



MARS sanctioning body would like to welcome all circle track dirt racers to all sanctioned MARS facilities and events. It has been a pleasure to bring this sanction to life and we hope everyone enjoys the racing and friendships that are created during these events. We strive to provide a safe, fun and family friendly racing atmosphere where every family member has an enjoyable racing opportunity. Thank you to every track owner and operator for your contribution to the MARS sanction and the sport of kart racing.

General Information

Competition Rules:

- Drivers will be allowed to race in multiple classes if track permits, if the entry fees have been paid for each class **Exception:** Rookies cannot run multiple classes. Once rookie class racers win 5 features consecutively or 10 races in a single race year, the track operator may request that Rookie driver to “move up” classes to JR1 permanently Once Rookie driver graduates to a higher class, they may not race in Rookie class anymore.
- Any age qualifications are determined by your age on January 1 of that race year.
- All drivers are required to wear a full-face helmet, a racing or track approved jacket or race suit, closed toe shoes, racing gloves, and a neck brace while driving. All of these items must remain in working order while on race track (i.e., if the neck brace comes off you will be black flagged.) All helmets must have a VISOR and must remain in the down (closed) position while on track during racing conditions. LONG PANTS ONLY. No Short pants allowed.
- All starts will be off turn 4 at the cone. There will be no passing before you reach the cone. If you do pass before the cone, you will be penalized at the minimum 2 spots but not to exceed the number of cars passed. The leader sets the pace and everyone else is expected to keep his pace without bumping and pushing on the start.
- There is no racing back to the yellow flag. Once yellow is out, every kart needs to be in a single file line as soon as possible. A red flag will be issued if any driver is in danger. Go to the bottom of the track and come to a complete stop if a RED FLAG is thrown.
- Once a kart race has started, any kart that leaves the track and enters the pits cannot return to the race track for that event. If the engine stalls on track, track workers (if possible) will give two pulls to attempt to start. If the engine does not start, you will go to the pits. NO WORKING ON KART WHILE ON THE TRACK. If a member of your crew comes onto the track unauthorized, you will be BLACK FLAGGED for that race. Running onto the track is dangerous for all parties.

- After completion of the event, top three Karts must proceed directly to the scales. They will stop the engine then proceed onto scales. Failing to go over scales will result in disqualification for that event. ONLY DRIVER AND ONE PERSON is allowed to be in the tech area unless approved by the head tech man. Any driver or representative of the driver who refuses tech or is found to have an illegal motor, fuel, etc will be disqualified.
- Any racer, whether minor or adult, is responsible for the conduct of their pit crew at all times. Officials have the right to suspend crew members and/or drivers at their discretion. Foul Language and disruptive behavior by anyone will not be tolerated.
- No Karts will be allowed to be driven in the pits. Engines will be started in the grid area.
- Any driver who fails to drive in a safe manner will be subject to being black flagged off the track. Failure to obey the black flag could result in race suspension at the discretion of track officials.
- Numbers:** All karts must have numbers on three sides of the kart (minimum 6 inches) All numbers must be clearly visible by scorers and must be in sharp contrasting colors. No Duct tape, black tape, or reflective numbers. Black on white or white on black preferred. Scoring officials have final approval on all numbers. If they ask you to change them, you will be required to do so.
- No rear view mirrors.
- All used oil must be put in proper drums located in pits. No exceptions.

Transponder: Transponder must be mounted on the left rear seat strut. Failure to do so will result in disqualification unless approved.

Loss of Air Filter: If you lose your air filter and cause a caution in doing so, you will be credited for the caution and sent to the rear of the field. You may not reinstall your air filter while on the track.

Loss of Chain: Adult Competitors will receive one courtesy chain replacement during the race. The second occurrence results in disqualification. Kid competitors will receive at minimum one courtesy chain replacement with further replacements allowed if the track officials see fit.

Points: Points will be awarded based on finishing order. You will be able to keep up with points on MRP

Technical Rules: All karts must be pre-race inspected prior to going onto the track for hot laps or head race. No Exceptions. Any kart not having a pre race sticker after the heat race will start from the rear of the field. All cage karts must have roll cages, 5-point seat belts, and arm restraints. Open tire rule! (Any tire including grooved tires are legal) All bumpers must stay in place and intact throughout the race

Flat Karts: No front numbers or nerf bars may protrude outside of the bodies. Only champ Karts may have exposed from bumpers. Side panels coming loose will be tolerated unless deemed unsafe for anyone on track. The distance from the ground to the lower bar on the rear of the kart must be no greater than five inches. ½" gear clearance rule will be strictly enforced. Anyone not in compliance will receive no pay/points for that racing event. All karts in all classes must have operational clutches.

