Southern Interior Karting Association - Supplemental Regulations - 2017

Sporting Regulations
Version 1.1 – May 8, 2017

1. GENERAL PRESCRIPTIONS

1.3.1. Where there is a conflict between the rules stated herein and the CACC or ASN rules, these rules shall take precedence and will apply. To completely understand the scope of the entire club rules contract it is necessary to understand the CACC Karting Regulations Book 1 as well as the ASN Canadian Karting Regulations, books 2.

1.7.1.a) Members of the Southern Interior Karting Association (SIKA), which is a member of the Confederation of Autosport Car Clubs (CACC) are bound by these Supplemental Rules as well as by the current year Supplemental Sporting Regulations and Supplemental Technical Regulations of CACC, and by the current year Sporting Regulations and Technical Regulations of ASN along with their revisions which may be published from time to time.

b) For interpretation of these rules, consult the Clerk of the Course.

2. CLUB BUSINESS

2.1. Certain activities are considered "Club Business" and as such are not intended to be conducted at Race Events. Race Events are intended for racing activities only. All Club Business activities are to be conducted at the regular monthly General Meetings or by mail or e-mail. There will be additional fees charged to members who must conduct certain items of Club Business at Race Events. These fees will be retained by the club for their benefit.

2.1.1. Renewing club memberships and paying annual club dues are considered Club Business. If a member needs to complete this at a race event there will be a $25 additional charge by the club for each member who is renewing membership by paying their dues.

3.2.1. ***2017 COMPETITION CLASSES***

Class		Age	Lic	Engine	Weigh t (lb.)	Tires
1	Junior 1 (J1)	7/8-11	C or NC	SIKA Formula C200 Briggs LO206 Jr. – per ASN Regulations Honda GX160K1/T1 (0.500 Restrictor) *reference ASN 2008 rules Rotax Micro Max	225 240 225 235	Hard
2	Junior 2 (J2)	9/10-17	J or NJ	SIKA Formula C200 Briggs LO206 – Yellow Slide Honda GX160K1/T1 Rotax Mini Max	280 300 290 290	Hard
3	Junior TAG (JTAG)	12-15	C+	FR125JR Rotax Max Junior Leopard Junior (30mm header, 27mm intake) Vortex ROK Junior (30 mm exhaust restrictor) TKM 4S TAG USA SA250 Swiss Auto Junior TAG USA Vampire V2 Junior TAG USA Tech 1 Junior TAG USA Oral OR4TK Junior	320 320 320 320 320 320 320 320	Open
4	Senior Four Stroke (SFS)	15/16+	S Or NS	SIKA Formula C200 – Light class SIKA Formula C200 - Heavy Class Briggs LO206 with Junior Yellow slide Briggs LO206 with Senior Black slide	345 405 345 405	Hard Hard Open Open
5	Ladies Only (L)	15/16+	S Or NS	SIKA Formula C200 SIKA Formula C200 Briggs LO206 with Junior Yellow slide Briggs LO206 with Senior Black slide	Open all " "	Hard Hard Hard Hard
6	Senior TAG (STAG)	15/16+	S Or NS	Rotax Max FR125 Vortex ROK Cup spec (NFB) Leopard PRD Fireball Yamaha KT100 with 82dba muffler Tag Masters Class (all motors) TAG USA Senior spec engines (NFB). TAG USA SA250 Swiss Auto TAG USA Tech 1 (NFB) restrictor TBA TAG USA Vampire V2 (NFB) restrictor TBA TAG USA Oral OR4TK (NFB) restrictor TBA	365 365 365 355 320 390 TAG+5 400 400 400 400	Open
7	Senior Shifter (SS)	15/16+	S or NS	Formula 80 125cc Single Shifter Class - max 2-6 gears SIKA 250F Moto engines.	360 390 400	Open
8	E Senior	15/16+	S	Experimental class for electric powered karts	400	Hard

* Weights to be set by the race director taking the weight of the heaviest competitor into account. As weights are revised this document will be updated and posted on the club web site.

3.2.2. **COMBINING OF CLASSES**

α) In order to fit all classes and heats into the race day schedule and to maximize individuals track time, some classes may be run together on the track and scored separately. Combining of classes will take into account the number of class entries and relative performance of classes to be combined. Final combination determinations will be made by the Clerk of the Course.

