. Example: 500cc bikes only in 500 classes, not in 600; 750cc bikes only in 750 classes, not in Open, and so on. WSMC will disqualify riders violating this requirement.
25. Numberplates must be clearly readable from front and both 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 numberplate of those dimensions must be securely attached.
 - a) Number must correspond with your 2005 WSMC license number.
 - b) White is the ONLY color of numberplate background permitted.
 - c) Black is the ONLY color of number permitted.
 - d) Fancy style and day-glow numbers are not permitted.
 - e) Installing numbers directly over multi-colored backgrounds is not permitted.
 - f) Numbers may not overlap or wrap around onto the top of the tail section.
 - g) There are no number and letter combination numbers with WSMC (example: "10x" is not permitted).
 - h) 8" tall x 1" width stroke numbers are *preferred* but, 7" tall x 1" width stroke is allowed
26. 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.
27. Supercharging or turbocharging 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).
28. Drive chain master links must have their spring clip pointing in the direction of chain travel and must be safety wired or have silicone sealant product applied.
29. All axle nuts must be safety wired. If machine has a C-clip device on axle it must be safety wired. All axle pinch bolts must be safety wired.

GENERAL MOTORCYCLE REQUIREMENTS (continued)

30. The following items relate to performance modifications, and apply to all classes unless otherwise stated.
 - a) Cylinders may be 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.
31. All motorcycles shall be equipped with muffling devices that limit the sound to 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.
32. Removable exhaust baffles and/or cores must be safety wired.
33. All motorcycles, without exception, must be equipped with a working engine kill switch accessible without removing hands from the handgrips.
34. 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.). 1996-2005 Suzuki GSX-R600, 1996-2005 Suzuki GSX-R750, and 2001-2005 GSX-R1000 must have a case guard or aftermarket replacement case on the right side of the engine.
35. All motorcycles using full bodywork are **required** to utilize oil catch-pan style bodywork, this includes **any** motorcycle originally produced with full bodywork.
36. Any motorcycle running synthetic oil NOT factory equipped with a full fairing and catch pan is required to have belly/catch pan capable of holding the capacity of synthetic fluid used. RACERS FOUND VIOLATING THIS REQUIREMENT WILL BE FINED \$250.00 AND/OR SUSPENDED.

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.

- a) 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.
- b) Novice race classes are:

Lightweight	0 to 500cc
Middleweight	501 to 650cc
Heavyweight	651 to Open cc
- c) 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.).
- d) 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 Roadrace License status with a recognized roadracing 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 racedays. If the rider cannot provide such documentation, the rider must take and pass the WSMC New Racer School.
- e) 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.
 - f) 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.
 - g) Novice racers shall have each completed race signed off on back of their Novice Competition license by WSMC Staff after results are posted.
 - h) 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 December each calendar year. Riders violating this rule will be disqualified from Novice races.
 - i) Riders only compete for WSMC Class Championship and Overall Track Championship awards after advancing to Probational Expert/Expert license status.
 - j) Novice upgrade points are scored as are Expert class points (see page 10). Exception: Novices will not receive the point scale for 30 or more starters.
 - k) 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.

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 provided that they do not increase 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 swingarm mounted rear fender). Ring and pinion assemblies may not be changed unless involving manufacturer's optional parts.

SUPER STOCK REQUIREMENTS (continued)

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 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. Grips and hand levers may be changed.
8. Rigid footpegs may be modified to fold. Rearsets are allowed. Passenger footpegs may be removed, including their mounting brackets.
9. Clutch lining material and springs may be changed provided they use the unmodified stock hub and basket. The number of clutch plates must not be changed.
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 (allowing two individual lines to front calipers). 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 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 for electrical components must remain in place. Instruments may be added, removed, or modified. Smog devices, emission controls, and exhaust systems on California models may be removed provided they are replaced with factory parts consistent with the other 49 states. Street legal aftermarket parts may not be used for this purpose. All parts that may be removed under this rule must be able to be re-mounted in factory-installed positions; and function when operated (individual part failure excepted).
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 (continued)

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, swingarm 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.
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 rejettied. 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 are allowed (if different than California model).
22. Stock air box must be used, furthermore the airbox 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. Devices intended to assist shifting (i.e. electric, air or any other type) are not allowed.

MODIFIED PRODUCTION REQUIREMENTS

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. Except as otherwise stated in the WSMC rules, the following items may not be removed, changed, or modified.

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. Aftermarket oil coolers may be fitted.
6. The exhaust system may be repositioned for ground clearance or an aftermarket racing exhaust may be fitted.
7. 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, intended for street use. Generators and alternators may not be removed and must be in working order (individual part failure during event weekend exempt). Starter may be removed.
8. Chain and/or sprockets (including sprocket material) may be changed. Ring and pinion assemblies may be changed.
9. Instruments may be added, removed, or modified.
10. 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.
11. Steering dampers may be added, removed, or modified.
12. The seat may be changed. Footrests may be changed (rearsets allowed) or modified.
13. Bodywork is open, providing General Motorcycle Requirements are followed.
14. Aftermarket wheels may be fitted if they are compatible with the original, unmodified brake and/or drive components. Wheel size is open.
15. Stock brake calipers specific model is required. Stock rear brake rotors may be drilled and/or machined. Aftermarket steel rotors replicating o.e.m. dimensions may be used.