Restrictor Plates: They are required to be in place for all practices and races. They may be inspected at any time (discretion of tech man) If requested, you will be obligated to produce a plate within 10 minutes of request. Failure to do so may result in loss of pay/points or starting positions. MARS reserves the right to alter weight or restrictor plates to keep all classes competitive.

Protest Rules: Any protest must be filed in writing with the head tech inspector no later than five minutes after completing the event. Protest fee: 100.00. 2nd protest of the same kart will be 200.00 thereafter. The protester will be required to tear down first. The protested kart will be torn down regardless of the outcome of the first tear down. Both karts involved must remain impounded by tech officials until tear downs are completed. If the protested kart is illegal, the track gets 25% and the protestor gets 75% of the protest fee back. If the protest kart is legal, the protest kart gets 75% of the protest fee and the track gets 25%. If both the protest and the perotested are both found illegal, the track

gets 100% of the protest fee. AMRS reserves the right to tear down any kart at any time or inspect any restrictor plate at any time. The driver of an illegal kart will lose his or her pay and points for that race day.

Safety Guidelines: It is mandatory for all karts to pass pre tech inspection before going on track for practice or race. Failure to be inspected prior to practice or race will result in possible penalties or disqualification. Listed are some guidelines for safety issues regarding kart racing. These items will be inspected during safety tech before the kart will be allowed to go onto the track for practice or racing. All steering components must be safety wired or cotter pinned. Includes spindles, tie rod end bolts, tie rod to steering bolts, steering wheel to steering hub bolts (3 bolts) and steering shaft nut. On Champ Karts, the 3 bolts connecting the steering wheel to the quick connect hub must be safely wired. All bolts fastening the master cylinder and calipers must be safety wired. Brakes must be in good working condition. A wolf plate protecting the driver from the rotor is mandatory. No open face helmets. Muffler must not extend past the rear bumper. Snap rings required on axle ends. All lead must be painted white with a kart number permanently marker on it. Minimum bolt size for lead is 5/16" with double nut or safety wire. Any lead weighing over 7 pounds must be secured with two 5/16" bolts both having double nuts or safety wire. If you lose the lead on the track, you will be disqualified for that race. NO weight allowed on the nerf bar or bumpers except inside the nose.

MARS Technical Procedures: CC'ing your motor with burette and cc nut. Remove spark plugs and push rods from the engine. Fill the burette up above the zero line with clean marvel mystery oil. Hold the burette as close to vertical as possible. Open the stopcock and run the fluid out until the bottom of the curved line is lined up with the zero line. Wipe any drops from the top of the burette. Install the cc plug by hand in the spark plug hole and rotate until it contacts the spark plug seating surface on the head. Set the engine such that the centerline axis of the spark plug hole is plumb. Turn the crankshaft by hand until the piston is approximately inch before TDC. Recheck the (0) line of the fluid in the burette. Begin adding the prescribed amount of fluid to the combustion chamber for that class. Allow the fluid to flow at a fast constant rate until youtube within 1 cc of the total ad stop. Stopping Here allows for a precise finished measurement and assists in preventing fluid accidents. From here, you will continue to add the proper remaining amount slowly until the bottom of the curved line is lined up with the prescribed combustion chamber volume for that class. Slowly turn the crankshaft so that the piston moves through TDC. If the fluid does not run out of the plug, the engine is CC legal. If any fluid spills out onto the top of the tool(plug) the engine is illegal.

Checking 10.8 Springs with BSP Tester: Proper procedure is to put the spring in the spacer, (spring must slide over shaft without any help or it is to be Disqualified) Place the weights on the shaft. Then push down on the weights for approximately 10 seconds or so. Release slowly. Use a flashlight to determine whether the spacer is in contact with the weight. If any part of the weight is touching the spacer, it is deemed legal. There may be a section of the 360 degrees that the weight is sitting on that shows some light through. If there is any portion of the weight touching the spacer, your valve springs are determined legal.