4. PARTICIPANT ELIGIBILITY

4.1. ELIGIBILITY FOR COMPETITION IN CLUB EVENTS

a) To register to compete in a Club event, entrants must:

1. Be a member in good standing of the CLUB, or

2. Be a member of a CACC/ASN club that SIKA has a membership agreement with.
3. Be in possession of a valid CACC/ASN Driver's License approved for the class being entered, if entering as a member of a CACC affiliated club.

9. ENTERING EVENTS

9.3.1.a) All persons must sign a "RELEASE OF LIABILITY" form before being allowed access to the racing complex.

b) All minors must sign a "RELEASE OF LIABILITY" form and must have submitted a current year Parental (legal guardian) Consent Form before being allowed access to the racing complex.

9.9.1.a) Drivers entering an event shall,

1. Present a valid membership card, and
2. Present a valid CACC Driver's License, if required, and
3. Pay the prescribed entry fees OR have on Club record a prepaid account for the Event.

b) Upon payment of race fees, the Registrar will issue the Tech card/s and appropriate arm bands.

c) Drivers shall complete their Tech cards, at their discretion, but shall not do so within the registration area.

d) No kart shall be allowed on the racing circuit until such time as it has been Safety Tech Approved.

9.9.2. SINGLE KART ENTRY FEES - Note that pit passes for drivers, crew, and spectators must be purchased separately and are not included in the following entry fees.

a) PRACTICE DAY - $50.00

b) CLUB RACE (1-day event) - $90.00 non-member, $65 senior member, $50 for Junior 1 & 2 member.

c) CLUB RACE (2-day event) - $125.00 non-member, $100 senior member, $75 for Junior 1 &2 member.

d) ADDITIONAL CLASS (same driver) - $5.00 for 1 day or $10.00 for 2 day event.

e) MAXIMUM FAMILY CHARGE - $150.00 for 1-day event or $200.00 for 2-day event. Does not include multipleclass fees.

9.9.2. PIT PASS & SPECTATOR FEE - $2.00

9.9.3. REFUNDS

a) After a driver receives SAFETY TECH APPROVAL, no refunds will be granted.

9.9.5 NOISE LEVEL OF KARTS – All karts must obtain no more than 82dbA when measured in accordance with CACC Sec. 10.151 at any time during the club event.

10. CONDUCT OF RACE EVENTS

10.15. SCORING / RACE FORMAT

10.15.2. A race consists of two qualifying heats and one main. Starting grid positions for the first heat will be determined by order of "pea pick". Starting grid positions for the second heat will be by the inverted order of the same "pea pick". Starting grid positions for the main will be determined by the total points earned in the two qualifying heats. Points are awarded for each qualifying heat as follows; 1 for first, 2 for second, 3 for third, etc.. The lowest total will start the main on pole, etc.. Where a tie exists the driver with the lowest points in any one heat will take the position and if a tie still exists then the driver with the lower points in the second heat will take the position.

10.15.3. In all heats / mains rookie drivers shall grid behind non-rookie drivers

10.15.4. In the event of a disqualification, the scorekeepers will recalculate points for all drivers

10.15.5. Club series points to be awarded based on finishing position in the two qualifying heats and the final.

10.15.6. ***POINTS FOR QUALIFYING HEATS & FINALS***

a.1) Points for Qualifying Heats – 1st 100, 2nd 88, 3rd 78, 4th 70, 5th 65, 6th 60, 7th 55, 8th 50, 9th 45, 10th 40, 11th 38, 12th 35, 13th 33, 14th 30, 15th 28.

a.2) Points for Finals - 1st 200, 2nd 175, 3rd 155, 4th 140, 5th 130, 6th 120, 7th 110, 8th 100, 9th 90, 10th 80, 11th 75, 12th 70, 13th 65, 14th 60, 15th 55, 16th 50, 17th 45, 18th 40.

b) Plus 1 point for each entrant in the main. All finishers after 18th place receive 1 point for each entrant in the Final, subject to the rules listed below.

c) For the purpose of scoring a heat race a DNF that passes post-race weigh-in shall finish ahead of Another DNF with less completed laps and a DNF shall finish ahead of a DNS which shall finish ahead of a DQ.

d) For a Final race a driver must take the green flag in order to receive points

e) Failure to complete 1 lap will result in a DNF.

f) Failure to take the green flag will result in a DNS.

g) Failure to make a restart initiated by a red & yellow crossed flag situation will result in a DNF as long as the entrant took the green flag in one of the previous starts for that heat.

h) For any heat or final race disqualified entrants receive NO POINTS.