MODIFIED PRODUCTION REQUIREMENTS (continued)

16. Brake lining material may be changed and brake hub assemblies may be drilled for ventilation. Braided steel brake lines are allowed.
17. Brace tubes and gussets may be added to the frame or swingarm, but no original tubes may be removed or bent.
18. Rear swingarm may be stiffened and the swingarm pivot may be modified, but the frame may not be altered, except as provided in #17 above.
19. 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 up dating or backdating.
20. Carburetor bodies may not be modified but may be fitted with normally replaceable components for jetting purposes.
21. Air box may be modified or removed. Air cleaners and intake ducting may be modified, added, replaced, or removed. Velocity stacks may be fitted.
22. Oil injection pumps may be removed.
23. 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).
24. Tires are open; D.O.T. or racing slicks is permitted.
25. Starter may be removed.
26. Aftermarket triple clamps made for the specific model of bike may be used. (Stock forks as above in #23 must be utilized).
27. Devices intended to assist shifting (i.e. electric, air or any other type) are not allowed.

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 directors.
2. All requirements of items 1 through 7 relating to Formula classes shall apply to Superbike machines.
3. Superbike classes are as follows:
 - 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)
 - 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

Note on 550cc, 650cc, and 750cc Superbike: maximum of 1mm overbore is allowed as on page 15, number 26 "a" of General Motorcycle Requirements.

4. Twins racing "down a class" per the above allowances may not participate in any other Superbike displacement group at that same event.

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 30).

Formula One "TOYOTA CUP UNLIMITED F-1 GP"

1. Unlimited displacement, configuration, modification and fuel.

Formula Two

1. Up to 600cc 2-stroke single.
2. Up to 250cc 2-stroke water-cooled twins & multis
 - a) RD/RZ350 Yamahas are legal.
3. Up to 450cc 2-stroke air-cooled twins and multis.
4. Up to 650cc 4-stroke multis.
5. Up to 750cc 4-stroke twins.
6. Unlimited 4-stroke singles.

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. Formula 2 class motorcycles 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).

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

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

Formula Singles

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

APRILIA CHALLENGE

1. 1995-year model and newer Aprilia RS250 production bikes with original equipment frame, subframe and swingarm are required. These components may not be modified.
2. O.E.M. brakes and wheels are required. Aftermarket brakepads 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 65.0 horsepower nor displace more than 317cc:
 - a) The two-stroke injection pump must be installed and operational.
 - b) O.E.M. airbox must be in place and operational. An air filter must be in place and operational. Aftermarket air filters are allowed.
 - c) Aftermarket reed petals may be used.
 - d) 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.
 - e) O.E.M. ignition system as supplied with the motorcycle in the year it was produced is required. No modifications are allowed.
 - f) Aftermarket clutch plates may be used.
 - g) Aftermarket exhaust systems may be used.
 - h) Kickstarter mechanism may be removed.
 - i) Headlight, taillight, turn signals and kickstand must be disconnected from wiring system and removed.
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.

500 and 660 SINGLES 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.

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 stock. 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.) Swingarms must be stock.
 - e.) Wheels must be stock.
 - f.) 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.
 - g.) Tires must be D.O.T. street-legal approved. Slicks are not allowed.
 - h.) Steering damper may be added.
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. 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 stock. 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.) Swingarms 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.
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
 - a.) Streamlining (i.e. fairing) is not permitted, unless motorcycle was so equipped (oem) stock.

VINTAGE and BATTLE OF THE TWINS CLASS REQUIREMENTS

Vintage Heavyweight and Vintage Lightweight ("Dinosaur")

1. Vintage "Dinosaur" is open to production motorcycles as follows:
 - a) Vintage Lightweight: 1985 year model and earlier; 0 to 650 cc displacement
 - b) Vintage Heavyweight: 1985 year model and earlier; 651 to Open cc displacement
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.
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) Tires must be D.O.T. street-legal. No racing slicks allowed.

Battle of the Twins (B.O.T.T.)

All B.O.T.T. classes run under Superbike rules.

1. B.O.T.T. Lightweight
 - a) Lightweight twins are limited to maximum of 500cc 4-stroke twins.
 - b) 500 and 660 Singles may be raced in BOTT Lightweight under their specific class rules on pages 31 and 32.

2. B.O.T.T. Middleweight
 - a) 501cc to 750cc displacement air or water-cooled, two or four valve head four-strokes twins.
 - b) 501cc to 905cc displacement air-cooled, two-valve head 4-stroke twins.
 - c) 501cc to 1200cc air-cooled pushrod twins.

3. B.O.T.T. Heavyweight
 - a) Heavyweight twins are 751cc to unlimited displacement 4-stroke twins.

2005 WSMC TOYOTA CUP

Motorcycle Roadrace Event Schedule

WILLOW SPRINGS INTERNATIONAL RACEWAY

"Racing exclusively on the fastest road in the west!"

JANUARY 14-15-16, 2005	Round 1
FEBRUARY 18-19-20, 2005	Round 2
MARCH 18-19-20, 2005	Round 3
▲ APRIL 15-16-17, 2005	Round 4
MAY 13-14-15, 2005	Round 5
▲ JUNE 17-18-19, 2005	Round 6
JULY 15-16-17, 2005	Round 7
▲ AUGUST 19-20-21, 2005	Round 8
SEPTEMBER 16-17-18, 2005	Round 9
* OCTOBER 14-15-16, 2005	Round 10
NOVEMBER 18-19-20, 2005	Round 11
DECEMBER 16-17-18, 2005	Round 12

* Toyota 200 event No New Racer School

▲ Double Points event

Friday: Track time for street riders and racers

Saturday: Racers practice and New Racer School | Sunday: Racing!

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Visit Willow Springs on the web at
www.willowspringsraceway.com