Rookie Cage

- Weight after race 275lbs
- .375 Red Plate unaltered ARC or speedkart restrictor plate required. Anodizing must remain intact with complete gaskets on both sides. Must be installed behind carb before the insulator
- Single cylinder OHV engines clone or predator 212 no animal
- Stock max displacement 212cc
- Min. Combustion chamber volume of 26cc
- Stock cylinder head. No porting or polishing of intake or exhaust runners. No alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech
- Stock Crankshaft unaltered 2.165" max stroke (may put two tack welds on crank gear)
- SFI Approved flywheel required
- Connecting rod non tech
- Stock unaltered piston 2.756" max. All rings to be installed.
- Stock camshafts cores only, ez spin must remain stock. Max intake lift on cam .225" lift take at pushrod. Max intake lift at valve .236" take on valve spring retainer with zero lash.
- Stock rocker arms unaltered
- Push rods non tech
- Stock valves for the head unaltered
- Stock lifters unaltered
- 10.8 valve springs required with a max of 5 coils max wire diameter .071
- Only springs allowed in engine is the valve springs themselves
- Retainers and locks non tech
- Valve cover non tech
- Stock side cover
- Ignition is non tech
- Exhaust any weenie pipe with min length of tubing 5.5" and max 6.5" measured from gasket surface to the end of threads. Max od of tubing is .750 measured on the straight section of pipe. Rlv mini 91 muffler unaltered is required. Any attempt to let air out of the pipe or muffler will be dq.
- Shoe clutch only
- Stock appearing carb measuring a max .615 at venturi and .751 at exit measured with no go gauge no odd shapes must be round. Choke may be removed. Any attempt to draw air past carb will be automatic dq.
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter is non tech

JR 1 Cage

- Weight after race 315 pounds
- .425 Green plate unaltered ARC or speed kart restrictor plate required anodizing must remain intact with complete gaskets on both sides must be installed behind carb before insulator.
- Single Cylinder OHV engine clone or predator 212 no animal
- Stock max displacement 212 cc
- Min Combustion chamber volume of 26cc
- Stock cylinder head no porting or polishing of intake or exhaust runners. No alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI Approved flywheel required
- Connecting rod non tech
- Stock unaltered piston 2.756" max. All rings required to be installed
- Stock camshafts cores only, ez spin must remain stock. Max intake life on cam .225" lift taken at push rod. Max intake life at valve .236" taken on valve spring retainer with zero lash. Max exhaust lift on cam .232" lift taken at push rod. Max exhaust lift at valve .243" taken on valve spring retainer with zero lash.
- Stock rocker arms unaltered
- Push rods unaltered
- Stock valves for the head unaltered
- Stock lifters unaltered
- 10.8 valve springs required with a max of 5 coils max wire diameter .071
- Only springs allowed in the engine are the valve springs themselves.
- Retainers unaltered
- Valve cover non tech
- Stock side cover
- Ignition is non tech
- Exhaust. Any weenie pipe with min length of tubing 5.5" and max 6.5" measured from gasket surface to the end of threads. Max od of tubing is .750 measured on the straight section of pipe. Rlv mini 91 muffler unaltered is required any attempt to let air out of pipe or muffler will be dq.
- Clutch is non tech
- Stock appearing carb measuring max .615 at venturi and .751 at exit measured with no go gauge no odd shapes must be round. Choke may be removed. Any attempt to draw air past carb will be automatic dq.
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter is non tech

Junior Stock (2 Engine Options)

JR Weight 300lbs

(Option 1) Factory Stock Engine - Single Cylinder OHV engines clone or predator 212 no Animal

- Stock max displacement 212cc
- Min. Combustion chamber volume of 28cc
- Stock cylinder head no porting or polishing of intake or exhaust runners. No visual alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech.
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI approved flywheel required with min weight of 3lbs
- Stock unaltered connecting rod max length 3.308
- Stock unaltered piston 2.756" max. All rings required to be installed.
- Stock camshafts cores only, ez spin must remain stock. Max intake lift on cam .225" lift taken at push rod. Max intake lift at valve .236" taken on the valve spring retainer with zero lash. Max exhaust lift on cam .232" lift taken at push rod Math exhaust lift at valve .243" taken on valve spring retainer zero lash at 0.50 230 degrees max no mod 2
- Stock rocker arms unaltered
- Push rods stock unaltered
- Stock valves for the head unaltered
- Stock lifters un altered
- 10.8 valve springs at height of .850 required min installed height .815
- Retainers and locks must be stock
- Valve cover must be stock may install pump port
- Stock side cover
- Ignition must be stock
- Exhaust: any weenie pipe with min length of tubing 5.5" and max 6.5" measured from gasket surface to the end of threads. Max od of tubing is .750 measured on the straight section of pipe. Rlv mini 91 muffler unaltered is required. Any attempt to let air out of pipe or muffler will be dq/
- Show clutch only
- Stock carb unaltered in appearance measuring a max .615 at venturi and .751 at exit. Measured with no go gauge no odd shapes must be round. No alterations to butterfly or shaft bolt non tech. Choke required. Any attempt to draw air past carb will be automatic dq
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter pull start only
- Pull start only
- Flat kart bodies only

