

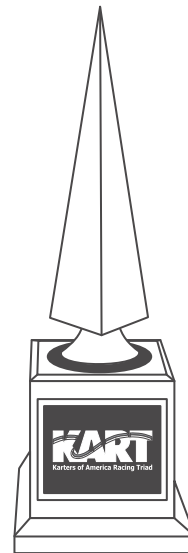
# 2015 KART

Enduro National Championships  
at  
Hallett Motor Racing Circuit  
July 31st - August 2nd, 2015

Presented By:



Sponsored By:



## OFFICIAL ENTRY FORM

NAME \_\_\_\_\_ AGE \_\_\_\_\_ KART MEMBER # \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ST. \_\_\_\_\_ ZIP \_\_\_\_\_

KART RULE: PROOF OF CURRENT KART MEMBERSHIP REQUIRED @ REGISTRATION OR YOU MUST JOIN. WEEKEND MEMBERSHIPS WILL NOT BE AVAILABLE.

Passes: Driver \$30.00 Non-participant \$25.00 Children (5-11) \$15.00 Children Under 5 Free (Purchase @ Front Gate)

ENTRY FEE: \$90.00 per class

Friday practice \$75.00

CLASS NAME: \_\_\_\_\_ KART # \_\_\_\_\_ TRANSPONDER # \_\_\_\_\_

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ENTRY FEES \_\_\_\_\_ @ \$90.00 \$ \_\_\_\_\_

FRIDAY PRACTICE \_\_\_\_\_ @ \$75.00 \$ \_\_\_\_\_

TRANSPONDER RENTAL \_\_\_\_\_ @ \$10.00 \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_

Pre-registration is recommended, full refunds available until practice starts. Postmark deadline for pre-registration is July 27th.

Please make checks payable and send pre-entries to:

KART/MARRS - 24995 S. Meadow Ridge - Claremore, OK. 74019

Credit Cards will be accepted with a \$5 process fee

I have read and hereby agree to conform and comply with the rules governing this event. I further agree to hold harmless K.A.R.T., MARRS, HALLETT MOTOR RACING CIRCUIT, their agents, representatives, authorized officials or track personnel for any loss, injury or death to myself, my family, or my personal property which may occur as a result of my participation in this event. I understand that I will be responsible for myself and any non-participants with me for any add not covered by this event insurance or through any other insurance policies.

ENTRANT SIGNATURE \_\_\_\_\_

IF UNDER 18, PARENT SIGNATURE \_\_\_\_\_

### SPECIAL NOTICE

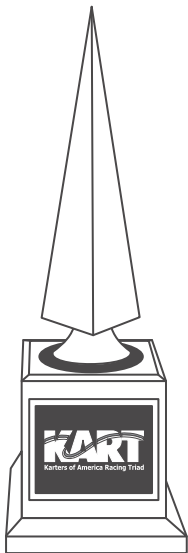
Gates will be open 5:00-10:00 p.m. Thurs. July 30th for Trailer Drop off, Pit Passes.

If you arrive after 10:00 p.m. Thursday, you will be unable to enter the track until 6:00 a.m. Friday, when the gate will re-open.

Area motels: Hampton Inn  
7852 W. Parkway Blvd  
Tulsa, OK 74127  
918-245-8500

Boomtown Inn  
1103 E. Broadway  
Drumright, OK 74030  
918-352-2288

Best Western  
211 Lake Drive  
Sand Springs, OK 74063  
888-734-8507

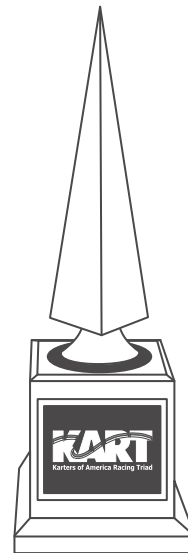


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JUNIOR (Age 8-11) ENTRY FORM

NAME \_\_\_\_\_ AGE \_\_\_\_\_ KART MEMBER # \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ST. \_\_\_\_\_ ZIP \_\_\_\_\_

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Passes: Driver \$30.00 Non-participant \$25.00 Children (5-11) \$15.00 Children Under 5 Free (Purchase @ Front Gate)

ENTRY FEE: \$50.00 per class

Friday practice \$20.00

CLASS NAME: \_\_\_\_\_ KART # \_\_\_\_\_ TRANSPONDER # \_\_\_\_\_

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ENTRY FEES \_\_\_\_\_ @ \$50.00 \$ \_\_\_\_\_

