

MKA Motard Rules and Information (updated 4/2018)

Motard racing with MKA

Midwest Karting Association (MKA) is a non-profit organization dedicated to providing a safe, economical, and enjoyable environment in which individuals and families can enjoy go-kart and “motard” style motorcycle racing. The club is member-owned and operated. All monies collected from membership fees, driver fees, pit passes and any fund-raising events is put right back into the facility, improvements, and end of season awards.

MKA's home track is located in Eau Claire, Wisconsin. This go-kart track allows for reduced speeds but with all the thrills of full size motorcycle racing. You can drag your knees and elbows just like the MotoGP guys! It's also safer and much less expensive than traditional motorcycle road racing.

How to participate

It's easy, just show up with a prepared bike that meets one of our classes below and the required safety gear. You will have to pay a fee for the event and sign a liability waiver. The fees are generally very low, like \$45 for an entire day of practice and up to 3 races. Generally, we run only 3 combined classes (junior, supermini, and supermotard) unless there are too many bikes per race. We more than happy to add additional classes (i.e. Grom) if enough racers show up. While the racing is real everyone here is just out to have a good time, so even if you don't currently have the skills or fastest bike you'll still have someone to run with.

Classes

Below are the current motorcycle classes. However if you have something that meets the spirit of “mini or motard” racing we are happy to make exceptions. We don't want to turn anyone away that wants to come out and have fun.

Mini Motard Junior

5-12 years old

Four strokes up to 110cc

Two strokes up to 50cc (Yamaha PW80 allowed)

Mini Motard B

12+ years old

Four strokes up to 145cc

Two strokes up to 65cc

Mini Motard A

15+ years old

Four strokes up to 230cc (Air cooled)

Four strokes up to 150cc (liquid cooled)

Two strokes up to 105cc

Super Motard

15+ years old

Four strokes up to 450cc

Two strokes up to 250cc

General Rules

Riders are expected to conduct themselves in a respectful manner both to the race staff and their fellow competitors. Disagreements are bound to occur, but competitors are required to temper their behavior immediately and handle the situation like adults.

These rules are in addition to the MKA General rules, which are available at MKAracing.com. Obviously, many of those rules are specifically related to karting and do not apply. However, all rules that pertain to race adequate, behavior and personal conduct do apply.

Registration

All riders must register before they enter the race track.

Transponders

Transponders are required for all point races. Competitors may provide their own AMB brand transponder or rent one of ours.

Riders are responsible for ANY DAMAGE to the transponder while in their possession. If the transponder is damaged in any way, the rider will be charged its current full retail value (Kart Classic Transponder) regardless of the usability of the transponder which at the time of this update is \$330.00.

On track rules

Riders are expected to obey all track marshal signals immediately. Failure to do so will result in immediate disqualification or penalties. Disregarding these directions is an unacceptable safety risk.

Riders are expected to race cleanly at all times. If our race staff determines that a rider is being overly aggressive or causing excessive / intentional contact penalties will be assessed.

Required Riding Gear

- All riders must wear protective gear any time they are on track.
- Roadracing or dirt-track leathers are highly recommended.
- Motocross gear will be allowed, but must include knee cups, hip pads, elbow pads and a chest/back protector or heavy enduro type jacket.
- Boots must offer full ankle protection.
- Roadracing, street or suitably protective gloves.
- Undamaged full-face road or motocross helmet with face shield or goggles.

Bike Tech Rules:

Engine

- Engine surfaces should be free of oil, grime and dirt.
- Catch cans are required for engine oil and fuel. Any breather coming from the engine must go to a catch can or similar device with enough capacity to go an entire race event without overfilling or allowing fluids to splash out while on track. Catch cans should be vented to atmosphere.
- Highly recommended that all oil drain and filler plugs be drilled and safety wired.
- Fuel, oil, water and any other lines carrying fluid should have a secure clamp on each fitting.
- Oil-injection reservoir cap should be safety wired, or oil reservoir removed if applicable.
- Liquid-cooled engines should have the radiator cap drilled and safety-wired and only pure water or Redline "water-wetter" or like product used as radiator coolant.

Controls

- Self-closing throttle.
- Functioning engine kill switch.
- Bar end plugs or grips on both handlebars.
- Clutch and brake levers with ball ends.
- Working front and rear brakes. Brakes must be capable of bring the bike to a complete stop in a reasonable distance, as determined by our race director.
- Footrests rounded on end (no sharp edge).