(Option 2) Ghost Engine

- Stock Ghost Engine
- Exhaust is non tech
- Clutch is non tech
- Stock carb unaltered for ghost engine

Prostock

- Weight after race 375 pounds Engine Option 1
- Weight after race 360 pounds Engine Option 2

Engine Option 1

- Single cylinder OHV engines clone or predator 212 no animal
- Stock max displacement 212cc
- Min. Combustion chamber volume of 26cc
- Stock Cylinder head no porting or polishing of intake or exhaust runners. No alterations may be performed in runners with the expansion of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI approved flywheel required
- Connecting rod non tech
- Stock unaltered piston 2.756" max. All rings required to be installed.
- Stock camshafts cores only, ez spin must remain stock. Max intake lift on cam .225" lift taken at push rod. Max intake lift at valve .236" taken on the valve spring retainer with zero lash. Max exhaust lift on cam .232" lift taken at push rod Math exhaust lift at valve .243" taken on valve spring retainer zero lash
- Stock rocker arms unaltered
- Push rods stock unaltered
- Stock valves for the head unaltered
- Stock lifters unaltered
- 10.8lb Max @ .850 height (valve springs only) and tension of 18lbs @ .650 height (valve springs only) Max wire diameter .071". Minimum installed height .815 shim may be used to achieve this requirement.
- Only springs allowed inside the engine is the valve springs themselves
- Retainer's stock unaltered
- Valve cover non tech
- Stock side cover
- Ignition is non tech
- Exhaust is non tech
- Clutch is non tech
- Stock appearing cage measuring a max .615 at venturi and .751 at exit measured with no go gauge no odd shapes must be round. Choke may be removed. Any attempt to draw air past carb will be automatic dq.
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter is non tech
- Flat kart body required

Engine Option 2

- 2024 AKRA or NKA legal 196 clone engine (national rules no billet rods)

Prostock Heavy

- Weight after race 400 pounds Engine Option 1
- Weight after race 385 pounds Engine Option 2

Engine Option 1

- Single cylinder OHV engines clone or predator 212 no animal
- Stock max displacement 212cc
- Min. Combustion chamber volume of 26cc
- Stock Cylinder head no porting or polishing of intake or exhaust runners. No alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI approved flywheel required
- Connecting rod non tech
- Stock unaltered piston 2.756" max. All rings required to be installed.
- Stock camshafts cores only, ez spin must remain stock. Max intake lift on cam .225" lift taken at push rod. Max intake lift at valve .236" taken on the valve spring retainer with zero lash. Max exhaust lift on cam .232" lift taken at push rod Math exhaust lift at valve .243" taken on valve spring retainer zero lash
- Stock rocker arms unaltered
- Push rods stock unaltered
- Stock valves for the head unaltered
- Stock lifters unaltered
- 10.8lb Max @ .850 height (valve springs only) and tension of 18lbs @ .650 height (valve springs only) Max wire diameter .071". Minimum installed height .815 shim may be used to achieve this requirement.
- Only springs allowed inside the engine is the valve springs themselves
- Retainer's stock unaltered
- Valve cover non tech
- Stock side cover
- Ignition is non tech
- Exhaust is non tech
- Clutch is non tech
- Stock appearing cage measuring a max .615 at venturi and .751 at exit measured with no go gauge no odd shapes must be round. Choke may be removed. Any attempt to draw air past carb will be automatic dq.
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter is non tech
- Flat kart body required

Engine Option 2

- 2024 AKRA or NKA legal 196 clone engine (national rules no billet rods)

Outlaw Cage

(SR Cage Karts only)

