



VIRGINIA DIRT KARTING ASSOCIATION

2025 RULE BOOK

Race Registration

Gates open at 8:00 AM. Practice begins at 10:00 AM. Time Trials start soon after Practice.

Pit Passes will be sold at the tracks for \$20.00. VDKA will approve any changes to this cost and communicate to our racers ahead of time.

All drivers must be a VDKA member. The cost of membership is \$25.00 for the year. VDKA will allow a one-day \$15 temporary membership fee.

Entry fees are \$50 per class. Junior Stars trophy class entry fee is \$30. To run a Pro Class entry driver must be entered in the corresponding points class. There must be a minimum of three entries for a Pro Class to race. Payout will be determined by the number of karts per class.

If at 6:00 PM, if qualifying is not complete, it will be stopped and the races will begin. If qualifying is not completed, for the first event of the season, pills will be drawn to determine starting positions and for any races after that, the current season point standings will be used to set starting positions.

VDKA, though not associated with WKA, will use the WKA Tech Manual for most rules. For Ducar/Hobby classes we will follow the Dyno Cam Rules and the Limited Class separate rules. We have included all these rules packages at the end of the rule book.

Some exceptions include:

- Tire prep will be allowed. **Open flames of any type will not be allowed.**
- Weights: VDKA requires that ALL weights must be double-nutted and the threads of the bolt must protrude approx 1/4" after the jam nut. A nyloc nut or similar locking nut is recommended as the jam nut....All weights attached to seats or similar materials must have a large washer between the head of the bolt and seat....5/16" bolts are the min.size when weight is less than 7 lbs...3/8" bolt is the min size or two 5/16" when weight is 7 lbs or more..... Weights are to be painted WHITE in color....
- Fuel filter not allowed between the fuel pump and carburetor (ALL CLASSES)
- Engine will be teched as raced (ALL CLASSES)
- The front faring specifications (shape of faring and protective strips) will not be followed by VDKA.
- Tires: Reaper
- The Tillotson PK-1B clone carburetors are not permitted.
- All 4-cycle classes will be open dry clutch. (See last page for class structure)
- Air Filters can only filter from the sides of the filter. Air filters with an open end must be taped over to prevent airflow from the end.
- 6" Champ Karts Seat rule will be measured from the middle of seat to left inside of the nerf bar.
- Champ Kart Seat Belts: Belts must have dated SFI tag visible, be in good condition with no fraying or tears, and be no older than four years old.

- Helmets (Minimum Requirements):
 - ADULTS: Snell SA 2015, K2015, M2015, SFI 31.1/2015 or 41.1/2015
 - YOUTHS: Snell SA 2015, K2015, M2015, Snell CMR2015, CMS2016 or SFI 24.1/2015
 - Snell M helmets are not acceptable for ANY Champ Classes.
 - Helmet cameras may not be mounted on helmets in any way.
 - Face Shield::Eye protection is required using a full face shield integral with the helmet.
 - The Race Director or Head Technical Inspector may require any competitor to technical or safety inspection at any time.

- All WKA rule changes, after the initial annual Tech Manual has been issued, must be approved by the VDKA Tech Committee and communicated to the Organization Membership before going into effect.

Race Information

All drivers must be entered into a class before practicing. **No registration refunds after pre-race tech.**

There must be an average of at least six karts in a class during the 2025 season to be eligible for yearend awards. **For championship points, VDKA allows for one drop race, but a competitor must compete in at least 80 percent of 2025 points events in a given class to be eligible for yearend awards for that class.**

Competitors must take the green flag in a race and weigh in correctly to receive points for that race.

Clone Extra Heavy drivers must weigh in at Pre-Tech with racing jacket and helmet, no shoes, for driver 200lb requirement.

ALL DRIVERS 15 and younger must present a birth certificate at their first race or have a copy sent to the VDKA office no later than a week before the race. NO EXCEPTIONS even if you have been racing with VDKA for years.

Relief Drivers

There are no relief drivers allowed in any VDKA race/class.

Reserved Parking

Contact the tracks directly for parking information. The appropriate phone numbers are listed with the Race Schedule.

