



**MCRA CHALLENGE  
SERIES / TRACK DAY –  
RACING RULES &  
REGULATIONS**

## **Revision: 2/25/2018**

This page is just a summary of the changes made to this revision of MCRA Racing Rules and Regulations book. It is the responsibility of each competitor to be aware of all information covered by the rulebook, including mid-season updates published by the MCRA, as well as information covered at any Rider Meeting. Compliance with these rules is the responsibility of each rider. Enforcement of these rules is the responsibility of each racer's designated officials.

1.3.5., 1.3.6., 1.3.7. ADDED TO OFFICIAL POSITIONS

300 Rule Changes now reflect Supersport CCS Rules

6.4 Added Rules on Middleweight 600 Race class

7.1 Points changed to reflect the FIM 25 point scale – no longer have gridding points and have to finish the race in order to receive the awarded points

### **LIABILITY AGREEMENT**

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events. These rules shall govern the conditions of all MCRA sanctioned events. By participation in these events, all participants are deemed to have agreed to comply with these rules.

NO EXPRESSED OR IMPLIED WARRANTIES CONCERNING SAFETY, INCLUDING ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND 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 PARTICIPANTS, SPECTATORS, OR OTHERS WHO KNOWINGLY, FREELY AND VOLUNTARILY ASSUME THE RISK OF SERIOUS INJURY OR DEATH. IT IS UNDERSTOOD THAT RACING BY ITS VERY NATURE IS A HAZARDOUS ACTIVITY AND CAN RESULT IN SERIOUS INJURY AND/OR DEATH. USAGE OF THESE RULES DOES NOT GUARANTEE THE WELL BEING OF A PARTICIPANT. PARTICIPATION IN THIS TYPE OF ACTIVITY IS AT THE PARTICIPANT'S OWN RISK.

# GLOSSARY

<b>1 TERMINOLOGY.....</b>	<b>4</b>
<b>2 RIDER REQUIREMENTS.....</b>	<b>6</b>
<b>3 EVENT REGULATIONS.....</b>	<b>8</b>
<b>4 FLAGS AND COMMUNICATIONS.....</b>	<b>17</b>
<b>5 EQUIPMENT STANDARDS.....</b>	<b>19</b>
<b>6 MCRA CHALLENGE SERIES CLASSES.....</b>	<b>25</b>
<b>7 MCRA CHALLENGE SERIES CHAMPIONSHIP PROGRAM.....</b>	<b>29</b>
<b>8 PROTESTS / PENALTIES.....</b>	<b>30</b>
<b>9 BYLAWS .....</b>	<b>32</b>

# 1. TERMINOLOGY

**1.1. MIDWEST CAFÉ RACING ASSOCIATION (MCRA)** - is the title of the sanctioning body for all events conducted under the following rules and regulations.

**1.1.1.** MCRA Challenge Series is the title of the Road Racing Series.

## 1.2 GENERAL COMPETITION RULES -

**1.2.1.** MCRA having promulgated these regulations may modify, add to, delete from, or grant exceptions to these regulations at any time.

**1.2.2.** MCRA reserves the right to prevent any entrant or entrants from participating in any MCRA event including, but not limited to, track days, practices, racing schools and actual competition. Likewise, the Race Director can prevent an entrant from competing.

**1.2.3.** MCRA reserves the right to revoke or suspend a rider's competition license for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.

**1.2.4.** MCRA reserves the right to disqualify or remove a rider from all results and championship standings or engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.

## 1.3 OFFICIAL POSITIONS AND RESPONSIBILITIES -

**1.3.1. RACE DIRECTOR/REFEREE** - The Race Director/Referee is responsible for all aspects of the race meet or track day. Responsibilities and duties include:

- a. having a thorough knowledge of the CCS and MCRA Rule Books,
- b. making decisions based on the Rule Book concerning equipment, gear, fuel, proper class placement, or any other aspect of racing or Track day activity that may occur which requires an interpretation of the Rule Book, and
- c. Assessing penalties in cases of infractions.

**1.3.2. CHIEF TECH INSPECTOR** - The Chief Tech Inspector is responsible for inspecting all motorcycles and rider equipment at a race meet or track day.

**1.3.3. PIT STEWARD** – The individual responsible for allowing entry to and from the racetrack proper.

**1.3.4. STARTER** - The Starter's duties include:

- a. assuring Racers are gridded properly and ready to race,
- b. starting or, in the event of a stopped race, restarting each race or practice,
- c. maintaining optimum safety in the starting area and hot pit lane,
- d. keeping track of laps completed, and ending each race or practice.

**1.3.5. TRACK MARSHALL /SAFETY DIRECTOR** - The Track Marshall's / Safety Director's duties include:

- a. assigning corner workers to turn stations,
- b. assuring the readiness of personnel (Corner Workers, Recovery Vehicles, Ambulances, incident assistance teams, etc.),  
assuring a clear track prior to the start of the next race or practice
- c. maintaining the race log, and
- d. maintaining the race day schedule while assuring optimum safety.

**1.3.6. CONTROL RIDER CAPTAIN** - The Control Rider Captain is responsible for all control rider activities for track days.

**1.3.7. LICENSING CLINIC DIRECTOR** - The Licensing Clinic Director is responsible for all licensing clinic activities.

## 2. RIDER REQUIREMENTS

**2.1. MCRA AGE REQUIREMENT** – Applicants must be at least 12 years of age. Applicant below the age of minority in their home state must provide a notarized statement of permission from a legal parent or guardian at each event. MCRA reserves the right to restrict participation in any event based on age and/or specific track regulations.

2.1.1. All riders below the age of 16 are limited to Lightweight classification of bike and can only compete in Lightweight or Ultralight GT races.

**2.2 MCRA LICENSE REQUIREMENT** – New applicants must provide proof of current racing experience, or a certificate indicating completion of an approved Riders School or Licensing Clinic within the previous 12-month period.

2.2.1 Licenses from the following organizations are acceptable as proof of experience: AMA Professional, AFM, AHRMA, ASMA, CCS, CMA, CMRA, Fasttrax, FIM, MCRA, USGPRU, LRRS, MRA, OMRRA, RACE, SMRI, USBA, WERA, WMRRA & WSMC. ALL RACERS MUST HAVE A VALID MCRA RACE LICENSE TO PARTICIPATE.

- 1) Expert ranked riders who show a significant lapse in participation (over 3 years without a competition license) will be required to requalify for a competition license by normal licensing procedures.
- 2) Riders who show a significant lapse in participation (over 5 years without a completion license) will be required to requalify for a completion license by normal licensing procedures.
- 3) Race Director and race committee will make all final calls on requalifying regulations.

2.2.2. Riders will be issued MCRA Racing licenses as Amateur or Expert.

- 1) MCRA Officials will issue Expert licenses to those riders with proven experience or ability as follows:
  - A. Applicants who are renewing a MCRA Expert license or who are applying with an Expert license from one of the racing organizations listed in 2.2.1.
  - B. Amateur riders with the organizations listed in section 2.2.1. that are being upgraded to Expert.
  - C. Any Amateur Rider, who in the opinion of MCRA Officials, has the ability and experience for Expert Competition.