Chassis

- Wheel rims and tires must be in good condition with valve stem caps in place.
- Forks and shock must be leak-free and in good condition.
- Exhaust pipe must be securely mounted, with sufficient silencer (no open pipes).
- Headlight, taillight and turn signals must be removed or have their lens covered with tape.
- Center and side stand must be removed or wired.
- Bodywork must securely attached. If any bodywork is removed all bracing and fairing stays must be removed from the exposed area.
- Mirrors must be removed.

Number Plates

- Must have a suitable number plate surface on the front and both sides of the bike.
- Motocross or dirt track style plates are recommended.

- Competition numbers can be used but scoring will be by electronic timing equipment.

Exhaust

Bikes must be equipped with a functional exhaust system. This must consist of some type of silencer, capable of reducing the exhaust noise level. No straight pipes will be allowed.

Chain/Drive

Bikes must be setup in such a way that the chain can at no time come in contact with any metal surface on the bike other than the sprockets. This includes the swing arm and engine cases. Chain slides are required on any bikes that the chain comes in contact with the swing are (ex. XR-50). At this time chain rollers are not required but are highly recommended.

Approved Tires

- Class "C" dirt-track tires
- Roadrace slicks, cut slicks or rain tires
- Any DOT tire
- DOT knobbies are allowed

Miscellaneous

Headlights or other flashing lights may not be used at any time if so equipped. Brake lights or decorative LED lights are acceptable, so long as they are not considered to be distracting to other racers.

Safety

All bikes must be free of ANY fluid leaks. Bikes must also be free of all dirt, mud, sand, etc. before entering the track.

MKA also reserves the right to refuse any bike that is considered not to be safe due to breakage, malfunction, cleanliness, lack of maintenance or any other rules in this document. Furthermore, MKA reserves the right to disqualify any bike or rider at any time for any reason. This is to protect the safety of all riders as well as to protect the integrity of ProKART, the series, and its sponsors.

Any rider attending their first race of the season will be given a one-week grace period to comply with all "Bike Tech Rules" except those in the safety category.

MKA reserves the right to change or amend these rules, in order to help provide a safe and competitive racing series.

On course flags:

GREEN FLAG: A race is under way at the instant the green flag is displayed. When displayed, the green flag indicates the course is clear.

STATIONARY YELLOW FLAG: When held stationary-indicates a potentially dangerous situation near the track or a slower moving motorcycle. PASSING IS ALLOWED.

WAVING YELLOW FLAG: When waved vigorously-indicates a hazard or obstacle on the track, avoidance maneuvers may be necessary. Exercise extreme caution; slow your speed until past the situation. Passing for position under a waving yellow flag is NOT allowed.

RED FLAG: Means the race has been suspended. Competition must cease immediately, with all riders slowing to a safe speed (approximately 10 mph) and proceeding in a safe manner to the hot pit area, where the grid marshal/starter will give further instructions. The red flag will be displayed at the start/finish as well as other locations where necessary and proper. Do not stop on the course unless it is impassable or signaled to do so by course

WHITE FLAG: Displayed at start/finish, indicates one lap remaining in the

WHITE & GREEN CROSSED FLAGS: Displayed at start/finish, indicates the halfway point of the race.

BLACK FLAG: Indicates a safety violation. The rider in question should as quickly and safely as possible, pull off of the racing surface and inspect his/her machine or report to the nearest corner station. Failure to respond may result in disqualification. In most cases, the offending rider's number will be displayed on a board at start/finish. Failure to comply with a black flag may result in disqualification. The rider must not proceed without

approval of a race official.

BLACK FLAG W/ **ORANGE DOT/DISC** (Meatball Flag): The rider must complete the current lap and report immediately to the officials on pit lane. 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. In most cases, the offending rider's number will be displayed on a board at start/finish. Failure to comply will result in penalties.

YELLOW/RED VERTICALLY STRIPED FLAG: Indicates oil or a foreign substance has been spilled or a slippery or dangerous condition exists somewhere on the track. TAKE CARE and BE PREPARED! The debris flag may be used at the corners to indicate a mechanical wave-off.

CHECKERED FLAG: Displayed at start/finish, indicates the end of the race or practice session. Riders are to proceed to the designated track exit.