10.18.1. TROPHIES - For club races, based on availability, trophies will be presented to 1ST. 2ND. & 3RD. place finishers in all classes.

10.18.2. Trophies are awarded based on points from the main only

10.18.3. For double race weekends, a single set of trophies will be awarded based on the total points earned for the two race main heats. For the purposes of trophies only, points will be awarded to non-SIKA members competing as guests. Where a tie in points exists, the tie will be broken in favour of the higher result on the second day.

10.19. CLUB CLASS CHAMPIONSHIPS

a) No Club Championship points will be awarded without a SIKA membership.

b) Points from all Club Races will count toward the Club Championship (Two drops).

c) When less than three karts are entered in a class, championship points are awarded at 50% of normal, for that race.

d) In order to qualify for a club championship your class must meet the minimum three entries in at least 50% of all club races held during the year.

10.22.1 PRE-RACE SAFETY and TECHNICAL INSPECTION

a) SAFETY TECH APPROVAL consists of:

1. An CACC/ASN Canada Self Tech form filled in and signed by the Driver / Mechanic, and

2. the submitting of the Self Tech form to the event Registrar, and

4. the kart displaying a current Tech Sticker initialed by the Registrar.

b) If a driver is caught on the racing circuit during a controlled practice, qualifying session, or heat race without Tech Approval, they will be disqualified for the day.

10.22.2. WORKERS / STAFFING - During club events, all workers and staff will have to be volunteers drawn from the **entrants**, pit pass holders, and spectators. Entrants on practice days shall be required to donate some of their day's time to working the event for each other.

10.22.3 Each driver must have available in their pit area a copy of these regulations as well as the CACC Karting Regulations and the ASN Canada Karting regulations along with all applicable bulletins for the classes being run.

11. CONDUCT OF RACE EVENTS

11.3.3. POST QUALIFYING / HEAT TECH - All karts and drivers must proceed to post heat weigh-in and legality tech, and must be approved to receive heat points. Tires shall also be checked and marked using a paint marker by the Tech Inspector to insure tire rule compliance.

11.7.6. STARTS - Drivers shall enter racing circuit by the designated grid area only.

11.15. HOT PIT - The designated hot pit area shall not be used during qualifying or racing. All Karts/drivers/crew members stopping in the hot pit during practice must be well clear of the racing surface. NO REFUELLING.

11.16. SHUT DOWN / WEIGH-IN

11.16.a) Driver and kart must weigh in after each Heat/main to receive points. If a driver is found to be underweight after his/her heat/main, they will be disqualified from the heat/main race. The Scale Technician shall have the authority to determine weight legality.

b) No person shall be permitted to assist or meet with any driver prior to or during weigh-in without permission of the Scale Technician. Failure to comply may result in a driver being disqualified from the session (qualifying, heat/main).

11.17 **POST RACE LEGALITY TECH**

11.17.a) Fuel, tires, chassis, engine and engine components shall be subject to post race legality technical inspections at the discretion of the Race Director.

b) TIRES - All tires must be marked as per post qualifying tech procedures. Any tires, which have not been approved for replacement by, the Race Director, or do not display the tech marking, shall be considered illegal.

c) ENGINE - The Race Director reserves the right to impound the engine and seal it for technical inspection at a later time. Refusal to comply with the technical inspection request shall result in disqualification for the day.

For reference of engine specifications see ASN General Technical Regulations or BCKCA supplemental rules.

11.18 REMEDY OF INFRACTION – Following a disqualification for a technical or weight infraction, the driver must report to the Race Director and show evidence that the infraction has been remedied before participating in any subsequent Heats or Finals.

14. RULES OF THE PITS

14.9.1. REFUELING and FUEL / OIL SPILLS and DUMPING

a) To prevent surfaces from becoming contaminated with fuel/oil or other harmful products, DRIP PANS must be used at all times.

b) Event Organizers shall provide absorptive products for spills and shall make a serious effort to provide a designated container for the purpose of dumping fuel/oil or other harmful products.

14.16.1 The Safety Tech inspectors shall require the following safety and tech items at each pit area,

a.) A first aid kit,

b.) A drip pan.

c.) Fire Extinguisher

14.17 CONTROLLED ACCESS AREAS

14.17.1 The Pre-Grid area is limited to drivers with karts and one mechanic per kart only. It is out of bounds as a spectating area.