D. Any Amateur Rider that places in the Top 5 overall for the season will be considered for promotion into expert status at the end of the race season.

a) MCRA reserves the right to deny Expert status to any Amateur who meets the Series Championship criteria and has not shown the ability and experience for Expert competition.

2) MCRA will issue an Amateur license to those riders who fail to meet the Expert qualifications.

**2.2.3. STATUS CHANGES** – Riders who are changed in status during the season will carry none of their points to their new status.

- 1) Expert riders, who can show proof that they were not properly classified, may move down to Amateur.
- 2) Amateur riders who wish to be upgraded must show a history of top finishes, particularly where Experts and Amateurs run together, as well as a good safety record.
- 3) It is the riders' responsibility to notify MCRA of changes in their licensing status with any organization during the calendar year.

## 3. EVENT REGULATIONS

**3.1 RACE CANCELLATIONS** – MCRA reserves the right to postpone or cancel any scheduled event or class.

**3.2. WEATHER CONDITIONS** – Events may be run irrespective of weather conditions.

3.2.1. No refund or credit of entry fees will be considered as a result of inclement weather.

### 3.3. GENERAL REGULATIONS –

3.3.1. All participants must assess for themselves, the facility, and organization regarding the risk of competition at any given event. Participation after such an assessment indicates an assumption of all risks involved.

1) Participants must have a valid credentials on them at all times. A valid credential is the one assigned to that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action, up to a \$500.00 fine and one year suspension.

3.3.2. The use of intoxicants or drugs of any nature, which could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health, are strictly prohibited. Failure to comply will result in punitive action up to a \$1000.00 fine and one year suspension.

3.3.3. Each rider is responsible for the behavior and actions of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.

3.3.4. It is the responsibility of every competitor to notify race officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.

3.3.5. All riders must possess a current MCRA Membership, race license with an accepted racing organization, and sign an official race entry form and release for each event, and no rider may practice or compete without such signature. Participation in any form which results in an unregistered rider participating on the track in a school, practice, track day or a race event, may result in punitive action being levied against all parties involved, up to \$500.00 fine and one year suspension per offense.



- 1) Riders participating in a race who just received class on the weekend of the event are exempt from possessing a current license as long as they have signed an official school entry form and release for the event.
- 3.3.6. It is the responsibility of any competitor to notify MCRA within 60 days after an event of any contingency discrepancy, including but not limited to: non-payment, late payment, or payment of an amount other than posted. Failure to notify MCRA within that 60 day period will result in forfeiture of all claims against race winnings and or contingency sponsors for this event.
- 3.3.7. Physical violence or verbal abuse of any person within the boundaries of the racetrack facility may result in immediate suspension, a fine and possible prosecution through local law enforcement authorities.

### **3.4 RACE PROCEDURES**

#### **3.4.1. ENTRY PROCEDURES –**

- 1) Pre-entry is available to all licensed riders up until 12 pm.
- 2) Riders are prohibited from being scored in more than one class per race.

#### **3.4.2. MCRA CHALLENGE SERIES GRIDGING PROCEDURES –**

- 1) Unless otherwise stated, riders will be gridded in order of entry for MCRA race events. Following the first weekend racers will be gridded based on points earned.
  - A. After the first weekend of the season, new entries will be placed after the last rider carrying points in the order of entry.
  - B. In the event of a tie the rider who signed up first gets the position.
- 2) Where entry level exceeds recommend track density, entries will be limited to maximum track density on a first come, first serve basis with additional entries rejected. Rejected entrants will be refunded their entire entry fee.
- 3) Grid sheets will be posted indicating row and position of each rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Failure to do so will result in placement on the grid at discretion of the Race Director.

#### **3.4.3. STARTING PROCEDURES –**

- 1) Three calls will be made prior to the start of the countdown for each race. All competitors should report to the designated staging area prior to the final call.
- 2) The countdown will commence by display of a green flag and a number board usually beginning with #5. At that display, all riders may proceed on one lap of the circuit, returning to their assigned grid positions. Riders may report to the Pit

Steward for direct grid placement and no rider may begin a preview lap once the original countdown board has been replaced. Unless otherwise specified, the #4 display will close the track for preview laps. It is prohibited for any rider to take a warm up lap for any race in which he/she is not an entrant.

- 3) At a time designated by the Race Director, the grid will be closed to all competitors. Those who have not reported for direct grid placement nor begun their preview lap MAY be barred from competition in that particular race. Unless otherwise specified by the Race Director, the display of the #3 board will close the grid. There is no financial relief or official penalty for failure to make a race.
- 4) When the #2 countdown board is displayed, the grid must be cleared of all mechanics and team personnel other than the rider. Failure to clear the grid in a timely fashion will result in a penalty to be levied at the discretion of the Race Director.
- 5) When the #2 countdown board is displayed, no rider may proceed farther forward in the grid and all riders out of position must line up at the back of the grid behind the last row of riders. This means the last row of the entire grid in cases where classes of machines or rider status are combined.
- 6) It is the responsibility of the rider to report to the correct grid position. Should the countdown reach #1 and a rider be found in the wrong position, that rider will be assessed a penalty. Unless otherwise announced, in races of 6 laps or more, the penalty will be a stop and go on pit road. In races of 5 laps or less, the rider will be penalized one lap.
- 7) Should circumstances dictate an abort of the countdown; the assistant starter will lower the display board. The countdown will resume once the problem is solved. Should the delay be short, the countdown will be resumed at the #2 mark. Should the delay prove to be lengthy, the countdown will be restarted at the #5 mark and the riders will be dispatched on one more preview lap. Those riders who may have been previously barred from the grid are still considered ineligible to compete as long as the field is held on the pit road or racing surface.
  - A. Should the riders be released and allowed to return the paddock area, those riders who have been previously barred from the grid may join the field for the restart.
- 8) Should an engine stall once the #1 sign has been displayed, the rider should wave to get the attention of the starter or grid marshal. If possible, the rider will be given time to remove the motorcycle from the grid, and will then be given an opportunity to join the race once the field has left the grid.
- 9) As a final notice of an impending start, the #1 board will be turned sideways as a prelude to the waving of the green flag. All machines must be stationary from

when the #1 board starts to be turned sideways until the green flag waves. Any movement will be considered an incorrect start and the rider will be assessed a penalty.

