

Novice Restructuring Topics, Discussion
Combined from Jeff Lane, #97, Chris Wilcox
#47, Seppi Hutter

Novice/Sportsman Merger - Jeff Lane #97, With Inclusions of Chris Willcox, Seppi Hutter Proposals

Summary: Combine the Novice class and Sportsman class races to make Amateur classes that encompass both novice and transitioning racers. Upshot: Amateur class racers cannot enter "premier" Formula classes, and only get daily awards.

- Elimination of separate Novice races. **Note:** Novice as a license classification remains.
- Eliminate Sportsman
- Create Amateur 600, 1000, MW
- Amateur class races are considered an exhibition event for daily awards only and do not accrue Championship points or receive season-end awards.
 - First year Novices do accrue points for a novice championship
- 600/1000 Novice racers race in Amateur classes.
 - All novice requirements remain, including a 10 race graduation requirement.
- Expert racers entering Amateur races cannot enter Formula races in the same weekend.
- Expert riders winning 6 podium positions in an Amateur class in a single year automatically disqualifies them from future entry in that Amateur class. They may still enter other Amateur classes on a different bike type. Riders may petition the Race Direction to waive this restriction. This should be considered largely self-policing and the responsibility of participating racers to protest ineligible competitors. The Race Direction and Referee have full discretion to disqualify, promote or demote any racer to Amateur classes, requested or not.
- A disqualification lap time is *not* used in Amateur class races.

Notes: Committee sees merit in this restructuring. Proposal incorporates changes from committee

For: Chris, Colt, Craig, CJ, Dion, Mallory, Jeff, Stephen, Dave, Danielle

Against:

Abstain:

Full details.

https://docs.google.com/document/d/1YSn0sS2c9UM7kQEQ28r5W5UveZr1KIjgZgLRABSMvbU/edit?fbclid=IwAR0ZUVRYSRT3bCD_ViN-mDDDzTTMDDeBvZnnfoFUHVF A12EadEeIntAajTqg

Why do you believe this change should be made?

Current Sportsman class races do not incentivize racers to improve their skills, and in fact these races take away track time, awards, and incentives from other racers. If these riders are not comfortable with or capable of racing in Expert races, they are by definition Novices. The club should classify them as such. Additionally, the tracking of DQ breakout times and class eligibility creates additional organizational overhead on the race staff that is simply not necessary. For Novices, today's riders come to the club with far more track time and associated skill. The current Novice program is focused far too much on a championship and awards than developing racecraft and getting riders to Expert grids as soon as possible. Novices will learn at a far greater pace by gridding with Expert racers instead of leading other Novices or racing with Sportsman riders (that we've already defined as not as skilled as full Experts). The club should recognize the achievements of Novices in a short period of time, evaluate their skills, and get them to the Expert grids as soon as possible.

Wave Novices with Experts, Eliminate standalone novice class, Chris Wilcox #47

Goals:

- Create more space for races. Get Novices and experts alike 4 races per weekend.
- Ensure the faster novices see more races, not less than slow novices.
Provide novices more opportunities to see expert racing, learn and grow from it.
 - modify rulebook to grid novices in a wave behind experts
- Eliminate any motivation for a qualified rider to stay in Novice. The only goal of Novice is to build competent experts. It is not a destination in and of itself.

See

<https://docs.google.com/document/d/1GzOuFAJG2G0L1xQRSfqqEspuDes-aMugKjV3ZX64E7g/edit?usp=sharing> for full changes necessary

Part 1: move novices to be allowed to race in classes now considered expert only

Part 2: clarify that novices will be quick waved behind experts in class, OPTIONAL: consider a separate amateur class here. (600 Amateur)

Part 3: remove novice as a separate class. Maintain Sportsman as a place for slower racers to compete. Stepping stone to 600ss, 600sbk.

Part 4: specify that f2 and fu are expert only classes

Part 5: Specify that novices are allowed to enter sportsman even if they have DQ'd but are ineligible for awards.

Optional: remove breakout altogether but keep F2 or Sportsman as exclusive as the pressure to graduate

Not voted on. Instead incorporated into Proposal above

Member: Seppi Hutter, #22 (#810)

Relevant Section: Section D2 – Superbike Regulations

Current Section: Section D2, Subsection G (Open Sportsman), I (600 Sportsman), J (Novice Sportsman's)

Proposed Section and language: Eliminate all these classes and form 2 new classed called

- 1000 Amateur
- 600 Amateur

- i. The primary purpose of this glass is to allow the beginning racers and slower racers to gain confidence and experience under racing condition. Motorcycles entered in the Amateur class are subject to the same equipment and requirements as all other classes
- ii. The 1000 Amateur class will utilize the open superbike rules.
- iii. The 600 Amateur class will utilize the 600 superbike rules.
- iv. 1st or 2nd year Racers will still be considered "Novice" Racers and will be required to follow all the typical Novice rules including the use of 900 Numbers and yellow plates.
- v. 1st or 2nd year (Novice) Racers are NOT subject to breakout timing rules
- vi. Expert racers may enter the Amateur class but are subject to breakout timing rules.
- vii. 1st or 2nd year (Novice) Racers will earn points towards the "Novice Championship" Expert Racers will NOT earn points towards the "Novice Championship"
- viii. Expert Racers who enter the Amateur class will NOT be allowed to run in any other open/1000/600 expert race, unless they break out
- ix. Breakout times for Expert 600 racers competing in 600 Amateur shall be the same as the former 600 sportsman times
- x. Breakout times for Expert 1000 racers competing in 1000 Amateur shall be the same as the former 1000 sportsman times
- xi. Expert Racers competing in Amateur classes and record a breakout lap time will be awarded their finishing position and award but are disallowed from future participation in that class at the track they break out.
- xii. Amateur competitors who have machinery that complies with the 250 ninja cup, vintage, MW Superbike, MW SS, LW Superbike, LW SS, ULW Superbike, ULW SS or 450 Superbike class can run up to two of those classes in lieu of 1000/600 amateur.
- xiii. Amateur competitors may only compete on one type of machine per day (disabling a cylinder is considered a secondary machine which IS NOT Allowed). No exceptions
- xiv. Amateur competitors that are riding slower machines or are relatively "slow" riders may be directed by the reference to ride with another appropriate class
- xv. See Section B.8.d for Graduation Requirements

Not voted on. Instead incorporated into Proposal above

Relevant Section: Section D2 – Superbike Regulations

Current Section: Section D2, Subsection G (Open Sportsman), I (600 Sportsman), J (Novice Sportsman's)