Track Management

At each VDKA event, that track is rented by the VDKA. While we depend on the track owner/personnel to have the track prepared for the event, VDKA will co-manage the track itself with the track owner/personnel. VDKA will appoint a "Track Management" committee to assist the track owner with decisions related to managing the track surface to help insure that optimum track conditions exist for our competitors throughout the event. Some responsibilities of this committee are:

- Evaluate practice times related to track and weather conditions
- Manage racing surface related to water addition and possible rework for rough track conditions

Kart Numbers

All Karts will be required to have four Legible Numbers on the Kart to be scored, including a rear number panel mounted somewhere behind the rear axle. Having four numbers that are readable by VDKA scorers is a **pre-tech requirement**. If Scoring determines the numbers are Non-Legible, the Karter will have to change the numbers to be acceptable to Scoring before being allowed to participate. Chrome numbers, red numbers on black or black numbers on red or blue are not permitted.

Once a competitor registers a kart number for a class at an event, any subsequent competitor to register for that class with the same number will have to modify their number something unique to the class.

Flagging

Adherence to flags displayed by the VDKA Flagman during practice, qualifying and races is mandatory. Disregard of a displayed flag, anytime during the event, may result in disciplinary action by the VDKA Board.

Race Format

The race format is as follows:

- Practice follows the Points schedule
- Qualifying by Time Trials
- Times from qualifying will apply to both the Points and Pro classes with the exception of the "PRO Class of the day" which will have its own qualifying time.
Races will be 20 laps, Junior Stars 10 laps, unless the time factor causes them to be reduced.
- A three-spin rule is applied by the Race Director. Any kart causing 3 restarts during a race for accidents or spins will be sent to the pits.

The maximum number of karts in a class will be 30. When the number of entries per class exceeds 30, the top 20 qualifiers will be in the race. Qualifiers from 21 starting position back will run in second round qualifying to determine the remaining 10 spots.

DRAFTING DURING QUALIFYING IS PROHIBITED. THE FLAGMAN WILL DELETE LAPS WHERE DRAFTING OCCURRED. Competitors receiving the blue flag during qualifying are required to separate.

Time trials will determine the race starting order for each class. Clock officials will wait one minute at the end of each class for all competitors who have not qualified. Each competitor must qualify with his/her respective class/group. Competitors who fail to qualify with their assigned group and qualify with another group will forfeit their fastest lap of qualifying. Competitors who fail to qualify will start in the rear of the field. If a kart is missing when the last group of his/her class is ready to qualify, an

announcement will be made that the driver of the missing kart has one minute to join the last group. If he/she is then not present on the grid with the kart, qualifying will not be allowed. As a class finishes on the track, the next class will be given 2 minutes to be on the grid and the grid will be closed.

IT IS THE RESPONSIBILITY OF ALL DRIVERS TO ENSURE THEIR TRANSPONDER IS ON THEIR KART, MOUNTED CORRECTLY, BEFORE ENTERING THE GRID TO QUALIFY OR RACE. Transponders must be attached to the Steering Shaft where or above where the tie rods connect to the shaft on all karts.

No racing back to the caution flag. In the event of a late race cautions, if the leader takes the white flag and the yellow flag is displayed before the leader takes the checkered flag, we revert back to the last completed lap. If any kart takes the checkered and then the yellow is displayed, only the karts crossing before the yellow was displayed hold their position. Any karts not completing the final lap before the caution will revert back to the previous lap and karts involved in the caution will go to the end of the last completed lap.

Junior Stars & Junior Classes

Junior Stars Champ and Junior Stars Sprint are entry-level classes for racers ages five to eight years old. These classes will be run for points with a 10lap feature. The emphasis is on learning the rules and sportsmanship norms of racing. Karts and engines will be subject to pre-tech and post-race tech like any other class. Junior Stars racers are not required to run the mandatory open practice. A racer is not allowed to run a Junior Stars class if they are entered in a Junior Sportsman Champ or Sprint class.