- 10) The waving of the green flag by the starter starts the race.
- 11) A rider is considered to be gridded if the front wheel is no more than 18" behind the designated row, or if the front wheel is no more than 18" in front of the designated row. The left to right position is absolute and may not be changed for any reason.
- 12) Riders who are not properly staged at the green flag will be declared to be improperly gridded.
- 13) When an event is stopped with less than two laps completed, a complete restart will be performed, using original grid positions.
  - A. In the case of timed events, the clock will continue to run during the red flag, regardless of the number of laps completed.
- 14) Should a timed race be stopped with more than two laps completed, but less than one half of the posted race time, the field will be gridded for the restart. The official race time will continue to run during the red flag.
  - A. Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position on the track, not the position in the race.
    - a) Any rider(s) deemed to be responsible for the red-flag incident will be placed on the last row of the new grid.
  - B. The remaining time will be run in an effort to complete the total time posted. Should the time run out before the event be restarted, the race distance will be shortened. Completed laps will count towards the laps needed to complete the sprint distance.
  - C. Should the red flag be displayed in a race that has completed, the race may be considered complete if the restart cannot be made before time runs out, as long as more than 50% of distance has been completed.
  - D. Should the red flag be displayed in a race that has been more than 80% of the total posted time completed, the race will be considered complete and there will be no restart.

- E. In the case of no restart, any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
  - F. There is no restriction regarding repairs or other services performed on the pit road or grid to entered motorcycles during any red flag delay, except as outlined by the Race Director or any supplemental regulations for a particular event.
  - G. Machines may not be replaced during a red flag delay without permission of the Race Director.
    - a) Should the Race Director allow a replacement machine, all previous laps will be disallowed and the rider will be required to restart from the rear of the grid.
  - H. Those riders who may have been previously barred from the grid are still considered ineligible to compete as long as the field is held on the pit road or racing surface.
    - a) Should the riders be released and allowed to return to the paddock area, those riders who have been previously barred from the grid may join the field for the restart.
    - b) Should a rider return to the paddock area without the entire field being released, that rider will be deemed ineligible to return and will be placed on the results based on number of laps completed previous to leaving the pit road or racing surface.
- 15) Should a race be stopped with more than two laps completed, but less than one half of the posted distance, the field will be re-gridded for the restart.
- A. Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position on the track, not the position in the race.
    - a) Any rider(s) deemed to be responsible for the red flag incident will be placed on the last row of the new grid.
  - B. The remaining laps will be run, less credit for those completed, in an effort to complete the total distance posted.

- C. Should the red flag be displayed in a race that has seen more 50% of the total posted laps completed, the race may be considered complete.
- D. Should the red flag be displayed in a race that has seen more than 80% of the total posted laps completed, the race will be considered complete and there is no restart.
- E. In the case of no restart, any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
- F. There is no restriction regarding repairs or other service performed on the pit road or grid to entered motorcycles during any red flag delay, except as outlined by the Race Director or any supplemental regulations for a particular event.
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  - a) Should the Race Director allow a replacement machine, all previous laps will be disallowed and the rider will be required to restart from the rear of the grid.
- H. Those riders who may have been previously barred from the grid are still considered ineligible to compete as long as the field is held on the pit road or racing surface.
  - a) Should the riders be released and allowed to return to the paddock area, those riders who have been previously barred from the grid may join field for the restart.
  - b) Should a rider return to the paddock area without the entire field being released, that rider will be deemed ineligible to return and will be placed on the results based on number of laps complete previous to leaving the pit road or racing surface.

- 16) Starts may be divided and started in separate groups or waves. The time interval between waves will be determined by conditions at each race track. The green light or flag will be activated separately for each wave. Once the first group has started, if it is necessary to abort the start of the remaining groups, the red flag

will be displayed and there will be a restart in accordance with the rules for red flag stops and restarts.

- 17) In events where dry condition tires are allowed, the Race Director will determine whether a pending race will be designated as a wet start or a dry start, based on a wet track or threatening weather conditions. Wet designated starts may begin with a preview lap, which is not mandatory. Upon completion of the preview lap, all riders may go to pit road for a minimum of ten minutes and will be allowed to change to rain tires. After a ten minute period, the #5 will be displayed and riders may take a preview lap, returning to their assigned grid positions for the start.
  - a) Once an event has been declared wet, tire choice will be up to each competitor for the remainder of that day, and there will be no additional delays allowed regardless of further changes in climatic conditions. The Race Director will have final decision on this matter and the decision is not protest able.

#### **3.4.4. ON TRACK REGULATIONS –**

- 1) Should a rider leave the course, he/she must re-enter at the next safe location with no attempt to shorten the course and gain an advantage over the remaining competitors in that event.
  - A. Rider must re-enter course under directions of the corner marshals if they are present in the area where the run off occurred.
- 2) Any rider, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving, will be penalized or disqualified. This is a judgement call by the Race Director and is not protest able.
- 3) It is expressly prohibited to ride or push a motorcycle counter-race direction, either on the track or pit road, unless directed to do so by an official or corner marshal.
- 4) Riders who appear to be intentionally initiating or maintaining wheelies will be fined at Race Directors discretion.
- 5) It is expressly prohibited to stop on course (other than the grid area during the start of a race), unless expressly instructed to do so by an official or member of the safety crew.
- 6) Intentional or sustained burnouts are prohibited. Riders engaging in such activity will be fined and held liable for any damages incurred.

- 7) Riders are required to comply with all instructions given by an official or member of the safety crew, regardless if they are verbal instructions or transmitted to the rider by use of flags as listed in this rule book. Failure to comply constitutes conduct detrimental to the sport and the Race Director will levy penalties in accordance with Section 13 of this rule book. Any penalties or fines levied as a result of violating the rule will not be subject to protest or appeal.

#### **3.4.5. PADDOCK AND/OR PIT ROAD REGULATIONS –**

- 1) No smoking is allowed on pit road.
- 2) At no time shall anyone less than 16 years of age be allowed on pit road unless the person is a registered entrant in that event. Children are allowed in the paddock area, but at all times must be under the supervision of an adult. Pets may be kept in the paddock area only if they are properly restrained and do not create a menace or nuisance to any other participant. It is advisable to check with the management of each racing facility regarding their regulations on pets. Some facilities will not allow them on the premises. Proper compliance is the sole judgement of the Race Director.
- 3) Crew members are barred from the racing surface except for those giving assistance during the display of the countdown boards prior to board #2.
- 4) The Race Director, at any time may limit the number of participants allowed on pit road.
- 5) Participants must have a valid credential on their person at all times. A valid credential is the one assigned to that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action, up to a \$500.00 USD fine and one year suspension.
- 6) In the instance that pit bikes or other pit vehicles are allowed by the facility, each must display the rider's competition number on the front of the vehicle.
- 7) Since it is impossible to anticipate every possible circumstance, the official responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense, fair play and the "No Sniveling" clause. The word of the Race Director on these gray areas will be considered final.

### 3.4.6. SCORING PROCEDURES –

- 1) To be classified on the results, after starting from the race grid or pit road, the rider and machine must complete two laps and cross the finish line either on the track or on pit road.
  - A. Any rider deemed to be abusing this procedure will be penalized or disqualified. This is a judgement call by the Race Director and is not protest able.
- 2) In the case of a red flagged race that is considered complete; the final order will come from the last full green flag lap. Any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
- 3) Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, the results will be determined by positions at the completion of the published race distance. For example, if a five lap race were run for six laps, the results would be based upon position at the end of lap five.
  - A. Race distance may only be lengthened by official announcement at the mandatory riders meeting prior to the start of an event.
  - B. The Race Director may shorten events without prior announcement due to, but not limited to, time constraints, changing weather conditions or any other reason deemed necessary. There will be no financial relief for events shortened by the Race Director.