Proposed Section and language: Eliminate all these classes and form 2 new classed called

- 1000 Amateur
- 600 Amateur

The rulebook would generally read as this

- i. The primary purpose of this glass is to allow the beginning racers and slower racers to gain confidence and experience under racing condition. Motorcycles entered in the Amateur class are subject to the same equipment and requirements as all other classes
- ii. The 1000 Amateur class will utilize the open superbike rules.
- iii. The 600 Amateur class will utilize the 600 superbike rules.
- iv. 1st or 2nd year Racers will still be considered "Novice" Racers and will be required to follow all the typical Novice rules including the use of

breakout timing rules.

vii. 1st or 2nd year (Novice) Racers will earn points towards the “Novice Championship”

Expert Racers will NOT earn points towards the “Novice Championship”

viii. Expert Racers who enter the Amateur class will NOT be allowed to run in any other open/1000/600 expert race, unless they break out

ix. Breakout times for Expert 600 racers competing in 600 Amateur shall be the same as the former 600 sportsman times

x. Breakout times for Expert 1000 racers competing in 1000 Amateur shall be the same as the former 1000 sportsman times

xi. Expert Racers competing in Amateur classes and record a breakout lap time will be awarded their finishing position and award but are disallowed from future participation in that class at the track they break out.

xii. Amateur competitors who have machinery that complies with the 250 ninja cup, vintage, MW Superbike, MW SS, LW Superbike, LW SS, ULW Superbike, ULW SS or 450 Superbike class can run up to two of those classes in lieu of 1000/600 amateur.

xiii. Amateur competitors may only compete on one type of machine per day (disabling a cylinder is considered a secondary machine which IS NOT Allowed). No exceptions

xiv. Amateur competitors that are riding slower machines or are relatively “slow” riders may be directed by the reference to ride with another appropriate class

xv. See Section B.8.d for Graduation Requirements

Why do you believe this change should be made? See attached reasons

Member: Seppi Hutter, #22 (#810)

i. The primary purpose of this glass is to allow the beginning racers and slower racers to gain confidence and experience under racing condition. Motorcycles entered in the Amateur class are subject to the

vi. Expert racers may enter the Amateur class but are subject to breakout timing rules.

vii. 1st or 2nd year (Novice) Racers will earn points towards the "Novice Championship"

Expert Racers will NOT earn points towards the "Novice Championship"

viii. Expert Racers who enter the Amateur class will NOT be allowed to run in any other open/1000/600 expert race, unless they break out

ix. Breakout times for Expert 600 racers competing in 600 Amateur shall be the same as the former 600 sportsman times

x. Breakout times for Expert 1000 racers competing in 1000 Amateur shall be the same as the former 1000 sportsman times

xi. Expert Racers competing in Amateur classes and record a breakout lap time will be awarded their finishing position and award but are disallowed from future participation in that class at the track they break out.

xii. Amateur competitors who have machinery that complies with the 250 ninja cup, vintage, MW Superbike, MW SS, LW Superbike, LW SS, ULW Superbike, ULW SS or 450 Superbike class can run up to two of those classes in lieu of 1000/600 amateur.

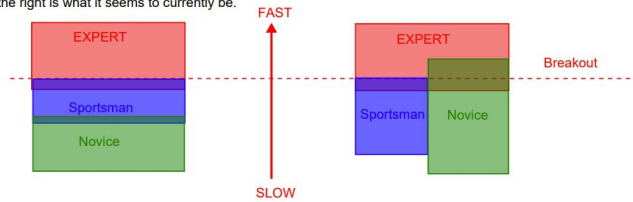
xiii. Amateur competitors may only compete on one type of machine per day (disabling a cylinder is considered a secondary machine which IS NOT Allowed). No exceptions

xiv. Amateur competitors that are riding slower machines or are relatively "slow" riders may be directed by the reference to ride with another appropriate class

xv. See Section B.8.d for Graduation Requirements

Amateur Class Proposal

Overall, there is a general frustration for the 1000/600 sportsman classes in the paddock. I think that there are a lot of people who see its purpose it just needs to be revamped. I've talked to a lot of people about this and what I have gathered is that before track days became popular novices would come racing and generally, they would be pretty slow and not have a ton of on track experience. They would graduate, move up into sportsman and then when they felt comfortable they would move into the highest classes. Currently, riders spend much more time at track days before they come racing and its pretty typical to see first time sportsman racers breakout on their first go. On the left is what it used to be on the right is what it seems to currently be.



As you can see if the point of sportsman was to provide an intermediate class for racers to move up towards the expert there is really no place for it anymore as most of the novices are well on their way to having the times needed to run with the experts.

The other issue that our current class structure has created is that slower racers get to race more than faster racers. If you are a Fast Expert 600 racer you are allowed to race 3 races per weekend (F2, 600 SBK, 600 SS). If you are a slow expert racer you are allowed to race 4 races per weekend (Sportsman, Sportsman, 600 SBK, 600 SS). If you are a fast novice you are allowed to race 2 races per weekend (600 Novice, 600 Novice). If you are a slow novice you are allowed to race 4 races per weekend (600 Novice, 600 Novice, 600 sportsman, 600 Sportsman).

Typically Sportsman is made up of experts and novices that haven't broken out. As a novice I pretty much raced the same people in Novice as I did in sportsman so let's just combine them into one class called Amateur. A "novice" would still be required to finish 10 races and it would take the same amount of race weekends as it does now. By keeping breakout rules in place for experts and not allowing them to score point but making 1st or 2nd year racers (Novices) to score points and not breakout you accomplish a couple things. It would preserve the novice championship and it would make it so expert couldn't accrue points and want to move up into the expert races.

If you combine the 2 Sportsman Races and 2 novice races and create 3 Amateur Races you would be able to provide the 600 expert class with the 4th race per weekend that many of them have been asking for. This would also bring in more money for the club as there are more 600SS riders than 600sportsman and breakout novices would be paying for one more race. On the next page is the before and after

Currently between the 600s and 1000s racers this is the racing breakdown:

1. Formula Ultra
2. Formula Ultra
3. Open Supersport
4. Open Superbike
5. 600 SS
6. 600 SKB
7. Formula 2
8. Open/600 Sportsman - Waved
9. Open/600 Sportsman - Waved
10. 1000/600 Novice - Waved
11. 1000/600 Novice - Waved

I proposed to change it to this

1. Formula Ultra
2. Formula Ultra
3. Open Supersport
4. Open Superbike
5. 600 SS
6. 600 SKB
7. Formula 2
8. Formula 2
9. 1000/600 "Amateur" - Waved
10. 1000/600 "Amateur" - Waved
11. 1000/600 "Amateur" - Waved

That way there are four expert races for both 1000s and 600s. The sportsman and novice crowd now get 3 races each weekend. The faster riders get more races and the slower riders get less. No change to the amount of races per weekend. Additional, I would propose that "novice" and "sportsman" Practice/Qualifying be combined into one one session of "Amateur (Open/600) / F-Female / F40" This would save 20 minutes of track time on Saturday and 10 on Sunday.