A competitor may move up a class if reaching the required age during the year, but will forfeit points in the prior class and cannot move back to previous class. A competitor may not run at a different level in a sprint and a champ class (e.g., Jr Sportsman Sprint and Jr Champ)

Maximum time for a race event

VDKA is constantly working to manage the timing of our events. With 20+ classes on our schedule, it's important for us to manage the total time each class is on the track during a race. We have established a maximum time of 20 minutes per class to accomplish each race. The 20-minute time starts when the flagman shows the first green flag. If a red flag is shown, the 20-minute time will stop until the green flag is shown again. This will ensure that an incident on the track involving emergency response personnel will not impact the actual time limit of the race. After that, the flagman or race director will monitor the time taken for that race. When 20 minutes have passed, the flagman or race director will stop the race if another yellow or a red flag has to be displayed. After this final caution/race stoppage, the field is lined up;

the flagman indicates that this is the final restart, by holding up the white and checkered flag. The field moves out, comes around and takes the GREEN FLAG, comes around for the WHITE FLAG and then completes one more lap for the CHECKERED FLAG.....so basically two more laps are completed after the race has been stopped for a yellow or a red flag after 20 minutes have elapsed. The race will then be called a completed event and the scoring at this time will determine all finishing positions.

VDKA Trophy System

Awards will be given to 1st place only in Adult classes, Junior classes will receive awards as follows:

- 2-3 Karts, 1 Trophy.
- 4-5 Karts, 2 Trophies.
- 6-7 Karts, 3 Trophies.
- 8-9 Karts, 4 Trophies.
- 10 or more Karts, 5 Trophies.

Tech Procedures

If a competitor does not accept the VDKA Tech Official's findings, he or she must submit a written protest within 20 minutes of the call along with a \$100 Protest Fee. The protest and part is given to the VDKA Tech Advisory Committee who will examine the part/protest to make the final determination. **THEIR DECISION IS FINAL.** The responsibility of the Tech Advisory Committee is to decide if the part either met or failed, by the description of the Tech Manual, not to decide whether the Tech Manual is correct or not. (See page 8 for Tech Advisory Committee members).

If the part is found to be illegal, no money will be returned, the driver will be "DQ'd" from that event and the part will be confiscated by VDKA. If the protested part is found legal, the \$100 will be returned to the driver and his/her race finish restored. Protested funds not returned will be the property of VDKA. The Tech Advisory Committee will attempt to meet the night of the race and a decision will be made unless there are questions involving the part that require additional information to ensure the proper call is made.

The top five finishers in **all but seven classes** will be teched by the "Outside Tech Official", with the engine remaining on the kart.

Seven classes will be selected at each race for a more extensive tech. These classes will be managed to ensure all classes will be teched by this method, as close to the same number of times during the season as possible. Tech officials will decide what will be teched for all classes.

Protests will be limited to engine only after karts have left grid for the start of their feature.

Protest of another competitor's engine

If a competitor wishes to protest another competitor's engine, the protest fee is \$300 cash paid to VDKA and the steps below must be followed:

1. Tech Director Must be notified of protest at scale/impound area while both karts are in impound area and within the 20 minutes of the ending of the race.
 2. The protest must be in writing and done within 20 minutes of the race ending. (The race end is determined by computer scoring which contains the exact time the race ended)
 3. The protestor's kart/engine must remain in the tech area until the tech procedure for the engine being protested is complete.
 4. The protestor can only protest the competitor's engine finishing directly in front of him/her. (e.g., if the protestor finishes fourth, he/she can only protest the third place finisher, no other finisher in the race).
 5. If, after the engine teardown, the engine is found to be legal, the engine owner receives \$225 and the Tech person receives \$75.
 6. If the engine is found to be illegal, the protestor receives \$225 back from VDKA and the tech person receives \$75.
 7. The protestor engine will be teched first and, if found illegal, will be disqualified and the protested engine owner will receive \$225 and the tech person receives \$75. The protest is concluded if protestors' engine is not legal. The Tech team's decision is final.
- Refusing an engine protest will result in a unsportsmanlike disqualification (cannot be dropped) from the day's events and a \$150 fine that must be paid to VDKA officials before the competitor will be allowed to register for another event.

VDKA Bad Weather System

If bad weather causes qualifying to be delayed or a race to be discontinued, qualifying/race schedules may change as follows:

- At 4:00 PM, if qualifying has not started, pills will be drawn at the first race or points will be used at all other races to determine qualifying positions, if the weather allows.
- At 4:00 PM, if qualifying is underway, it will stop. If a class is qualifying at 4:00, that class will be continued until completion. Pills or points will determine race starting positions for all classes not qualified.
- All classes qualified before 4:00 will use their qualifying times as starting positions, even if bad weather causes qualifying in the remaining classes to be cancelled.
- At 3:00 PM, if bad weather is present and the forecast is for the bad weather to continue, the race may be called either a rainout with a makeup date or, if a minimum of 8 classes has completed qualifying, the race will be called a completed event.