## 4. FLAGS AND COMMUNICATIONS

### 4.1 OPERATIONAL FLAGS

**4.1.1 GREEN FLAG** – indicates start of race or clear track conditions.

**4.1.2. CHECKERED FLAG** – indicates end of race or practice session – proceed around the course to the designated track exit. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five lap race, the race would be considered complete. Should the checkered flag displayed beyond the published race distance. For example, if a five lap race were run for six laps, the results would be based upon position at the end of lap five.

**4.1.3. RED FLAG** – indicates race has been stopped. All riders are to signal the other competitors that they are no longer racing; then reduce speed and proceed safely to the pit road. For those locations without a pit road, the Race Director will designate an area to replace pit road. No passing is allowed from the flag stations displaying the red flag to the pit road. Failure to comply will result in fines and/or suspension at the discretion of the Race Director. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.

**4.1.4. BLACK FLAG WITH ORANGE DISC** – Rider infraction report to the Pit Steward on the next lap. Failure to respond will result in penalties. Officials are only required to display the flag and bike number once to the field. It is the rider's responsibility to respond on the next lap. In all cases, failure to report within three laps or before the conclusion of the race, whichever is shorter, will result in penalties at the Race Directors discretion. Unless otherwise announced, the rider will be penalized one lap. The assessment of this penalty is not protest able.

### 4.2 WARNING FLAGS

**4.2.1. YELLOW WITH RED STRIPES** – Debris or fluid on track surface, exercise caution.

- 1) Debris flag folded into a triangle and held pointing towards the sky indicates rain, exercise with caution.
- 2) Debris flag displayed and then pointed directly at the machine indicates a mechanical problem with your equipment. This is the corner station equivalent of a Black Flag. Signal that you are slowing, get off the racing line, then reduce speed and stop at the

first safe position, preferably a corner station that can notify you of what the equipment problem is.

**4.2.2. YELLOW FLAG – STATIONARY** – indicates a potentially hazardous situation on or near the track. Passing is allowed but riders should exercise extreme caution in this area.

**4.2.3. YELLOW FLAG – WAVING** – indicates a potentially hazardous situation on or near the racing line or in a crash impact area. No passing is allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. Riders who violate this rule may be assessed either a stop and go or a one lap penalty, at the discretion of the Race Director. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.

**4.2.4. WHITE FLAG WITH RED CROSS** – indicates that a safety or emergency vehicle is on the course, exercise with caution. This flag will be displayed stationary at all stations whenever a safety or emergency vehicle is on the course. This display will be accompanied by a waving yellow flag at the flag station immediately preceding the vehicle on the race course. A standing yellow flag will be displayed one flag station prior to the station covering the vehicle with the waving yellow flag.

**4.2.5 BLACK FLAG** – indicates a mechanical problem with your equipment. Signal that you are slowing, get off the racing line, then reduce speed and stop at the first safe position, preferably a corner station that can notify you of what the equipment problem is.

- 1) Failure to properly respond to a Black Flag will result in immediate disqualification. Penalties levied as a result of this infraction are not subject to protest or appeal.

### **4.3. COURTESY FLAGS**

**4.3.1. WHITE FLAG AT STARTER POSITION** – indicates final lap.

**4.3.2. WHITE AND GREEN FLAGS CROSSED AT STARTER POSITION** – indicates completion of ½ race distance.

## 5. EQUIPMENT STANDARDS

Before any motorcycle will be allowed on the track, the machine must meet certain minimum standards and be inspected and approved by the Tech Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. Application of a Tech Inspection Approval Sticker does not imply compliance with a Section 6 Class Requirements or that the machine is safe for competition. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant and it is his/her responsibility to seek approval of the Tech Inspector of any areas question regarding suitability. The Tech Inspector may request class suitability inspection as well as revoke approval of any machine at any time during the meet. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition with safety.

Motorcycles and Rider Equipment must be brought to Tech in a race-ready condition. The only exception is that enough body work must be removed for the drain plugs to be visible to the Tech Inspector. In cases where securing by other approved means is applicable, the Tech Inspector will have final approval.

The following is a set of minimum standards that will be in effect at all events for both riders and motorcycles:

### 5.1 RIDER EQUIPMENT

5.1.1. Undamaged full-face helmet with face shield and bearing a stamp of approval from one of the following international standards:

1. Snell M2010 and M2015 (USA)
2. BS. 6658 TYPE. A (GREAT-BRITAIN)
3. ECE 22-04 & ECE 22-05 "P" (EUROPE)
4. JIS 8133:2000 / JIS 8133:2007 (JAPAN)

- 1) It is required that all riders put their competition number on the chin bar or side of their helmets to aid in identification should the rider be involved in a multi-bike incident.

5.1.2. Leather footwear at least 8 in height. Slip-on footwear is not recommended.

5.1.3. Gloves with leather protecting the wrists palms and fingers.

5.1.4. Suits or pants and jacket of leather or Kevlar. Separate pants and jackets must be joined with snaps or zipper(s) to create the equivalent of a one-piece suit.

## 5.2 MOTORCYCLE TECHNICAL REQUIREMENTS

5.2.1. MCRA stickers must be clearly displayed on each side of the motorcycle. Stickers are available at Tech Inspection at no charge to competitors.

5.2.2. Neat and Clean. Motorcycles that are dirty or show potentially dangerous body work damage will not be approved.

- 1) Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.

5.2.3. All machines must have operational front and rear brakes.

5.2.4. All machines must have an operational handlebar mounted kill switch or button. This switch must be easily identifiable by color or emblem for use by safety crew members.

5.2.5. All machines must have a self-closing throttle.

5.2.6. All turn signs, luggage racks, and mirrors must be removed.

5.2.7. Center and side stands must be removed.

5.2.8. Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.

5.2.9. Fairings must be mounted in at least three locations. The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in a normal riding position, and transparent material may not be used to allow for such visibility.

5.2.10. All fairings must be made of plastic, fiberglass or carbon fiber.

5.2.11. All oil, fuel, and coolant carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire, or other approved means.

5.2.12. Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.

5.2.13. On 4 stroke machines, crankcase, and ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.

- 1) If ventilation is routed into the air box, any drains from the air box must be sealed.

- 2) If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area of the carburetors so that any overflow from the catch can will be drawn into the engine.
- 3) Radiator overflow and battery vent tubes may be routed into a separate catch can that need not be vented into the intake area.
- 4) Final approval of the catch can system rests with the Tech Inspector.