This class is for both experienced JR and Adult Drivers

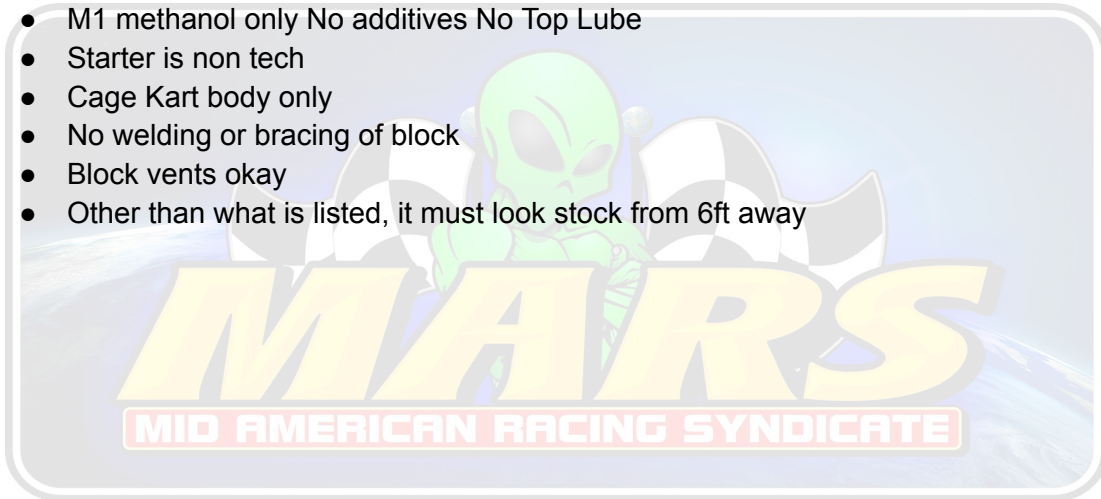
- Weight after race 400 pounds engine option 1
- Weight after race 385 pounds Engine option 2
- Single cylinder OHV engines clone or predator 212 no animal
- Stock max displacement 212cc
- Min. Combustion chamber volume of 26cc
- Stock Cylinder head no porting or polishing of intake or exhaust runners. No alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI approved flywheel required
- Connecting rod non tech
- Stock unaltered piston 2.756" max. All rings required to be installed.
- Stock camshafts cores only, ez spin must remain stock. Max intake lift on cam .225" lift taken at push rod. Max intake lift at valve .236" taken on the valve spring retainer with zero lash. Max exhaust lift on cam .232" lift taken at push rod Math exhaust lift at valve .243" taken on valve spring retainer zero lash
- Stock rocker arms unaltered
- Push rods stock unaltered
- Stock valves for the head unaltered
- Stock lifters unaltered
- 10.8lb Max @ .850 height (valve springs only) and tension of 18lbs @ .650 height (valve springs only) Max wire diameter .071". Minimum installed height .815 shim may be used to achieve this requirement.
- Only springs allowed inside the engine is the valve springs themselves
- Retainer's stock unaltered
- Valve cover non tech
- Stock side cover
- Ignition is non tech
- Exhaust is non tech
- Clutch is non tech
- Stock appearing cage measuring a max .615 at venturi and .751 at exit measured with no go gauge no odd shapes must be round. Choke may be removed. Any attempt to draw air past carb will be automatic dq.
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter is non tech
- **Engine Option 2**
- 2024 AKRA or NKA legal 196 clone engine (national rules no billet rods)

Pro Modified

- Weight after race 375lbs
- Single Cylinder OHV engines clone or predator 212 No Animal
- Stock max displacement 212cc
- Min Combustion chamber volume of 24cc
- Stock Cylinder head no porting or polishing of intake or exhaust runners. No alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI approved flywheel required
- Connecting rod non tech
- Stock unaltered piston 2.756" max stroke (may put 2 tack welds on crank gear)
- Camshaft Max lift of .342" at the valve
- Rocker Arms non tech
- Push rods non tech
- Stock size valves either stock or stainless no titanium
- Lifters non tech
- Valve springs any single valve springs
- Retainers and locks non tech
- Valve covers non tech
- Side cover non tech
- Ignition non tech
- Exhaust is non tech
- Clutch is non tech
- Stock appearing small black carb no epoxy choke may be removed
- M1 methanol only (no additives) No top lube
- Insulator non tech
- Starter non tech
- Flat kart body required