19. PROTESTS

19.13.1 All engine and, engine component protests must be accompanied by a fee of fifty dollars ($50). If the protest is upheld, the fifty dollars ($50) will be refunded to the person filing the protest. If the protest is not upheld, the entire protest fee will be forfeited to the person being protested.

9. TIRES

9.4.4. CLUB TIRE RULE

a) As per ASN Technical Regulations section 9.0

b) SIKA "HARD" tires include all CIK homologated HARD or OPTION tires as well as the following:
Maxxis HG1 white
Maxxis SLH yellow

20. ***SIKA designated engine eligibility.*** Note that the engines covered in this section may not be eligible at other clubs or at the BCKC. Drivers wishing to race at other than SIKA club events will not be able to use these engines unless the other organizations make allowances for them.

21.1 **Formula C200 (SIKA)** with the following exceptions.

21.1.1. **"2017 Transition Year"** - 2016 & 2017 Rules applicable for 2017 season.

21.1.1 Fuel may be any brand pump gasoline to a maximum octane rating of 94 with no additives.

21.1.2 Rear tires may be 6.0", 6.5" or 7.1" section width, and must be 5" bead diameter.

27.1

28. E Senior Class Requirements. Experimental demonstration only.

28.1. Motor – single electric motor, direct drive.

28.2. Power source – Battery or batteries. Batteries must not contain liquid electrolyte (gell type only). Batteries must be securely mounted within the boundaries of the kart primary frame. ASN ballast mounting rule to apply as a minimum.

28.3. No load, voltage at any point in the system not to exceed 32 volts.

28.4. Kart weight with driver not to exceed 200 Kg. (440lb.).

28.5. Motor control – Fully modulating. Kart must demonstrate a fully modulating control ability.

28.6. Kill switch – Tether type breakaway switch to tether loop around driver's torso. Must also be manually operable from the normal driver's position. Must fully disconnect the batteries when activated.

2017 Southern Interior Karting Association

C200 (Clone) Tech Rules / Regulations

These rules describe the specifications of Clone Class Engines. All parts must be factory production parts unless otherwise specified. No machining or alteration of parts is permitted unless specifically noted. All parts are subject to be compared to known stock parts. No reading in between the lines. If it is not in the rules, then it must remain stock.

1. Clutches: Any dry clutch is allowed, applies to all classes

2 Fuel may be any brand pump gasoline to a maximum octane rating of 94 with no additives.

3 Fuel Tank: Must be floor mounted.

4 Carburetor: Huayi or Ruxing type carb only. Choke assembly must be in place and functional.

4.1 Venturi: 0.615" No-Go Must-Go 0.608". Minimum protrusion into venturi of emulsion tube on Huayi Carb is 0.488" and on Ruixing Carb is .0478".

4.2 Throttle Bore: 0.751" No-Go

4.3 Emulsion Tube: Must remain stock. 0.066" No-Go Minimum length 1.092". No-Go may not pass all the way thru. The minimum diameter of the emulsion tube 0.154".

4.4 Low Speed Idle Jet: Non Tech

4.5 Main Jet: non tech

4.6 Throttle Shaft: Minimum Diameter 0.115"

4.7 Butterfly: Minimum Thickness 0.037 and minimum screw fastener length of 0.305.

4.8 Black Phenolic Insulator Plate: Must be in place between carb and block. Plate hole is non-tech, but must maintain OEM shape. Fuel bleed off slot must be unaltered. OEM thickness must be maintained at .257 minimum.

.4.9 Clone Restrictors: May not be modified in any way and can be compared to a known stock restrictor. Must be checked with a blade type No-Go.

4.9.1 Junior I one hole 0.425 No-Go ARC green

4.9.2 Junior II one hole 0.550 No-Go ARC blue

5 Fuel Pump: Any pulsed type fuel pump is allowed. Fuel pump must be pulsed from the valve cover, crankcase or side cover.

.6 Air Filter: Any air filter allowed but NO RAM AIR AFFECT.

7 Air Filter Adapter: Maximum Length 1.375"

8 Engine Block and Side Cover: Case Bearings and all other bearings must be OEM and ***NO CERAMIC BEARINGS ALLOWED.***

.8.1 Block: Decking of the block is permitted

.8.2 Crankshaft: OEM crankshaft only, no modifications. Journal diameter 1.168" min. 1.180" max. Crankshaft minimum weight would be over 1700 grams.