5.2.14 All engine, transmission, and final drive unit drain plugs and filler caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wired or by other acceptable means. Fuel and radiator caps are exempt. **On all machines, enough body work must be removed before coming to tech inspection so the inspector can see them.**

5.2.15. Kick-starters, if retained, must be secured at two points.

5.2.16. Cooling system must not contain ethylene glycol.

5.2.17. Valve stem caps with rubber O-rings installed are required on both wheels.

5.2.18. Supercharging is not allowed. Turbo charging is allowed only if the original equipment system is used.

- 1) Nitrous Oxide systems are strictly prohibited in all classes.

5.2.19. The following motorcycles must have case guards installed on both sides of the engine: Suzuki GSXR (all models), Suzuki GSF (all models), Suzuki GSX (all models), Yamaha FZR600 & YZF (all models except R-1). Case guards may be in the form of strengthened side covers. This list is subject to change and is at the discretion of the Tech Inspector. Frame sliders are not acceptable as engine case guards.

- 1) Case guards or reinforced covers are required on the left side only for Yamaha YZF-R1 and 2000 and later model Suzuki GSXR's with OEM style body work. (No openings on the lower right side of fairing.)
- 2) 2006-current Yamaha YZF-R6 must have tank guard on sections that extend past frame.

5.2.20. All 4-stroke machines must be equipped with a fluid catch pan of sufficient size and heat-resistant material to contain the contents of the crankcases in the event of an engine or crankcase failure. Minimum capacity of the fluid catch pan is to be 3 quarts.

- 1) Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention.

- 2) Machines not equipped with lower OEM fairing may install a fairing in order to comply with this rule as long as it meets the minimum requirements as noted in this rule book.
- 3) A maximum of two holes, 1" or smaller in diameter, may be drilled in the fluid catch pan. These holes are to be plugged during dry conditions, and may be opened only when the event is declared "wet" by the Race Director. (Tape is not an acceptable plug for these wet weather drain holes.)
- 4) All fluid catch pans must be mounted in a safe and workman-like manner. (Zip-ties and duct tape do not qualify as safe and workman-like mounting.)
- 5) Final approval of the catch pan system rests with the Tech Inspector.

5.2.21. Final approval of a machine's compliance will rest with the Tech Inspector.

### **5.3 NUMBER DISPLAY REGULATIONS**

5.3.1. Number can be chosen by rider but if conflict occurs will need to be changed prior to racing. An "X" will not be sufficient if the number has been retired. See 5.3.9. for retired numbers.

5.3.2. Expert MCRA Riders will use white display areas or plates. Amateur MCRA Riders will use yellow display areas or plates. Combined classes can run either white or yellow display areas or plates. Current year MotoAmerica number plate colors may be used in Expert Class by licensed MotoAmerica Racers.

5.3.3. Number plates, or number display areas, must be of adequate size, proportionate to the bodywork so that the number plate is easily distinguishable at speed by officials and other riders.

#### **5.3.4 PAINTED DISPLAYS OR SEPARATE PLATES**

- 1) Front display may be painted only if the front section of the fairing is of adequate size and display is clearly legible. The front display area must be unbroken by air intakes, and only one number display will be allowed.
  - A. If the rider chooses to position the front number display to the side of the air intake, that number display MUST be on the same side as the scoring station used during each event.

2) Side displays may be painted on rear body work only if that body work presents a basically flat surface of adequate area. The side plate must be mounted on the seat or tail section and to the rear of the rider. Mounting must be high enough to ensure that the number is clearly visible when the machine is leaned (cornering) without interference caused by rider extremities or machine parts.

A. If the tail section profile does not allow the machine to comply with Section 5.3.4.2, a single number display on the top of the tail section may be installed and oriented to be read from the rear of the machine. It is the rider's responsibility to have the number of display correct before coming to Tech Inspection.

5.3.5. Numbers must be black and approximately 8" high and 1" wide, of standard block lettering with no shading, outlining or serifs. Number must be spaced approximately 1" from each other as well as the edge of the plate or display area. 6" or 4" numbers may be used on the rear plates as long as the number is clearly visible at speed. All numbers on any display must be the same size.

5.3.6. The following samples show the type style required to comply with these rules:

**1 2 3 4 5 6 7 8 9 0**

5.3.7. Number plates must be free from any stickers or sponsorship logos except as required by specific class rules.

5.3.8. Final approval of a non-compliant number display will rest with the Chief Technical Inspector.

5.3.9. Retired Numbers

1) 74 – Chris Knauer

#### **5.4 ELECTRONIC SCORING UNIT REGULATIONS**

5.4.1. MCRA events using the Westhold Scoring System will require each racer to purchase or rent an electronic scoring unit (ESU) at the time of registration. In the event a rider chooses to rent an ESU, the unit then becomes the rider's responsibility until returned at the conclusion of the rider's final race or the conclusions of the event, whichever comes first. Failure to return the unit will result in a fine equal to the replacement cost plus shipping and handling.

1) In the event a rented ESU is lost due to a crash at an event, the rider will only be charged for exact replacement cost as long as the rider notifies the Race Director or Referee before leaving the facility.

5.4.2. All machines must have the ESU properly mounted before going to technical inspection. Machines without the ESU properly installed will not be given a tech sticker and cannot enter the race course until gaining approval. The ESU is considered to be properly mounted if it is securely fastened to the right front fork leg, right front fork tube or right side of fairing where the signal can be read by the ground antenna and activated by passing through the activation area. It is the rider's responsibility to insure proper activation of the ESU before entering the race course.

- 1) There can be no solid metal or carbon fiber between the mounted ESU and the ground antenna. In all cases where motorcycle chassis or body work design places solid metal or carbon fiber between the ESU and the ground, it is the rider's responsibility to provide an adequate or alternate mounting location that allows the ESU to be activated and to function properly.

5.4.3. If a rider has entered multiple machines in the event, it is the rider's responsibility to either transfer the ESU between machines and assure that it is securely fastened, or to fit each machine with its own ESU. Failure to comply with this rule could result in disqualification at the discretion of the Race Director or Referee.

- 1) At events where electronic scoring is used, the ESU must be mounted on the machine during all practice, qualifying and race sessions. Failure to have the ESU in place could result in disqualification at the discretion of the Race Director or Referee. Penalties levied as a result of this infraction are not subject to protest or appeal.



## 6. MCRA CHALLENGE SERIES CLASSES

**6.1. UNLIMITED GT** – Unlimited GT machines are unrestricted in all areas as long as they meet standards of Section 5.

6.1.1. Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis.

6.1.2. Unlimited GT displacement limits are absolute and are set as follows:

- 1) Unlimited Grand Prix (Amateur & Expert Divisions)
  - a. Unlimited Displacement

**6.2. LIGHTWEIGHT GT** – Lightweight GT machines are unrestricted in all areas as long as they meet the standards of Section 5.

6.2.1. Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis.