FRIDAY PRACTICE \_\_\_\_\_ @ \$20.00 \$ \_\_\_\_\_

TRANSPONDER RENTAL \_\_\_\_\_ @ \$10.00 \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_

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ENTRANT SIGNATURE \_\_\_\_\_

IF UNDER 18, PARENT SIGNATURE \_\_\_\_\_

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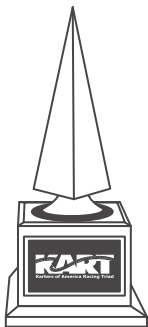
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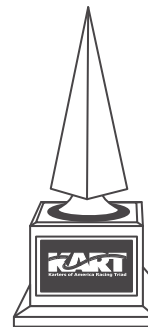
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# 2015 KART



Enduro National Championships  
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July 31st - August 2nd, 2015

## EVENT SCHEDULE

### THURSDAY

5:00 – 10:00: TRAILER DROP OFF / PIT PASS SALES

### FRIDAY

6:00: GATES OPEN

7:00 - 5:00: REGISTRATION

8:00: DRIVERS MEETING

9:00– 4:00: PAID PRACTICE (LUNCH 12:00-1:00)

4:15: RACE 1 (30 / 45 MIN)

SPRINT 125cc STOCK HONDA Texas Karts

YAMAHA PIPE HEAVY (410#) Sampson Racing

# MARRS

MID AMERICA  
ROAD RACE SERIES



Special Thanks to Baldus Racing for sponsoring  
the National Championship caps.

### SATURDAY

6:00: GATES OPEN

7:30: DRIVERS MEETING

8:15- 11:00: PRACTICE

11:00 - 11:45: LUNCH

RACE 2 (30 MIN) 12:00

B&S ANIMAL SPORTSMAN I Kittelson Racing

SPRINT B&S LO206 I Styler Aesthetic LLC.

RACE 3 (45 MIN) 12:45

100cc OPEN In Memory of David Sarsycki

SPORTSMAN I McZero Fabrication

RACE 4 (30 MIN) 1:45

SPRINT TAG SR I Brown Racing

SPRINT TAG JR I (12-15) Oaks Racing

RACE 5 (30 MIN) 2:30

SPRINT 125cc SHIFTER I Sneed Lang PC, Attorneys

RACE 6 (30 MIN) 3:15

SPRINT TAG CADET I (8-11) HMRC

SPRINT YAMAHA JR I (8-11) Jess & Jim's Steakhouse

RACE 7 (30 MIN) 4:00

SPRINT 80cc SHIFTER I Trailer Alarms

SPRINT YAMAHA CIK I Gharst Racing Team

B&S ANIMAL 390 I Jess & Jim's Steakhouse

RACE 8 (45 MIN) 4:45

PISTON PORT R&D I MiSi Kart Racing Products

YAMAHA 4 HOLE CAN I West Texas Outlaws

**6:00: JOIN US FOR SATURDAY AWARDS CEREMONY  
FOR FOOD AND BEVERAGES SUPPLIED BY MARRS**

### SUNDAY

6:00: GATES OPEN

7:45: DRIVERS MEETING

8:00- 10:30: PRACTICE

RACE 9 (30 MIN) 10:45

SPRINT 80cc SHIFTER II Ironwill Racing

SPRINT YAMAHA CIK II CSU Inspections

B&S ANIMAL 390 II Serta Mattress Co.

11:15 - 12:00: LUNCH

RACE 10 (45 MIN) 12:15

PISTON PORT R&D II Tanda Racing

YAMAHA 4 HOLE CAN II Land Survey Companies

RACE 11 (30 MIN) 1:15

SPRINT TAG SR. II Farm Bureau / Gorman Agency

SPRINT TAG JR II (12-15) Prototype Specialties

RACE 12 (30 MIN) 2:00

SPRINT 125cc SHIFTER II Hegar 4 Prodcuts

RACE 13 (30 MIN) 2:45

SPRINT TAG CADET II (8-11) Lighwine Painting

SPRINT YAMAHA JR II (8-11) J&L Racing

RACE 14 (30 MIN) 3:30

B&S ANIMAL SPORTSMAN II Cypert's Auto LLC

SPRINT B&S LO206 II A.W. Henry Inc.

RACE 15 (45 MIN) 4:15

UNLIMITED In Memory of Wally Wallen

A-LIMITED Scents by Danika

SPORTSMAN II Land Survey Company

**SUNDAY AWARDS WILL FOLLOW 15 MINS AFTER  
POST TECH HAS CONCLUDED IN REGISTRATION BUILDING**

**NOTE: THURSDAY – SATURDAY: GATES CLOSE AT 10:00pm.**

## **LOCAL OPTION CLASS RULES**

### **YAMAHA PIPE HEAVY:**

16+, 410#, gas/oil, Yamaha engine, max. 1.75" header and any fixed pipe (no adjustable pipes)

### **SPRINT YAMAHA JR:**

8 -11, 230#, gas/oil, Yamaha engine, WA55B carb, SSX or SSX-V muffler, any KART approved sprint chassis, CIK/SCRIBNER or NO bodywork only.