To me this seems like a good solution to the challenges that sportsman creates while still preserving most of the typical novice process. Also, for the record, I will be not be racing a 600 or 1000 (SV 650) so I have no skin in this game, I just truly believe that this is a good solution moving forward

Thank you for your time,

Sportsman, Novice Discussion

Relevant Section	Member
SECTION D2 – SUPERBIKE REGULATIONS D2.3.j	Chris Wilcox, #47
Current	Proposed
N/A Add additional item, likely between current vi and vii.	Novice Classes are exhibition events for daily awards only and do not accrue Championship points or receive season-end awards MODIFY: Only 1st year novices accrue championship points for the end of the year awards.
Why do you believe this change should be made?	
Novice Classes are exhibition events for daily awards only and do not accrue Championship points or receive season-end awards I have seen Novices stay in novice beyond their need in order to win the championship. Novice is meant to be, by the rulebook "The primary purposed of this class is to allow the beginning racer to gain confidence and experience under racing conditions.". This change ensures that is why riders are in Novice and graduates them when they are ready, not once they have collected their trophy.	

For: Chris, Jeff, Dave, Danielle, Colt, CJ, Craig, Mallory, Stephen, Dion

Against:

Abstain:

Notes:

We do not believe this change would affect contingency or affect AMA qualification.

Riders of bikes not in novice 600/1000 already don't get class points/championship points. Position points accrue in novice championship.

Spirit of a championship, is to incentivize people to get better, do the best they can while they are getting that experience committee appreciates the novice championship, but not the folks that are sticking around just for it.

Relevant Section

SECTION D2 – SUPERBIKE REGULATIONS
D2.3.g, D2.3.i

Member

Chris Willcox, #47

Current

600 Sportsman
Open Sportsman

Proposed

Eliminate 600 Sportsman in favor of combined
Open Sportsman, use 600 Sportsman DQ times

Why do you believe this change should be made?

Looking over past years, entrance to Open Sportsman is low, and many are passed by the 600 wave. Similar to what was done with 600 Classic and Open Classic, I recommend removing a wave, running this as one race event.

I also think eliminating a wave may allow scheduling MW Sportsman concurrently with this class further compressing race day scheduling.

Superceded by above voted upon restructure

Relevant Section

SECTION D2 – SUPERBIKE REGULATIONS
D2.3.g.iii

Member

#47, Chris Wilcox
wmrra@crwilcox.com

Current

Class competitors who record a fastest lap time under (1) 1:32 at Pacific Raceways, (2) 1:56 at The Ridge Motorsports Park, and (3) 1:11 (no chicane, see OMRRA Rulebook Section C13) at Portland International Raceway will be awarded their finishing position in that race, then disallowed from future participation in the class.

Proposed

Class competitors who record a fastest lap time under (1) 1:32 at Pacific Raceways, (2) 1:56 at The Ridge Motorsports Park, and (3) 1:11 (no chicane, see OMRRA Rulebook Section C13) at Portland International Raceway will be awarded their finishing position in that race, then disallowed from future participation in the class **at all tracks.**

Why do you believe this change should be made?

While the previous wording isn't ambiguous, there was discussion about it being so. Adding the preposition "at all tracks" ensures there is no alternative interpretation.

Same alteration is required for MW Sportsman as well as 600 Sportsman.

This eliminates an issue caused by allowing running at tracks where a rider hasn't DQ'd. It would in effect allow someone to podium 3 separate times before leaving the class. A rider that is fast at one track is likely fast at the others. And it causes backpressure from entering FU/F2 when the rider is likely ready to advance.

Superceded by above voted upon restructure

Relevant Section

SECTION D2 – SUPERBIKE REGULATIONS
D2.3.g and D2.3.h and D2.3.i

Member

Zac Smith, #58
Zemerysmith@msn.com

Current

g. Open Sportsman
i. Machines that meet WMRRRA Open Superbike Regulations
ii. Minimum 700cc displacement. Machines below 700cc may race open sportsman on a case by case basis as evaluated by the race director and referee
iii. Class competitors who record a fastest lap time under (1) 1:32 at Pacific Raceways, (2) 1:56 at The Ridge Motorsports Park, and (3) 1:11 (no chicanes, see OMRRA Rulebook Section C13) at Portland International Raceway will be awarded their finishing position in that race, then disallowed from future participation in the class.
iv. Novices who break out will have their race considered for their 10-race graduation total.
v. Race director/Referee determines competitor class eligibility.
vi. Open Sportsman is an exhibition event for daily awards only and does not accrue Championship points or receive season-end awards.
vii. Lap time requirements may be adjusted by the referee and race director at any time during the season.
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viii. Racers will not be allowed to race in Formula Ultra or Formula 2 in the same weekend that the racer has competed in any Sportsman class.

Proposed

Just elimination of that section
Sportsman classes do not serve the interest of the club and take away track time from other racers. They are purely ego classes as there is no safety component. If riders are not comfortable in expert grids, they are definitionally novices.

Why do you believe this change should be made?

As it stands, Novice racers who petition sportsman successfully are afforded more track time than 600 experts. Additionally, experts who are slow enough are afforded more track time than more skilled experts.

IMO this goes directly against the charter of the club and is not in fact promoting racing.

Superceded by above voted upon restructure

Relevant Section

SECTION D – CLASSES AND REGULATIONS .

Member

Adam Roberts, #89
adam0289@hotmail.com

Current

SPORTSMAN CLASS

Proposed

ELIMINATE SPORTSMAN

Why do you believe this change should be made?

trackdays prepare for novice, novice prepares for expert. We need to stop coddling new racers. novice is enough. get them up to enlarge the grids and take some weight off the schedule.

Superceded by above voted upon restructure

**SECTION B – LICENSES,
ENTRIES, AND RACING
NUMBER ALLOCATION**

Relevant Section	Member
SECTION B – LICENSES, ENTRIES, AND RACING NUMBER ALLOCATION B.2.C and B.2.D	Kevin O'Neill, 999 onekev17@gmail.com
Current	Proposed
General comment about novice numbering convention	Match novice number naming convention to OMRRA.
Why do you believe this change should be made?	
Is frustrating that a 700 bike in WMRRA is expert but its a Novice in OMRRA. This may mean that OMRRA changes their rules, but it would make sense if WMRRA had to initiate the conversation. Better uniformity due to joint rounds.	