6.2.2. Ultralight Superbike displacement limits are absolute and are set as follows:

Lightweight GT (Amateur & Expert Divisions Combined)

1. Single cylinder, unlimited displacement
2. Two stroke, liquid cooled, up to 450cc
3. Two stroke, air cooled, unlimited displacement
4. Twin cylinder, air cooled, up to 1210cc
5. Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc
6. Four cylinder, liquid cooled, up to 565cc
7. Four cylinder, air cooled, 2 valve, up to 750cc

***NOTE: BMW HP2 machines and destroked 600cc inline 4 cylinder bikes are excluded from the Lightweight class.***

**6.3. ULTRALIGHT SUPERSPORT** - Ultralight Supersport machines must meet the standards of Section 5.

6.3.1. Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis.

A. Ultralight Supersport displacement limits are absolute and are set as follows:

Ultralight Supersport (Amateur & Expert Divisions Combined)

1. Single cylinder, four-stroke liquid cooled, 375cc
2. Twin cylinder, air cooled, 350cc
3. Twin cylinder, four-stroke liquid cooled, up to 325cc

**NOTE: 125GP and MD 250 machines are not eligible for Ultralight Supersport.**

6.3.2. All motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.

A. Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used.

1) 18" wheels may be replaced with 17" wheels of the same width.

2) 16" wheels may be replaced with 17" wheels of the same width.

3) Rear swing arms on OEM Belt drive motorcycles may be replaced to convert final drive assembly from belt to chain drive.

B. Aftermarket brake rotors may be used but must be the same dimensions as the originals and must be made of a ferrous material.

Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine.

1) Aftermarket brake cooling ducts or wind deflectors are prohibited.

C. Any fairing may be used provided meets the requirements in Section 5.

D. Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels and designed to mount in the stock location for that specific model machine. Aftermarket air filter units that replace part of the OEM air box are required to maintain the original size and number of air inlet openings as the stock unit.

E. Engine modifications include the following:

1) Aftermarket pistons may be used but must be same size, compression ratio and weigh no less than OEM pistons.

a) On machines with optional OEM pistons, those pistons may be used as long as they are no larger than 1mm over stock size and have the same compression ratio and weigh no less than the OEM pistons.

2) Original equipment cylinders must be used.

3) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head.

4) Original equipment cases, crankshaft, and connecting rods must remain as produced.

- a) On machines that incorporate the cylinders into the cases, only the gasket surface of the cylinders may be machined. All other areas must remain as produced.
- 5) Original equipment transmission gears must be used and must remain as produced.
- 6) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished.

F. Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder produced prior to the 1999 model year and all twin cylinder machines produced prior to the 1994 model year are unlimited, provided class displacement limits are not exceeded.

G. Aftermarket carburetors may be used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year. 6.3.2. D. is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year.

H. Tires must be DOT approved.

- 1) If the Race Director declares a “Wet” event, commercially available rain tires may be used in place of DOT approved tires for the remainder of that race day.

#### **6.4. 600 MIDDLEWEIGHT SUPERBIKE –**

6.4.1. Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis.

6.4.2. Middleweight displacement limits are absolute and are set as follows:

##### 600 (Amateur & Expert Divisions Combined)

1. Single cylinder, Unlimited displacement
2. Two stroke, liquid cooled, pre-1985 model year, up to 750cc
3. Two stroke, liquid cooled, street production models, up to 515cc
4. Two stroke, air cooled, Unlimited displacement
5. Twin cylinder, air-cooled, Unlimited displacement
6. Twin cylinder, 2 or 3 valves per cylinder, Unlimited displacement
7. Twin cylinder, 4 valve per cylinder, up to 855cc
8. Three cylinder, liquid cooled, up to 730cc
9. Three cylinder, air cooled, up to 1000cc
10. Four cylinder, liquid cooled, up to 660cc
11. Four cylinder, air cooled, 2 valve, up to 1200cc

## 12. Electric bikes unlimited voltage

***NOTE: 250 GP machines are eligible for Middleweight Superbike.***

### 6.4.3. Engine: Modifications allowed

- 1) Aftermarket exhaust
- 2) Fuel management programmers
- 3) Cylinder head mods
- 4) Aftermarket replacement parts
- 5) Aftermarket air filter

### 6.4.4. Tires

- 1) DOT or Slicks allowed
- 2) Aftermarket wheels allowed

## 7. MCRA CHALLENGE SERIES CHAMPIONSHIP PROGRAM

**7.1. MCRA POINTS** – Points will be awarded based upon the final results of each class run at each race using the following scale:

First	25	Ninth	7
Second	20	Tenth	6
Third	16	Eleventh	5
Fourth	13	Twelfth	4
Fifth	11	Thirteenth	3
Sixth	10	Fourteenth	2
Seventh	9	Fifteenth	1
Eighth	8	Sixteenth and below	0

- A. Riders must finish the race to receive points for their position.
- B. Points, as described above, are awarded based upon order of finish for all riders, irrespective of number of entries in the class.
- C. Points as described above are awarded based upon order of finish as well as rider status (Expert of Amateur) except in those classes that have no divisions.

**7.2. PAYOUT AND CONTIGENCY** – Race payouts for all races are fixed amounts determined at the beginning of the season and are paid to the top 3. Payouts and any other incentives may be mailed out after the event to allow time for processing.

## 8. PROTESTS / PENALTIES

### 8.1. PROTESTS TYPES

- A. Scoring and/or Race Operations
- B. Class suitability – visual discrepancies
- C. Class suitability – internal engine discrepancies

**8.1.2. SAFETY OR PROCEDURE PROTEST** – protests will not be accepted regarding safety or procedure violations by another competitor. Those violations will only be acted upon when there is official confirmation that the violation took place.

**8.1.3. PROTEST TIME PERIOD** – All protests must be delivered, in writing, to an official within the time limits outlined below. Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check.

- A. Protests must be delivered within 30 minutes of posting of the race results. Protests will not be considered after the 30 minute period has elapsed and results will be considered final. Once final results are submitted for points updates, no changes can be made to results or points for that event.
- B. The official receiving the protest must sign it, and note the time in writing.

**8.1.4. PROTEST REQUIREMENT** – Protests among participants are limited to those within the same class.

**8.1.5. SCORING PROTEST** – Scoring protests must be made in writing.

**8.1.6. CLASS SUITABILITY PROTEST** – Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Race Director or a representative of either of the riders involved.

- A. The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook.
- B. Should the protest be upheld, the protesting rider will be refunded the protest fee and the protested rider will be removed from all results during the event that the inspected machine was not suitable for and participated in.
- C. The Race Director will make decisions regarding any protest.
  - 1) The Race Director will make a decision regarding the penalty to be levied in the event of an upheld protest.

### 8.2. PENALTIES

**8.2.1. GENERAL PENALTIES** – Unless penalties are otherwise expressly provided for in this rule book the Race Director may levy penalties (i.e. one lap, stop & go, etc.,) monetary fine, deduct points, disqualify, or suspend any rider for the remainder of the meet for any violation of the rules of competition, insubordination, or any other conduct detrimental to the meet. In addition, the Race Director may levy fines ranging from \$25.00 USD to \$5,000.00 USD, and can recommend suspension from future MCRA Events. Fined riders

are barred from further competition pending payment of the fine, unless there is an appeal in process.