### **SPRINT TAG JR:**

12-15, Leopard/Rotax Max/PRD Fireball: 320#, X-30: 330#, gas/oil.

RESTRICTORS: Leopard - 25mm (1A-A-125366) exhaust header restrictor, PRD Fireball - RLV 30.0mm exhaust header restrictor, X-30 - 31.0mm (IAME Jr header pipe) exhaust header restrictor. Rotax Max – Per USRMC Jr. Rules. Any KART approved sprint chassis, CIK/SCRIBNER or NO bodywork only.

### **SPRINT 125 cc STOCK HONDA:**

Age: 15+

Weight: 385#

Fuel: Gas/oil

A.1.1 This set of rules provides engine and chassis rules for the KART Road Race National Championships.

A.1.2 Guidelines offered in these pages are subject to the term "Spirit and Intent" and apply to the technical aspects of this "Stock" shifter kart class. It is expected that all participants will adhere to the spirit and intent of these rules. These are guidelines for fair and equitable competition. They are not the basis to "read between the lines" in order to circumvent the intent.

Spirit and Intent: "If these paragraphs do not say you can, you can't!"

A.1.3 Stock Defined: All displacements will bear a tolerance that will be defined by specifications deemed as "Factory Stock," in specifications from said manufacturer. All post event technical inspection will rely on published factory specifications and may be compared to known stock parts. Neither the OEM engine nor any of its auxiliary components may be modified in any way, unless an exception and / or exclusion is specifically noted within the rules. This includes the addition, deletion

and / or omission of and / or adjustment to parts and / or materials. Note: Adjustments to components that are specifically designed for that purpose shall not be construed to be a modification (i.e. Carburetor jets, needles, slides, adjustment screws, spark plugs, exhaust flange spacers, etc.)

A.1.4 OEM Defined: For purposes of defining allowable engine components, OEM will mean parts produced by a particular manufacturer for a particular model. Where OEM parts are called out for example, you may not use Yamaha parts in a Honda engine, or Honda RS parts in a Honda CR engine. Except where otherwise stated, the year of manufacture is open, provided the parts are commercially available in the U.S. market.

A.2 Engine: Stock 1997 - 2002 OEM Honda CR125 kit engine.

A.3 Cylinder and Top End: 1997-2002 cylinders are legal. No modification or machining of the cylinder is allowed such as porting, adding or deleting ports, decking of top or bottom of cylinder, or re-Nikasil. Cylinder mounting flanges may be spot faced in the area where the nut meets the flange only. Some factory grinding is performed prior to the Nikasil process on many cylinders. The Technical Director reserves the right to disapprove any cylinder supplied by Honda and not modified. Some OEM cylinders may not be acceptable for competition.

Cylinder length is: 1997 – 1999: 3.311" - 3.316". 2000 – 2002: 3.307" – 3.312".  
Base gasket to be stock OEM.

Exceptions: Stock power valves may be removed and aftermarket plugs used, with no filing, welding, or modifying of the cylinder. The power valve actuator rod hole may be plugged. OEM power valve covers may be replaced with aftermarket plates.

Cylinder Head: Head must remain OEM with no modifications or machining of any kind. Head must fit factory profile using the Shockwave "Stock CR125" profile gauge. Removal of mounting boss and modifications to the water outlets, for the purpose of hose connection, are allowed.

Head gasket must be stock OEM.

Squish or deck height measurement through the spark plug hole will be a minimum of .050 thousandths for 1997 – 1999 and .045 for 2000 - 2002, using .060 solder. This is not intended to be a minimum or maximum dimension. This dimension is a "quick" check to determine if any non-conforming modifications are present.

Piston, Ring, Wristpin: Piston, ring, wristpin and upper rod bearing must be stock OEM. No modifications of any kind. Lapping the bottom of the ring is permitted.

A.4 Intake System:

Carburetor: Box stock PWM or PWK 38mm carburetor. Bore may not exceed 38.6mm in diameter. Carburetor bore measurement will be determined at the engine side of the slide. Bore may not exceed the designated maximum diameter in an area .400" wide measured inboard of the slide.