Result: Rejected.

Notes: We do not see a logistical issue for WMRRA with 900->800. Perhaps communication with OMRRA would be warranted.

For:

Against: Chris, Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave

Relevant Section

SECTION B – LICENSES, ENTRIES, AND RACING
NUMBER ALLOCATION
B.4.e

Member

#47, Chris Wilcox, wmrra@crwilcox.com

Current

e. Retired/reserved race numbers at WMRRA are 55, 283, 303 and 928.

Why?

There are more numbers in registration listed as reserved than are currently retired. Number list should be more specific so it is understood why numbers are retired. Alternatively, if these are reserved but with a more temporary timeline, we should add an additional section clarifying why they are unavailable

NOTE: list will be finalized by eboard and BOD

Proposed

Add a new, separate section to the rulebook, for retired/reserved, and in memoriam numbers (active numbers), and lifetime memberships.

- 9, Marty Wilkison, Retired 2008
- 55, Rich King, Retired 2018
- 74, Mike Sullivan, Retired UNKNOWN
- 134, Kurt Husted, Retired 2009
- **236 Jim Bailey, Retired UNKNOWN**
- **254 Wylie Brandell, Retired UNKNOWN**
- 283, Casey Clarke, Retired 2014
- 303, Kelly Johnson, Retired 2017
- **314 Claude Jenkins, Retired UNKNOWN**
- **444 John Doyle, Retired UNKNOWN**
- **726 Alex Anderson, Retired UNKNOWN**
- 928, Khalil Mohmed, Retired 2010

New additions to discuss: Pierce Lutz, Sam Crawford, Jim West

NOTE: BOD to have a discussion on term limits/exact qualifications of how these numbers are chosen, this falls outside of the Eboard decisions.

For: Chris, Colt, Craig, CJ, Mallory, Dion, Kumpy (tie breaker), Jeff, Stephen, Dave, Danielle

Against:

Notes:

Committee agrees with added transparency. Committee adds that we should move this to its own page in rulebook, near history of WMRRA. List from Chris Loomis from 2019 identifies a few racers that weren't identified as retired (bolded) but numbers have been reserved in past.

Committee Requests that BOD investigate guidelines for entrance to this list as well as possible term limits to avoid reducing rider number pool. For instance: Propose a term limit of 10 years. Make reserved/retired, and in memoriam, in memoriam are available. Consider lifetime membership group for folks like mike sullivan to clarify this as different than retired? Rules committee is directing discussion of term limits for numbers, exact qualifications to the BOD as an executive decision

SECTION D2

Relevant Section

SECTION D, Various

Member

Chris Wilcox, #47
wmrra@crwilcox.com

Current

D1.1.d.i and D2.1.d and D3.1.c.i

Proposed

Strike this as B.8.d.i. Contains the same content. This creates a possibility for conflict in the rulebook on edits, increases length

Why do you believe this change should be made?

- Currently the rulebook has duplicated sections that don't add.

Accepted as a housekeeping item. Mallory will work on this.

Relevant Section

SECTION D2 – SUPERBIKE REGULATIONS
D.2.J.V

Member

Kevin O'Neill, 999
onekev17@gmail.com

Current

Novice competitors may only compete on one machine per day. Exceptions may be approved in advance by the WMRRA Referee and/or Race Director.

Proposed

Novice competitors may only compete on one machine type per day. ~~No exceptions.~~

Why do you believe this change should be made?

As a novice, I requested approval to ride two bikes and was denied as I was told the rule book did not allow it. Clearly, based on the rulebook, it is allowed with approval but if it is the position of the organization that only one bike be allowed, it should be more clear in the rule book.

For: Chris, Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave, Danielle

Against:

Abstain:

Notes: The rulebook already allows discretion to be applied by race direction and referee. This is here to bring clarity to exceptions folks may see. Though it is redundant. Committee strikes no exceptions to remove redundancy. Also clarify machine type, not machine.

SECTION D3/D3 Cont'd

Relevant Section

SECTION D3 – FORMULA/GRAND PRIX REGULATIONS
D3.2.d - Formula Female

Member

Jen Chancellor #319

Current

Formula Female
i. 600cc and above multi-cylinder, four-stroke
ii. 700cc and above water cooled twin-cylinder, four-stroke
iii. Up to 1200cc twin-cylinder, AIR-COOLED four-stroke
iv. 675cc and above three-cylinder, four-stroke
v. Racers must be female as defined by Washington state law.
vi. Class points are awarded, but points do not count towards Overall Title Championships.

Proposed

Female GP
i. 600cc and above multi-cylinder, four-stroke
ii. ~~649cc and above water cooled~~ twin-cylinder, four-stroke
iii. Up to 1200cc twin-cylinder, AIR-COOLED four-stroke
iv. 675cc and above three-cylinder, four-stroke
~~v. If a rider achieves a time of at least 110% recorded by the fastest rider in the qualifying session, the rider shall be permitted to ride/compete on a smaller machine.~~
v. Racers must be female as defined by Washington state law.
vi. Class points are awarded, but points do not count towards Overall Title Championships.

Why do you believe this change should be made?

This shall allow riders with the same or better skill to participate in this class regardless of bike size.

For: Chris, Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave, Danielle

Against:

Abstain:

Note: Renaming Formula Female classes to Female GP to align with proposed restructuring of amateur and expert (so as to not consider this class a formula class)

Relevant Section

SECTION D3 – FORMULA/GRAND PRIX REGULATIONS
D3.2.d - Formula Female

Member

Jen Chancellor #319

Current

Formula Female
i. 600cc and above multi-cylinder, four-stroke
ii. 700cc and above water cooled twin-cylinder, four-stroke
iii. Up to 1200cc twin-cylinder, AIR-COOLED four-stroke
iv. 675cc and above three-cylinder, four-stroke
v. Racers must be female as defined by Washington state law.
vi. Class points are awarded, but points do not count towards Overall Title Championships.