#### **8.2.2. FINES AND SUSPENSIONS**

- A. Abetting or knowingly engaging in any meeting in which the result is prearranged.
- B. Directly or indirectly, offering or accepting, any form of bribe or compensation to or from any person participating in the meet, with the purpose to pre-arrange the outcome of the competition.
- C. Attempting to circumvent the rules by competing on a machine not complying with Equipment Standards is subject to fines of not less than \$500.00 USD and/or suspension at the discretion of the Race Director.
- D. Attempting to circumvent the rules by competing on a motorcycle other than the one entered in the meet. Permission to change motorcycle must be obtained from the Race Director.

**8.2.3. FALSIFYING DOCUMENT PENALTY** – Penalty for falsifying license applications, entry forms, release forms, loan of license to another party, or participation in fraudulent use of credentials may be suspension of at least one year and possible fines.

**8.2.4. REFUSING EXAMINATION PENALTY** – Penalty for refusing to allow examination and/or measurement of a machine’s components shall be a fine of \$500.00 USD and suspension for at least 30 days. The suspension period will begin the date the fine is paid.

**8.2.5. FALSIFYING CONTINGENCY PENALTY** - Penalty for falsifying contingency claims or participation in fraudulent contingency claims will be suspension of at least one year and possible fines.

## 9. BYLAWS OF MIDWEST CAFE RACING ASSOCIATION

9.1. **The Name of the Association** - The Association is called “The Midwest Cafe Racing Association,” or MCRA. It will also be referred to as “the Association” in these Bylaws.

9.1.2. **The Purpose of Organization** - The Association is a “Not for Profit” association incorporated in the State of Missouri. It exists to promote motorcycle road racing and Track day riding in The Greater St. Louis Area with emphasis on safety, creating and maintaining a positive image of the sport, and encouraging participation by all interested persons.

### 9.1.3. The Membership

**A. Definition** - MCRA Membership is open to anyone interested in participating and promoting of motorcycle road racing and Track day riding in the Greater St. Louis Area. A Member is any individual who has paid the annual dues.

**B. Privileges** Along with the privilege to participate in MCRA racing activities (if licensed to do so), Track day activities, rides and social events at published discounted fees, any Member is eligible to:

- a) nominate other members and be nominated for a Board of Directors, Officer or Committee position;
- b) make proposals and vote for changes to the Rule Book;
- c) vote on special ballot issues that may arise;
- d) participate and vote at General Meetings; and
- e) attend, offer proposals, observations, or opinions at Board Meetings. However, members who are not also elected to the Board are not eligible to participate in Board votes.

**C. Disciplinary Actions** - In the event of inappropriate behavior by any Member, the Board may discipline the Member by suspension of some or all privileges of membership for a defined period of time. However, if in the opinion of a majority of the Board expressed in a vote at a Board meeting the Member’s behavior is serious enough to warrant termination of membership the Member will be given written notification and reasons for termination by certified mail at least 15 days prior to a General Membership meeting. The members present at the next General Membership meeting occurring after notice has been given to the Member shall vote on the question of termination of the Member’s membership in the Association. At the General Membership meeting the Member shall have the opportunity to be heard before the final vote. If the Member wishes to submit written information regarding his or her proposed termination such



information must be received by the Association at its office no less than 5 business days prior to the General Membership meeting. A Member's membership may only be terminated by a vote of at least 2/3 of the members present at the General Membership meeting. The decision of the Membership will be binding; non-appealable is not reviewable by any court of law.

#### **D. Changing Rules and Regulations**

a) If a member or the organization feels a rule should be changed they will have the opportunity to propose changes by submitting the rule change during open Nominations of Association Officers and Board Members (e.g., August and September General Membership Meeting). Only members can submit Rule changes.

b) Before any Rule can be voted on by General Membership the Current Race Committee and Safety Committee must review rule change request. This review is to verify Safety regulations are not violated and rule is feasible to enforce within the organization with man power and equipment. Also to make sure rule maintains a level of sportsmanship and fair play this club has instilled over the generations.

c) Rule changes that meet the criteria above will be placed on the secret ballot and voted on by the General membership. Ballots will be retained by the Secretary for a period of thirty days and may be inspected upon request.

d) Physical changes of the rule book will occur before the annual banquet or at the next General Membership Meeting following the election.

#### **9.1.4. The Board of Directors**

**A. Composition of the Board** - The Board of Directors of the Association will consist of eleven members: President, First Vice President, Second Vice President, Secretary, Treasurer, Rider Representative, Worker Representative, and Members at Large. No Board Member may hold more than one Board position. No Board Member will be compensated for his or her services other than reimbursement for expenses incurred such as for supplies and services that benefit the Association. Further, should the Board desire to hire a contractor or vendor of any sort it shall not hire one where individuals employed by the contractor or vendor are also serving or nominated members of the Board.

#### **B. List of Officers and Duties**

**1) President** - The President is the principal officer of the Association. The President will discharge all duties of the office which include:

- a) Directing the business of the Association;
- b) Ensuring that the resolutions and directions of the Board are carried out;
- c) Executing for the Association any contracts, deeds, mortgages, bonds or any other instruments which the Board has authorized the President to execute; and
- d) Promoting a positive image of the Association to the Membership and the general public.

If the President is unable to perform the duties of the Office, temporarily or permanently, such duties will be assumed by the next qualified officer available. In such case, the order of succession is: First Vice President, Second Vice President, Treasurer, and Secretary.

**2) Vice Presidents** - The Association will have two Vice Presidents. The Vice President with greater seniority on the Board shall be First Vice President. In case both are newly elected, the decision shall be made by mutual agreement and with the support of the Board. The Vice Presidents shall:

- a) Assist the President as he or she requests; and
- b) Act in his or her stead when the President is absent.

**3) Secretary** - The duties of the Secretary include:

- a) Maintaining the minutes of the General Membership and Board Meetings;
- b) Seeing that all notices or other correspondence required by these By-Laws, the Association's rules or any applicable law or regulation are delivered to the necessary recipient(s) at the time and in the manner required;
- c) Maintaining MCRA'S records. These records will include: official correspondence, minutes of all Board and General Membership Meetings, rules and technical regulations, copies of the newsletter published by the Association and race and season championship results, and
- d) Making available copies of all MCRA records to any Member at that Member's request and at that Member's expense.

- 4) Treasurer** - The Treasurer will be the principle accounting and financial officer of the Association. The duties of the Treasurer include:
- a) Maintaining the books and bank accounts of the Association;
  - b) Holding all funds and securities of the Association;
  - c) Providing a financial report of the Association at each Board and General Membership Meeting, and
  - d) Submitting a budget proposal to the Board by the first Meeting of the calendar year.

The Association checking account shall be maintained by the Treasurer, who has primary signature authority. However, the President shall also have check signing authority. However, any expenditure of \$200 or more must have prior approval of the Board.

The Association's fiscal year shall end on December 31st of each year.