Stock Appearing Cage

- Weight after race 425 pounds
- Senior Champ Kart non sprung only
- Manufactured groove tires only
- Valve cover non tech
- Side cover non tech
- Ignition is non tech
- Exhaust is non tech
- Clutch is non tech
- Stock appearing small block carb, 390 carb or pz carb and adaptor no hose adaptors no epoxy, choke may be removed
- M1 methanol only No additives No Top Lube
- Starter is non tech
- Cage Kart body only
- No welding or bracing of block
- Block vents okay
- Other than what is listed, it must look stock from 6ft away



JR 1 Flat

- Weight after race 275 pounds
- .425 Green plate unaltered ARC or speed kart restrictor plate required anodizing must remain intact with complete gaskets on both sides must be installed behind carb before insulator.
- Single Cylinder OHV engine clone or predator 212 no animal
- Stock max displacement 212 cc
- Min Combustion chamber volume of 26cc
- Stock cylinder head no porting or polishing of intake or exhaust runners. No alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI Approved flywheel required
- Connecting rod non tech
- Stock unaltered piston 2.756" max. All rings required to be installed
- Stock camshafts cores only, ez spin must remain stock. Max intake life on cam .225" lift taken at push rod. Max intake life at valve .236" taken on valve spring retainer with zero lash. Max exhaust lift on cam .232" lift taken at push rod. Max exhaust lift at valve .243" taken on valve spring retainer with zero lash.
- Stock rocker arms unaltered
- Push rods unaltered
- Stock valves for the head unaltered
- Stock lifters unaltered
- 10.8 valve springs required with a max of 5 coils max wire diameter .071
- Only springs allowed in the engine are the valve springs themselves.
- Retainers unaltered
- Valve cover non tech
- Stock side cover
- Ignition is non tech
- Exhaust. Any weenie pipe with min length of tubing 5.5" and max 6.5" measured from gasket surface to the end of threads. Max od of tubing is .750 measured on the straight section of pipe. Rlv mini 91 muffler unaltered is required any attempt to let air out of pipe or muffler will be dq.
- Clutch is non tech
- Stock appearing carb measuring max .615 at venturi and .751 at exit measured with no go gauge no odd shapes must be round. Choke may be removed. Any attempt to draw air past carb will be automatic dq.
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter is non tech
- Flat body Kart required

Adult Stock (2 Engine Options)

Adult Weight 375lbs

(Option 1) Factory Stock Engine - Single Cylinder OHV engines clone or predator 212 no Animal

- Stock max displacement 212cc
- Min. Combustion chamber volume of 28cc
- Stock cylinder head no porting or polishing of intake or exhaust runners. No visual alterations may be performed in runners with the exemption of pulse fitting in the intake port. No alterations to valve guide or bowl area. Head gasket is non tech.
- Stock crankshaft unaltered 2.165" max stroke (may put 2 tack welds on crank gear)
- SFI approved flywheel required with min weight of 3lbs
- Stock unaltered connecting rod max length 3.308
- Stock unaltered piston 2.756" max. All rings required to be installed.
- Stock camshafts cores only, ez spin must remain stock. Max intake lift on cam .225" lift taken at push rod. Max intake lift at valve .236" taken on the valve spring retainer with zero lash. Max exhaust lift on cam .232" lift taken at push rod Math exhaust lift at valve .243" taken on valve spring retainer zero lash at 0.50 230 degrees max no mod 2
- Stock rocker arms unaltered
- Push rods stock unaltered
- Stock valves for the head unaltered
- Stock lifters un altered
- 10.8 valve springs at height of .850 required min installed height .815
- Retainers and locks must be stock
- Valve cover must be stock may install pump port
- Stock side cover
- Ignition must be stock
- Exhaust: any weenie pipe with min length of tubing 5.5" and max 6.5" measured from gasket surface to the end of threads. Max od of tubing is .750 measured on the straight section of pipe. Rlv mini 91 muffler unaltered is required. Any attempt to let air out of pipe or muffler will be dq/
- Show clutch only
- Stock carb unaltered in appearance measuring a max .615 at venturi and .751 at exit. Measured with no go gauge no odd shapes must be round. No alterations to butterfly or shaft bolt non tech. Choke required. Any attempt to draw air past carb will be automatic dq
- Pump gas baseline designated by track
- Stock 196/212 insulator unaltered
- Starter pull start only
- Pull start only
- Flat kart bodies only

(Option 2) Ghost Engine

- Stock Ghost Engine
- Exhaust is non tech
- Clutch is non tech
- Stock carb unaltered for ghost engine