Proposed

~~Female Sportsman Heavyweight (FEMHRA Heavyweight)
i. 600cc and above multi-cylinder, four-stroke
ii. 650cc and above water-cooled twin-cylinder, four-stroke
iii. Up to 1200cc twin-cylinder, AIR-COOLED four-stroke
iv. 675cc and above three-cylinder, four-stroke~~

Female GP Lightweight (NEW CLASS)

Any machine of ~~Middleweight Super Sport~~ Lightweight Superbike, and Ultra lightweight Superbike.
Racers must be female as defined by Washington state law.
~~Classes can combine Expert and Novice Women Riders~~
Class points are awarded, but points do not count towards Overall Title Championships. (Unless a Female Overall Championship is established)

Why do you believe this change should be made?

Formula Female should be changed from a Formula Class to a Sportsman Class, as "Formula" is for motorcycles that are built/highly modified to increase performance beyond Superbike performance. The Female Race class should be opened up to be more inclusive of women on all bikes. The way Formula Female is currently structured, it excludes many of the female riders from participating, as many of us ride bikes smaller than 600s. This class currently doesn't have regular enough participation to justify keeping this class as currently structured.

Note: Previous proposal included some elements, stricken to create a class for bike types not allowed in Female GP, lightweight, ultralightweight. Scheduling of this class will be worked out during the scheduling committee meeting (Colt to coordinate), most likely will wave with other lightweight classes.

For: Chris, Colt, Craig, CJ, Mallory, Jeff, Stephen, Dave, Danielle

Against:

Abstain: Dion

Relevant Section

SECTION D2 – SUPERBIKE REGULATIONS
D2.3.b

Member

John Bartlett #207

Current

- b. 450 Superbike
- i. Up to 125cc single-cylinder, two-stroke
- ii. Up to 450cc multi-cylinder, four-stroke
- iii. Up to 600cc multi-cylinder, four-stroke, up to and including 1990 models
- iv. Up to 700cc twin-cylinder, four-stroke
- v. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
- vi. Open single-cylinder, four-stroke

Proposed

- b. 450 Superbike
- i. Up to 450cc multi-cylinder, four-stroke (Kawasaki 636 Disabled Cylinder allowed)
- ii. Up to 600cc multi-cylinder, four-stroke, up to and including 1990 models
- iii. Up to 650cc twin-cylinder, four-stroke
- iv. Up to 910cc twin-cylinder, AIR-COOLED four-stroke

Why do you believe this change should be made?

This change is intended to differentiate 450 Superbike from MW Superbike and provide an intermediate middleweight class in which superbike SV650's, Ninja 650's, and cripple triples can be competitive.

Under the current rulebook, 450 Superbike is effectively the same as Middleweight Superbike, and both classes are dominated by bikes with significantly higher power-to-weight compared to the competition. In particular, there are 3 options that have consistently taken the podium with OMRRA and WMRRA in the current and past season: The Kramer HKR EVO, the new Aprilia RS660, and the 450 "GP" bikes (450 mx motor in 125GP frames). As you can see below (I apologize for the formatting as pasted from excel), these motorcycles all have power:weight ratios of approximately 0.19-0.20 whp/lb assuming a 150 lbs rider. For comparison, the more common MW club race bikes, a "superbike" SV650 or a cripple triple, have power:weight ratios of 0.15-0.16 whp/lb. In fact, a properly setup Kramer HKR may be closer in power:weight to a 600 class bike than to a SV650.

Motor	Blue Weight	Red Weight	HP/150lbs
450 "GP"	64	150	0.194
Kramer	80	200	0.200
Cripple Triple	80	370	0.154
Superbike SV	80	300	0.160
RS660	120	300	0.168
600 SS	120	370	0.221

I gathered these data from conversations with other racers and my own experience. If you feel anything is misrepresented please let me know and suggest data sources to corroborate.

Therefore, if our intention is to provide competitive and balanced classes, it is appropriate to provide a class in which superbike SV650's, Ninja 650's, and cripple triples can be competitive. I selected 450 Superbike in my proposal as the class to modify, but there may be other options to achieve the same result. By eliminating the single cylinder configurations, and limiting non-air-cooled bikes to 650cc, this creates a fair and balanced class. The middleweight class hierarchy, and associated competitive bike may then become:

MW SS Superlight SV650
450 Superbike Superbike SV650, Cripple Triple
Middleweight Superbike: Kramer, 450 GP, RS 660

This provides opportunities for club racers of differing financial means to have a home class in which they may be competitive, without adding classes to an already packed schedule. As always, riders are welcome to sign up a class in order to gain track time and experience.

P.S. I know that someone on the WMRRA or OMRRA rule committee is going to bring up Alex Taylor or Dustin Watson as the counterpart to this proposal. In that they were competitive in MW Superbike an what would be a 450 Superbike in my proposal. Keep in mind, that both of these riders are Mid-America level racers, and were able to qualify and finish mid-pack in Trans Cup. At the club level then, it should come as no surprise that they can succeed against club-level racers even when riding under-classed machines.

For:

Against: Chris, Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave, Danielle

Abstain: Jeff

Notes: Changes would complicate class alignment and intent of class structure with OMRRA. Also would lessen participation in class which is important for the club.

Why From Slide:

This change is intended to differentiate 450 Superbike from MW Superbike and provide an intermediate middleweight class in which superbike SV650's, Ninja 650's, and cripple triples can be competitive.

Under the current rulebook, 450 Superbike is effectively the same as Middleweight Superbike, and both classes are dominated by bikes with significantly higher power-to-weight compared to the competition. In particular, there are 3 options that have consistently taken the podium with OMRRA and WMRRA in the current and past season: The Kramer HKR EVO, the new Aprilia RS660, and the 450 "GP" bikes (450 mx motor in 125GP frames). As you can see below (I apologize for the formatting as pasted from excel), these motorcycles all have power:weight ratios of approximately 0.19-0.20 whp/lb assuming a 150 lbs rider. For comparison, the more common MW club race bikes, a "superbike" SV650 or a cripple triple,

have power:weight ratios of 0.15-0.16 whp/lb. In fact, a properly setup Kramer HKR may be closer in power:weight to a 600 class bike than to a SV650.

	WHP	Bike-Weight	Rider-Weight	HP/Lbs
450 "GP"	64	180	150	0.194
Kramer	86	280	150	0.200
Cripple Triple	80	370	150	0.154
Superbike SV	80	350	150	0.160
RS660	99	350	150	0.198
600 SS	120	370	150	0.231

I gathered these data from conversations with other racers and my own experience. If you feel anything is misrepresented please let me know and suggest data sources to corroborate.