.8.2.1 Governor: Governor and governor components are non tech. Removal of governor drive is allowed

.8.3 Connecting Rod: OEM connecting rod only. OEM rod bolts only. Honing is allowed but must maintain factory defined edge. Rod Length 2.350" to 2.375" with a minimum weight of 133 grams with cap and fasteners. New Stock Performance cast rod allowed.

.8.4 Wrist Pin: Overall Length 2.100" minimum, inside diameter .555" maximum. Outside Diameter of wrist pin .707" +or- .005".

8.5 Bore: Maximum Bore 2.700"

.8.6 Stroke: Maximum Stroke 2.126" +/- 0.007. Push piston down to take up rod play. Check stroke from BDC to TDC.

8.7 Side Cover: Side cover must be OEM, no machining allowed. Gaskets must be OEM configuration and are non tech. Sealer may be used. Maximum 2 gaskets on crankcase cover allowed.

9 Piston and Rings: No flat top piston allowed, must be dished-OEM w/no modifications. After market Pistons up to 0.010" over stock are permitted. After market pistons must meet specifications on minimum weight, deep dish and top, middle and oil ring specs and groves. Machining of the Piston is prohibited.

.9.1 Piston: Piston must be unaltered OEM only. Minimum weight with rings 145 grams. Maximum bore allowed of 2.700". Arrow on top of piston must be pointed toward valves / lifters

9.1.1 Piston Pop Out: No piston pop-out is allowed. No tolerance is allowed.

.9.2 Piston Rings: Top ring and middle ring .115" max. width. Piston rings must be self-supporting in cylinder bore. Top ring must be chrome faced. Top and Middle Ring Size .058" +or- .005". Oil Expander Ring .095" +or-.005" and width of .092" +or- .005". Oil ring assembly must be self-supporting in cylinder bore when checked installed on piston with connecting rod attached. Rings must be in one piece when presented for tech.

.10 Cylinder Head: Must be OEM castings only. Porting, polishing and/or grinding on any part of the cylinder head is PROHIBITTED unless otherwise stated. No angle milling of head. Measurement from gasket surface to the combustion chamber may not vary more than 0.005" in any direction. Only JT and TG-1 4 Bolt heads allowed. THIS IS SUBJECT TO CHANGE. Maximum head thickness of 2.640".

.10.1 CCV: Minimum combustion chamber volume when mounted on engine @ TDC is 26.5 cc's. Head gasket required, but thickness is non-tech and can be either steel or aluminum. Measurement to be checked at TDC with LAD Tool and must be plum front to back and side to side before submitting fluid. Fluid type Marvel Mystery Oil.

.10.2 Head Gasket: Head gasket required, but thickness is non-tech and can be fiber, steel or aluminum. 2 gaskets permitted, to maintain a minimum 26.5cc chamber volume. Sealer may be used on head gasket.

.10.3 Valve Depth Check: Depth check between the valves in any direction cannot vary more than 0.005"

10.4 Valve Seats: Valve seats are of 3 angles, 45 degree face angle with top relief of 30 degrees and bottom relief of 60 degrees. Outside face of valve cannot be below floor of combustion chamber.

10.5 Inside Diameter of valve seats: Intake = 0.899" maximum, Exhaust = 0.862" maximum

.11 Valves: Steel or Stainless steel valves with 45 degree seat angle only are acceptable. No lightening, polishing, grinding or other alterations are allowed. Only OEM or Nitrated Valves are allowed in this class. Upper seals optional, seals may be used on both intake and exhaust, lash cap on exhaust valve only.

11.1 Intake Outside Diameter: 0.975" minimum,

11.2 Exhaust Outside Diameter: 0.937" minimum,

11.3 Stem Diameter: 0.213" minimum

11.4 Weight: 21 grams minimum

12 Valve Springs: Springs must be made of a magnetic material. Number of coils: 4.

12.1 Maximum Length: 1.250"

12.2 Maximum Outside Diameter: 0.790"

12.3 Maximum Inside Diameter: 0.650"

12.4 Maximum Coil Diameter: 0.0715",

12.5 Installed Height: 0.815". Spring shims allowed but must maintain 0.815" installed height,

12.6 Maximum spring pressure: 10.8 lbs. at .850" and 18 lbs. at .650". Should be checked with certified weight check system.