**5) Rider Representative** - The Rider Representative will act as liaison between all Riders and the Board in any matters of concern to them, either on or off the track.

**6) Worker Representative** - The Worker Representative will act as liaison between the Workers and the Board in any matters of concern to them, either on or off the track, and will be in charge of maintaining supplies required for track operations.

**7) Members at Large** - Members at Large are primarily to fill in any seats required to achieve an eleven member Board. The number of Members at Large may vary.

**8) Past President** - Upon the installation of his or her successor, the former President may accept the Board position of Past President and will hold the place of a Member at Large. This is not an elected position and is held for the year immediately following his or her term. The duties of this position include:

- a) Assisting in the transition of power to the new President; and
- b) Advising the new President upon request.
- c) Length of term of each office

The length of term for Board Members is one year from November to October, except for the Treasurer whose term is from January to December.

## A. Electing the Board of Directors and Officers

- i. Nominations of Association Officers and Board Members shall begin two general meetings prior to the last general meeting of the term year (e.g., August). Nominations will close at the adjournment of the following meeting (e.g., September). Officers and Board Members will be chosen by a secret ballot vote of the General Membership present at the last general meeting of the term year (e.g., October). Newly elected officers and board members will assume their duties at the beginning of the following term year (e.g., November), with the exclusion of the newly elected Treasurer which will assume their new duties in January (e.g., note list of Officers and Duties, length of Treasured term is from January to December).
- ii. Ballots will be retained by the Secretary for a period of thirty days and may be inspected upon request. Installation of the Board will occur at the annual banquet or at the next General Membership Meeting following the election. Only Members may become Board Members.
- iii. Secretary will publish the ballot [for MCRA Board Elections] on all MCRA communications site (i.e. club internet forum, etc.).
- iv. Members that wish to vote by absentee ballot and will not be able to attend the election meeting will be required to submit their completed ballot by 5 pm of the day of the meeting to be accepted [and counted]. The club member submitting the ballot must be identified on the ballot and the ballot must be notarized. The ballot can be delivered by US Mail or handed in person to the Secretary prior to the deadline.

## B. Removal and Vacancies of Officers

**1. Attendance** - A Board Member shall not miss more than three Board meetings in a year or two consecutive Board meetings without prior notification to either the Board Chair or President. Members who do not meet their attendance requirements may be dismissed from the Board by a vote of the majority of the Board. If the President must miss a meeting the President will inform one or both of the Vice-Presidents. This shall cause the President's absence to be considered "excused".

**2. Removal of Board Members** - Any Board Member may be removed from his or her position by a two thirds vote of the Membership present at a General Membership Meeting.

**3. Replacement of Board Members** - In the event that a Board Member is removed from the Board, the Board will appoint a temporary replacement to fill the remainder of that individual's term. This procedure also applies when a Board Member resigns from the Board.

**4. Removal or Resignation of the Entire Board** - If the entire Board resigns or is removed, an Interim Board must be elected at that Meeting. The Interim Board shall consist of a Chair and four Members. The Chair shall assume, temporarily, the duties of the President. No monetary transaction may be conducted by this Interim Board. The General Membership, at the next meeting, must hold a special election for a new Board and Officers to serve the balance of the terms of the removed persons. Failure to elect a new Board shall constitute an involuntary dissolution of the Association.

**C. Bonding** - The Board may require that officers responsible for funds be bonded at the Association's expense.

**D. Committees** - The Board may establish, define the purpose, determine the duration and reporting requirements of any committees it deems necessary. Each committee will have a head elected. The committee head will decide how many people it will need to accomplish its task(s). The Board will select or approve of the Committee Membership.

**The Advisory Committee** -The Advisory Committee is a standing Committee. Its primary duties include:

- a) Researching, planning, and recommending long-term goals and policies for the Association,
- b) Carefully studying matters to which its attention has been directed, and c) making recommendations to the Board.

The Committee will consist of five Members. They shall be the current President and four other Association Members approved by the Board. At least two Committee Members must have had prior on-track racing experience. The President may not be the Chair of this Committee. The Committee will meet at least semi-annually and the Committee Chair will report to the Board at least annually.

#### **9.1.5. Meetings**

##### **A. Provisions for Regular Meetings**

- 1) General Membership Meetings** - The General Membership shall meet at least quarterly, as determined by the Board. Time and place of the meetings will be determined by the Board. Fifteen Members or 10% of the active Membership, whichever is less, shall be needed to establish a quorum to conduct business of the Association at these meetings. At any General Membership Meeting, each Member present shall be entitled to one vote. A simple majority shall be required to pass the motion, resolution or other subject matter of the vote unless these By-Laws specify a different majority. In the event of a tie vote, the presiding officer, usually the President, may:

- a. call for further discussion and a second vote,

- b. defer, or table, the matter to a later date, or
- c. Make an executive decision to pass or reject the motion, resolution or other subject matter.

**2) Board Meetings** - Board Meetings shall be held monthly. A quorum for Board Meetings shall be seven Members. In the absence of a quorum there will be no official Meeting. At the commencement of the first Board Meeting of each new Board, the President will assign required duties and responsibilities to each Board Member.

Each Board Member present shall be entitled to one vote. Voting power may not be delegated and no proxy votes are allowed. A simple majority shall be required to pass the motion, resolution, or other subject matter of the vote unless these By-Laws specify a different majority. In the event of a tie vote, the presiding officer, usually the President, may:

- a. call for further discussion and a second vote,
- b. defer, or table, the matter to a later date, or
- c. Make an executive decision to pass or reject the motion, resolution or other subject matter.

#### **9.1.6. Amendment of Bylaws**

A proposed amendment must be submitted in writing for consideration at a General Membership Meeting. The proposal is accepted for publication to the Membership if the motion for its acceptance passes by a simple majority vote of the Membership present.

The proposed amendment will then be published in the Association newsletter or by other reasonable correspondences, including but not limited to the Association's web site and be brought to a vote at the next General Membership meeting. An amendment will be accepted if at least 2/3 of the Members present vote for approval of the amendment. Approved amendments will take effect immediately after certification of the vote.

#### **9.1.7. Dissolution of the Association**

- A. The Association may be voluntarily dissolved by a vote of the General Membership at a Meeting called for that particular purpose. The Meeting must consist of at least fifty Members or 20% of the Membership, whichever is greater. The vote to dissolve the Association requires a two-thirds vote of the Members present.

- B. Should the voluntary dissolution resolution pass, or should the association be involuntarily dissolved as provided in these bylaws, then within the next 90 days all Association assets will be liquidated and the outstanding bills paid.
- C. Any outstanding obligations shall likewise be dealt with in the most expeditious and least expensive manner.
- D. An outside accounting firm will confirm the results, Articles of Dissolution will be filed with the State of Missouri and, after the deduction of all reasonable fees, the balance of moneys shall be donated to a similar local non-profit organization chartered to carry on the existing purpose of MCRA, the Roadracing World Action Fund or to the United Way of America, and the Midwest Cafe Racing Association shall cease to exist.