Therefore, if our intention is to provide competitive and balanced classes, it is appropriate to provide a class in which superbike SV650's, Ninja 650's, and cripple triples can be competitive. I selected 450 Superbike in my proposal as the class to modify, but there may be other options to achieve the same result. By eliminating the single cylinder configurations, and limiting non-air-cooled twins to 650cc, this creates a fair and balanced class. The middleweight class hierarchy, and associated competitive bikes may then become:

MW SS: Supersport SV650

450 Superbike: Superbike SV650, cripple triple

Middleweight Superbike: Kramer, 450 GP, RS 660

This provides opportunities for club racers of differing financial means to have a home class in which they may be competitive, without adding classes to an already packed schedule. As always, riders are welcome to race up a class in order to gain track time and experience.

P.S. I know that someone on the WMRRA or OMRRA rules committee is going to bring up Alex Taylor or Dustin Walbon as the counterpoint to this proposal, in that they were competitive in MW Superbike on what would be a 450 Superbike in my proposal. Keep in mind, that both of these riders are MotoAmerica level racers, and were able to qualify and finish mid-pack in Twins Cup. At the club level then, it should come as no surprise that they can succeed against club-level-racers even when riding under-classed machines.

Current class structure:

b. Middleweight Supersport

- i. Up to 500cc multi-cylinder, four-stroke
- ii. Up to 650cc twin-cylinder, four-stroke
- iii. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
- iv. Open single-cylinder two or four-stroke
- v. Production chassis only. Grand Prix and Moto3 motorcycles and/or frames are prohibited.

b. 450 Superbike

- i. Up to 125cc single-cylinder, two-stroke
- ii. Up to 450cc multi-cylinder, four-stroke
- iii. Up to 600cc multi-cylinder, four-stroke, up to and including 1990 models

- iv. Up to 700cc twin-cylinder, four-stroke
- v. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
- vi. Open single-cylinder, four-stroke

c. Middleweight Superbike

- i. Up to 125cc single-cylinder, two-stroke
- ii. Up to 500cc multi-cylinder, four-stroke
- iii. Up to 600cc multi-cylinder, four-stroke, up to and including 1990 models
- iv. Up to 700cc twin-cylinder, four-stroke
- v. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
- vi. Open single-cylinder, two or four-stroke

SECTION D2/D4

Class Simplification/Elimination Proposals

Jeff Lane #97, proposal

Rename Formula 2 → Formula 600

Note: removed from amateur realignment for a separate vote

For: Chris, Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave,
Danielle

Against:

Relevant Section

SECTION D2 – SUPERBIKE REGULATIONS
D.3.b

Member

Zac Smith, #58
Zemerysmith@msn.com

Current

450 Superbike
i. Up to 125cc single-cylinder, two-stroke
ii. Up to 450cc multi-cylinder, four-stroke
iii. Up to 600cc multi-cylinder, four-stroke, up to and including 1990 models
iv. Up to 700cc twin-cylinder, four-stroke
v. Up to 910cc twin-cylinder, AIR-COOLED four-stroke
vi. Open single-cylinder, four-stroke

Proposed

Elimination of the class

Why do you believe this change should be made?

It's exactly the same as MW superbike. It's now been gridded with Formula Female but neither of these classes are necessary. One is exclusionary and one is a duplicate of another grid.

For: Chris

Against: Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave, Danielle

Abstain:

Note: While this would remove a class from the rulebook, we would still want to provide a second race for GP MW bikes. This doesn't materially affect the schedule. Not scheduling two races for these bikes would likely result in a financial loss for the club. Would also break interclub alignment.

Relevant Section

SECTION D2 – SUPERBIKE REGULATIONS
D2.3.e

Member

Chris Wilcox #47

Current

e. Classic Superbike
i. Motorcycles with 2008 model year or older
ii. Unlimited displacement (machinery must adhere to Superbike Regulations)

Proposed

Elimination of the classic sbk class

Why do you believe this change should be made?

- Classic Superbike currently provides a strategic path to more overall points than a rider on a more recent 600. The class is dominated by 2008 R6 which are the same (more or less) as a 2009-2016 R6. It provides an additional chance to achieve higher points in another race which a fellow racer on a 2009 R6 would not be able to.
- Currently the class has a cutoff that isn't really classic. A 2008 R6 is legal, a year that motoamerica acknowledged had a strategic advantage over other 600s. This shares much in common with 2009-2016 R6 as well.
- It was not always waved and took track time from other classes

For: Chris, Colt, Craig, Mallory, Dion, Jeff, Stephen, Dave, Danielle

Against:

Abstain: CJ

NOTES:

Eliminates a scheduling spot which also can upset competition for championships

Eliminating this could make way for running an additional 600 race with more open entrance requirements.

Relevant Section	Member
SECTION D4 – VINTAGE REGULATIONS .	Adam Roberts, #89 adam0289@hotmail.com
Current	Proposed
n/a	Eliminate vintage
Why do you believe this change should be made?	
lack of interest / riders . insufficient numbers of riders for track time currently utilized	

Note: Registration for previous season doesn't justify elimination of the class

For:

Against: Colt, Craig, CJ, Mallory, Dion, Kumpy (tie breaker), Jeff, Stephen, Dave, Danielle

Abstain:

SECTION E - Machinery and Numbers

Relevant Section

SECTION E – MACHINERY AND NUMBERS
5h.

Member

Paul McComsey, #6

Current

All axles, axle nuts, bolts, cap nuts and pinch bolts must be safety wired with 0.025-inch minimum diameter stainless steel wire. EXCEPTION: For motorcycles with dual pinch bolts it is sufficient to safety wire only one pinch bolt per side. In lieu of safety wire, axle nuts may be secured with a cotter pin, R-Clip, or D-Clip through the axle, and pinch bolts may be secured with D-Clips. Both R-Clips and D-Clips must be fastened to the motorcycle, and R-Clips must additionally be safety wired or zip tied closed at the mouth. Minimum wire size for D-Clips used to secure axle nuts is 0.058 inch.

Proposed

All axles, axle nuts, bolts, cap nuts and pinch bolts must be safety wired with 0.025-inch minimum diameter stainless steel wire. EXCEPTION: In the case where axles and their couplers are flush with the fork leg, wiring all pinch bolts is sufficient. For motorcycles with dual pinch bolts it is sufficient to safety wire only one pinch bolt per side. In lieu of safety wire, axle nuts may be secured with a cotter pin, R-Clip, or D-Clip through the axle, and pinch bolts may be secured with D-Clips. Both R-Clips and D-Clips must be fastened to the motorcycle, and R-Clips must additionally be safety wired or zip tied closed at the mouth. Minimum wire size for D-Clips used to secure axle nuts is 0.058 inch.

Why do you believe this change should be made?