.12.7 Intake Retainer: Minimum thickness 0.225"

12.8 Exhaust Retainer: Minimum thickness 0.245"

.13 Rocker Arms: OEM 1:1 ratio steel rocker arms only. Must be OEM rockers.

14 Lifters and Pushrods: OEM lifters only. Length 1.350" to 1.390" Diameter max .935" and minimum weight of 18 grams.
OEM Pushrods Only. Length 5.275" +.010 max. Must be of 3 piece design and minimum weight of 9 grams.

.15 Camshaft: Stock appearing camshaft cores only with the ez-spin assembly unaltered and in stock condition.

15.1 Cam lobe base circle diameter: 0.860" - 0.875" (taken from pushrod)

15.2 Duration (taken from pushrod): Intake duration of 221 degrees at .050" lift and 88 degrees at .200" lift. Exhaust duration of 224 degrees at .050" lift and 99 degrees at .200 lift. Camshaft tolerances: +2 degrees with no minimum duration check.

15.2.3 Intake lift at pushrod: 0.215" - 0.225"

15.2.4 Exhaust lift at pushrod: 0.222" - 0.232"

15.2.5 Intake lift at retainer: 0.238" maximum

15.2.6 Exhaust lift at retainer: 0.242" maximum

NOTE: Lift is measured off top of retainer as raced.

16 Timing Gear: OEM factory timing gear mandatory and must be installed in original location.

17 Ignition Coil: Ignition coil must be OEM for all classes, timing is non tech

18 Flywheel: Flywheel must be a minimum weight 3.3 lbs. No modification or removal of fins is allowed.

18.1 Legal Flywheels:

18.1.1 Raceseng RSP-13-075 & 077 Rev Wheel F-S1

18.1.2 ARC-6618 and ARC-6619

18.1.3 DYNO PVL Boxstock Flywheel

18.1.4 King Wheel Billet Steel DJ-168F-16200-A

18.1.5 King Billet Aluminum Slipstream

18.1.6 Ambush Flywheel Part Number 1116

.19 Exhaust Sprint and Senior Speedway Classes Only: Multi-stage pipes allowed. Looped pipes (360 degree turns) are not allowed. Pipe (including silencer) cannot extend past rear bumper. Header wrap required for safety reasons. Gasket and/or silicone allowed to seal header pipe to head. Allen bolts permitted on header to head. Pipes must be double nutted or safety wired on at least one stud or bolt

19.1 Maximum length: 24" measured thru the inside of the pipe with .250 wide tape measure. Remove silencer and pull tape measure tight, if any portion of the length of the pipe is below 24" – pipe is legal.

19.2 Silencer: RLV 4104.or RLV B91 is mandatory with all baffle plates inside and as supplied by manufacturer. Baffle holes .1285" max. Silencer must be supported by clamped on brace.

20 Exhaust Speedway Junior Clone Class Only: Weenie Pipe Exhaust System only allowed in Speedway Clone Junior Classes.

Note: All Senior Class Exhaust Systems to follow 19, 19.1, 19.2

.20.1 Weenie pipe must be round .750" OD steel tubing & constant diameter for entire length of pipe. No multi-stage on any portion of the pipe. Entire length may not exceed 15 inches in length or be less than 10 inches minimum length including silencer.

.20.2 Pipe shall have a threaded fitting at the end of pipe to screw RLV B-91 mini silencer into it (no welding). Silencer shall have all baffle plates inside and be stock as supplied from mfg. Silencer may be compared to a known stock part! No grinding of inside of silencer. ID .685 +/-.005

.20.3 Outside baffle holes shall have a max ID of .1285" ID and measured with a no go pin gauge. Internal baffle holes shall have a max ID of .0965" ID and measured with a no go pin gauge.

.20.4 Silencer must be supported by clamped on brace. Silencer must be able to be removed for inspection. No aftermarket coatings of any type on pipe or silencer. Header wrap required for safety reasons. Gasket and/or silicone allowed to seal header pipe to head. Pipes must be double-nutted or safety wired on at least one stud.

.21 Starter: Pull starter must be present and remain stock, angle of installation is non tech. Color and finish of blower housing, valve cover and all sheet metal is non tech.

.22 Oil Catch Can: Engine oil recovery system required