Fuel Pump: Pump around fuel recirculation system is allowed. Single, pulse type pump feed system. One (1) feed pump only. Any additional pump must be for evacuation (i.e. pump around system). No electric or belt driven pumps. Catch containers and / or alternative plumbing are mandatory, to deal with potential carburetor overflow.

Manifold and reeds: Intake manifold must be stock 1999 OEM CR125 (Honda Part Number 16221-KZ4-A10 - marked KZM4) with no modifications. The reed cage must be 1999 CR125 (Honda Part Number 14100-KZ4-J11) Aftermarket replacement reeds will be allowed, including mono reeds or stiffeners. This only allows reeds that may be installed without modification to the 1999 reed cage and does not permit multi-stage reeds.

Intake Noise Suppression: Air box or air filter only. Air box with NO modifications, up to 3 inlet tubes, not to exceed 29mm +/-1mm inside diameter & 95mm minimum length and must be CIK and RLV approved only).

#### A.5 Ignition System:

CDI: Must be stock 1999 OEM. Note: The wires connecting the coil and stator to the CDI may be lengthened or replaced, to facilitate mounting of the CDI unit. The addition and use of a coil ground cable is recommended. Kill switch, if used, must function only to kill the engine. The spark plug wire and cap are non-tech items.

**Note:** The events officials may require competitors to swap CDI boxes, prior to the start of a race event. Failure to comply will result in disqualification for the day.

Stator/Flywheel: Must be stock 1999 OEM. Only repairs approved by the Technical Director may be done to the wiring. Stock flywheel key must remain in place with no modifications. The left hand lower limiting plate on the stator must be intact, with no modification. Either the factory limiting plate or SKUSA limiting plate (available from SKUSA) may be used. Machined aluminum stator slots, underneath unmodified limiting plates, are allowed at this time. No modification to the hold down bolts is permitted. Static timing must be controlled by the stock stator plate or the SKUSA plate. No modification to any of the components that change the static timing.

The spark plug manufacturer is open, but the plug must be commercially available and measure 18.5mm long by pitch M14 x 1.25. Exception: The spark plug washer may be removed to facilitate the use of a cylinder head temperature sensor and the gap of the electrode may be adjusted.

Coil: Must be OEM 1999 with no modifications.

A.6 Exhaust Pipe: R4 or SKUSA SK-1 pipe only. Must be intact at post-tech.

A.7 Exhaust Silencer: Make and mfg are open specs. Must be intact at post-tech. Must meet sound requirements.

A.8 Transmission: Five (5 speed) as originally delivered in motorcycles or six (6) speed available through Honda in kit form.

A.9 Clutch: Must be OEM with NO modifications.

**Note:** While air / electric / pneumatic shifters are not allowed, this restriction may be waived to accommodate special driver needs and requires prior written approval. Use of a sprag axle hub assembly is permitted.

A.10 Cooling System: One of the water outlets in the cylinder head may be plugged. Note: The stock water outlet(s) must remain in the original location, in relation to the exhaust port. OEM water pumps must be retained. No axle or external water pumps allowed. Cooling system may use only water and / or water based coolants. The size and routing of the cooling hose(s) is open. Catch containers and / or alternative plumbing is mandatory, to deal with potential radiator overflow.

A.11 External Modifications: Cases must be stock OEM. Exception(s): Kick-starter assembly may be removed and the hole plugged. Removal of the kick-starter hump is allowed. The case may be clearanced to accept a larger front drive gear.

A.12 Other: Studs, bolts and washers are non-tech. Accessory mounting brackets and locations are open. Chain guards are required (steel is recommended).

#### CHASSIS RULES:

B.1 Sprint chassis only. Rear bumper must be either a double rail or single rail with loop design. Minimum width: main frame rails, Maximum width: Outside edge of rear tires. Top bar must be a minimum of 5", bottom bar or loop no lower than bottom of frame rail measured from bottom of frame rails. Full coverage rear bumper, either CIK or reasonable facsimile plastic are allowed.

B.2 Seat/Radiator: Minimum inclination of 45 degrees from horizontal on both seat and radiator.

B.3 Bodywork: CIK, SCRIBNER or NO BODYWORK allowed. Driver fairing: Maximum width 14" wide, 1" maximum height above steering wheel, 2" clearance from front of steering wheel to fairing. Fairing may attach to nose.

B.4 Brakes: Dual braking system with separate master cylinders are mandatory. Secondary cable (1/16" min. dia.) or rod is required. Must be connected to BOTH master cylinders to the brake pedal.

B.5 Wheels: 5 or 6 inch diameter.

B.5 Chain Oiler: Maximum capacity allowed is 4 oz.