Flush, captive axles are unreasonably hard to drill and wire, and there is no way one could back out if the pinch bolts are secured and wired. Aligning with OMRRA's exception (and that of every other race club I have been to) makes sense.

For: Chris, Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave, Danielle

Against:

Abstain:

NOTE: This rule is in the interest of improving club alignment.

Relevant Section SECTION E – MACHINERY AND NUMBERS E.3.d	Member Christopher Altis 57 equinity@gmail.com
Current none, added section	Proposed ii. All fuel caps must seal and lock or otherwise be mechanically retained as to prevent/minimize a fuel leak from the cap in case of a tip over.
Why do you believe this change should be made? general safety and environmental concern	

For:

Against: Chris, Colt, Craig, Mallory, Dion, Kumpy (tie breaker), Jeff, Stephen, Dave, Danielle

Abstain: CJ

NOTE: The committee doesn't believe this addresses the safety issue (often a missing seal underneath the fuel cap) which is difficult to inspect at tech. It also focuses on the mechanism for closing the filler cap which historically hasn't been the point of failure. Additionally, not all bikes have fuel caps that are made with locking mechanisms.

Relevant Section

SECTION E – MACHINERY AND NUMBERS, E.6

Current

6. Number Plates
a. Motorcycles shall be fitted with three non-metallic number plates meeting the requirements below.
b. The numbers shall be solid black for all competitors and must be at least six inches high.
c. The distance from any digits' edge to the edge of the outside border of the number plate must be at least one inch. In the event the motorcycle has a central air intake, the number plates on each side of the air intake may be four inches high. All numbers must be on a straight uniform line.
d. Locations for number plates are as follows:
i. One centered on the front of the motorcycle and one on each side of the bellypan or tail.
ii. EXCEPTION FOR FRONT: In the event the motorcycle has a front central air intake, a number plate on each side of the air intake will be permitted.
iii. EXCEPTION FOR REAR/TAIL: In the event that it is not physically practical to meet the number size requirements with a number on each side of the tail section, rear numbers may instead be one number across the top of the tail section. The number shall be oriented so that it is right side up if you are looking at it from behind the bike. Riders are required to put the number on the underside of the tail section as well.
e. Each number plate will consist of the entrant's competition number as numerical digits and a white background (expert) or yellow background (novice).
f. Novice yellow plates must be similar in color to Pantone PMS-102 yellow.
g. All number plates must be visible at 100 feet from the motorcycle while the rider is in a normal seating position. Non-conforming motorcycles are subject to black flagging (Section J.1.a.vi).
h. For special events, such as super teams and endurance races, the organizers may assign numbers for each entry and may provide a program listing the numbers and the rider's names for pre-entered competitors.
i. In any event, riders whose numbers are not legible may not be scored (at the discretion of the head scorer).
j. Motorcycles without numbers or number plates in compliance with this section will not be allowed on the racetrack unless given special approval by the head scorer and Referee.
k. Please note that changes to electronic timing and scoring does not eliminate or alter number plate requirements in any way.

Member

Christopher Altis 57, equinity@gmail.com

Proposed

6. Number Plates
a. Motorcycles shall be fitted with at least three non-metallic number plates.
b. All number plates must be visible AND legible at a distance of no less than 100 feet while the rider is in a normal, seated position. Non-conforming motorcycles are subject to black flagging (Section J.1.a.vi).
c. Locations for number plates are as follows:
i. One centered on the front of the motorcycle and one on each side of the bellypan or tail.
ii. EXCEPTION FOR FRONT: In the event the motorcycle has a front central air intake, a number plate on each side of the air intake will be permitted.
iii. EXCEPTION FOR REAR/TAIL: In the event that it is not physically practical to meet the number size requirements with a number on each side of the tail section, rear numbers may instead be one number across the top of the tail section. The number shall be oriented so that it is right side up if you are looking at it from behind the bike. Riders are required to put the number on the underside of the tail section as well.
d. Novice yellow plates must be similar in color to Pantone PMS-102 yellow with black numbers.
e. For special events, such as super teams and endurance races, the organizers may assign numbers for each entry and may provide a program listing the numbers and the rider's names for pre-entered competitors.
f. In any event, riders whose numbers are not legible may not be scored (at the discretion of the head scorer).
g. Motorcycles without numbers or number plates in compliance with this section will not be allowed on the racetrack unless given special approval by the head scorer and Referee.
h. Please note that changes to electronic timing and scoring does not eliminate or alter number plate requirements in any way.

Why do you believe this change should be made?

Simplification of wording and allowing for customization/personalization of number plates

For:

Against: Chris, Colt, Craig, CJ, Mallory, Dion, Jeff, Stephen, Dave, Danielle

Abstain:

Notes: 6.b is objective and can be easily verified with a tape measure in tech box. The change to visible and legible allows for subjectivity and favoritism. Suggest keeping as 6.g and keeping 6.b as it was formerly.

SECTION J - Flags

Relevant Section

SECTION J - Flags
J.1.f.vii

Member

Alex Taylor OMRRA #91
(Sponsored by Chris Wilcox)

Current

Black flag with 12" red circle ("Meatball");
1. When the meatball flag is displayed, the rider must report to a track official at track exit. This flag may be used to indicate a jump start or other grid infraction as well as any other situation where the officials deem it necessary to have a rider brought in to inspect the rider's machine or have a talk with the rider. After reporting to race officials, the rider may be allowed to re-enter the race or practice session if it safe to do so.

Proposed

OMRRA K-8: When a black flag with an orange "meatball" circle is displayed in a square fashion, then pointed directly at the rider, the rider's motorcycle is an immediate hazard. Examples: on fire, leaking oil. The rider must immediately raise his left hand, get safely off track as quickly as possible, and stop at the nearest Turn Station.

Why do you believe this change should be made?

The intent of the meatball flag is to remove an immediate hazard from the racing surface (like if a bike is leaking oil or on fire). The current language for the meatball flag in the WMRRA rule book suggests that a rider should complete the lap and see race control in the hot pit. My suggested change is a copy of the OMRRA rule book language, which matches the intent of the meatball flag in most other orgs.

For: Chris, Colt, Craig, CJ, Mallory, Dion, Kumpy (tie breaker), Jeff, Stephen, Dave, Danielle

Against:

Abstain:

Notes: Improves a section of the rulebook to have alignment with other clubs and the procedure that we wish to follow for safety reasons.

SECTION M - POINTS AND AWARDS

Relevant Section

SECTION M – POINTS AND AWARDS
3.b

Member

Adam Roberts, #89
adam0289@hotmail.com

Current

THE OVERALL POINTS IS DERIVED FROM
BEST 2 CLASSES.....

Proposed

THE TOP 3 POINTS EARNERS IN FORMULA
ULTRA WILL CARRY PLATES 1 THRU 3 FOR
FOLLOWING SEASON. PLATES 4 THRU 10
WILL BE DERIVED FROM THE BEST TWO
CLASSES. EXCLUSION CLASSES CARRY
OVERY FROM 2021.

Why do you believe this change should be made?

FORMULA ULTRA IS THE PREMIER CLASS WITH THE FASTEST RIDERS ON THE FASTEST BIKES.
THE CURRENT STRUCTURE FAVORS RIDERS WITH BOTH A 600 AND 1000CC MOTORCYCLE.
"SUPERBIKE" 1000CC BIKES ONLY QUALIFY FOR ONE OTHER CLASS AS WELL.

For: Jeff

Against: Chris, Mallory, Colt, Dave, CJ, Danielle

Abstain: Craig, Stephen, Dion,

Notes: the current structure is resulting in competition for the top plate that is exciting for membership and not a foregone conclusion. Reviewing the past season, the scoring and tabulation for overall would have been far less competitive if we removed the current structure in favor of this proposal.

Relevant Section	Member
SECTION M – POINTS AND AWARDS M.1.f	Chris Wilcox, #47
Current	Proposed
Formula 2 competitors will be awarded the number of points shown in Section M.1b per race	Formula 2 competitors will be awarded 1.5 the number of points shown in Section M.1b per race. (Goal is that we run 2 races per weekend with each race worth 0.75 points, feasibility of this will be determined at the scheduling committee meeting)
Why do you believe this change should be made?	
Many 600cc class riders have campaigned in recent time to have more opportunities to race. The schedule currently runs 2 600 races on Saturday and F2 on Sunday. I believe F2 like FU should run both days and the points should be adjusted accordingly. This also aligns F2 as the premier 600 class, setting up overall to be decided by FU and F2 results	

For: Chris, Mallory, Jeff, Dion, Colt

Against: CJ

Abstain: Craig, Stephen, Dave, Danielle

Notes: In order to not greatly reduce points earning, but maintain Formula Ultra as the premier event, this would score F2 at a higher rate than most classes to balance it running two heats per weekend, highlight it as the second premier class.

SECTION N - PENALTIES

Relevant Section

SECTION N – PENALTIES
N.2

Member

Paul McComsey, #6
horatio30@hotmail.com

Current

No direct statement of irresponsible riding

Proposed

Unsportsmanlike conduct e.g. lying to race official, circumventing race day procedures, knowingly entering an ineligible class, **irresponsible riding**, or any other action deemed unsportsmanlike by the Referee or race-direction.

Why do you believe this change should be made?

By my count, there were no fewer than four instances (if we include pit lane) this year of a passing rider coming into contact with another rider and causing a crash. I maintain my stance that Campbell's "time served" is sufficient, but the other 3 instances going not only unpunished but almost completely without mention is unacceptable.

Does Colt not say it often enough? "It's the passing rider's responsibility." I think racers do have that mantra hammered into our brains, but evidently it's not taken to heart. Even multi-millionaire professional racers are penalized for irresponsible riding, and we should be held to an even higher standard of care and safety. This is club racing. We have jobs and families to think about, and we need to take better care of each other.

This new rule shouldn't even be necessary. There are already sufficient tools in the rulebook to prevent these incidents, but they need to be enforced and racers need to know there will be consequences for carelessness, no matter who they are. If you take someone out, you go home. End of argument.

Video evidence should be required to prevent false accusations, honest mistakes or hearsay. This shouldn't be a problem since every incident I mentioned above, except one, has some sort of video record.

For: Chris, Dion, Colt, Craig, CJ, Mallory, Jeff, Dave, Danielle

Against:

Abstain: Stephen

Notes: Edited proposal as submitted to append an existing line clarifying irresponsible riding.

Relevant Section

SECTION K – CONDUCT

Member

Christopher Altis 57
equinity@gmail.com

Current

New rule

Proposed

Stewardship

All race license holders must complete one (1) full day of volunteer work on a race day every two (2) licensed years and participate in technical inspection once a year. The full day requirement can be fulfilled by participating in any race day function including, but not limited to, any volunteer requirement outlined in Section B.8.d.ii. The racer cannot compete AT ALL during their stewardship day.

As a result of the implementation of this rule, all championship points will be tallied for all races considered complete by race director for any given class minus one (1). The score excluded will be the lowest result, but must be from a finished race; DNS, DNF, and DQ results cannot be “dropped” under this rule. Example, if 600SBK has one (1) race per race round with seven (7) rounds, a maximum of six (6) race results will be scored for all competitors.

Why do you believe this change should be made?

This rule is meant reinforce that WMRRA is a club and that all members are equal in the maintenance and success of the club.

For:

Against: Chris, Dion, Colt, Craig, CJ, Mallory, Jeff, Dave,

Abstain: Danielle, Kumpy, Stephen

Note: The committee acknowledges what this rule aims to accomplish an an admirable goal; club membership volunteerism is important. That said, administration of this will be challenging. It also seems this could be used to influence championships. It also isn't clear how this would affect visiting racers.

SECTION R - Rulebook Information

Relevant Section		Member	
Section R – Rulebook Information		Seppi Hutter, #22 (#810)	
Current	Proposed		
N/A	Section R, Number 3, Sub Number 1 to generally read as follows: The Executive board must make the rules proposed public to the general WMRRA community after they are discussed. The submitting members name will be removed from the proposal. The Executive board must explain the conclusion they came to on why the rule will be adopted, rejected, or altered into a new / different rule. Proposed rules that are submitted that do not follow the format laid out in Section R, Number 2, sub number A-D can be rejected with a response to the public as “does not follow format as per rulebook”		
Why do you believe this change should be made?			
The WMRRA membership has many ideas that they want to propose and then they are submitted and really never heard about again unless they are adopted. I believe that the members at large deserve transparency on why a rule was not adopted so they have an opportunity to rethink the rule in ways that they have maybe not thought about before instead of just a blanket “No”. I assume there are many factors at play that the WMRRA community does not know about and contributes to rule proposals being rejected but I believe the general WMRRA community deserves, within reason, to know those reasons.			

For:

Against: Chris, CJ, Mallory, Dave

Abstain: Colt, Craig, Jeff, Danielle, Stephen, Dion

Note: This year we are planning to share more broadly. We will run the experiment, and see how we can improve. With hope this will be an unneeded addition to the rulebook. If it seems otherwise, please re-propose for next year.