Updated 03/05/2025

- If less than 8 classes have qualified and the bad weather is not forecasted to leave, the race will be rescheduled to the scheduled rain date.
- If the rain date has already been used and the bad weather is still present and forecasted to continue, any time after 5:00 PM, the race can be called a completed event and all registered competitors will receive first place points. There will be no second rain date for a race cancelled due to bad weather.

Track Promoters

Capital City Speedway www.capitalcityspeedway.info
Lisa Beazley
(804) 387-7318 for parking

Margarettsville Speedway
Paul Fischer
(804) 519-4216

Albemarle Speedway www.albemarlekartclub.com
Jody Weaver President (757) 537-3717
Neil Overmire Parking (757) 679-9876

Tech Advisory Committee

Paul Fischer
Joey Powers
Justin Collier

Track Management Committee

Bailey Moore
Cameron Wood
Michael Mahanes

Race Officials

Bailey Moore – Flagman
Ronnie Sipe – Race Director
Eddie Moore – Grid Steward

Tech Directors

Buzz Moore
(804) 564-7840

Virginia Dirt Karting Association Board of Directors and Staff for 2025

Paul Fischer 24-25
President
paulfischer@icloud.com
(804) 519-4216

Cameron Wood 25-26
Vice President
camwood31@icloud.com
804) 895-2476

Pete Guthrie 24-25
Treasurer
jlquth@aol.com
(804) 746-2140

Ronnie Sipe 24-25
exterioreeds@icloud.com
(804) 366-9852

Justin Collier 25-26
Justincollier321@gmail.com
(407) 383-5369

Michael Mahanes 25-26
Mahanesmichael@gmail.com
(540) 424-5378

Cory Hanson 24-25
Chanson212121@gmail.com
(540) 295-0462

Scott Bajer 24-25
scott.d.bajer@aviselectric.com
(804) 641-3682

Joey Powers 24-25
georgepowers313@yahoo.com
(804) 248-8535

Bailey Moore 25-26
Bmoore897@gmail.com
(804) 972-4353

John Yancey 25-26
Yanceyjm@gmail.com
(804) 514-6894

Jason Higgenbotham 25-26
Megaflow44@aol.com
(804) 647-5754

2025 Schedule and Featured Classes

- April 5 - Margarettsville Speedway
- May 3 - Albemarle Speedway
- May 31 - Capital City Speedway (Brockwell Memorial)
- July 19 - Margarettsville Speedway
- Aug 2 - Albemarle Speedway
- Sept 13 - Capital City Speedway
- Rain Dates – July 26, Oct 4

VDKA Office

9005 Shady Grove Road
Vakarting@aol.com
Mechanicsville, Va. 23116
(804) 746-2140

Email: jlquth@aol.com

Website: www.VaKarting.com

	AGE		WEIGHT	
JUICE BOX	3-5	Radio Flyer Kart		
JR STARS- SPRINT	5-8	Clone .375 Red plate Big Pipe Mandatory 15-64 gear (No skip tooth gears) 34.25" max tire circum	245	Points
JR. STARS - CHAMP	5-8	Clone .375 Red plate Big Pipe Mandatory 15-64 gear (No skip tooth gears) 34.25" max tire circum	275	Points
JR. SPORTSMAN -SPRINT	8-12	Clone .400 Black Plate, Big Pipe	280	Points & Pro
JR SPORTSMAN - CHAMP	8-12	Clone .400 Black Plate, Big Pipe	315	Points & Pro
JR. RESTRICTED - SPRINT	11-15	Clone .550 Blue Plate, Big Pipe	320	Points & Pro
JR. CHAMP	11-15	Unrestricted Clone, Big Pipe	360	Points & Pro
HOBBY SPRINT	15 + up	See Ducar/Hobby Rules Section for Claim Rules	375	Points & Pro
CHAMP	15 + up	open dry/clutch	425	Points & Pro
CLONE - MEDIUM	15 + up	Big pipe - Open Dry Clutch	350	Points
CLONE - HEAVY	15 + up	Big pipe - Open Dry Clutch	375	Points & Pro
CLONE - EXTRA HEAVY	15 + up	Big pipe - Open Dry Clutch Driver must weigh 200 lbs.	425	Points & Pro
SR. CHAMP - CLONE	15 + up	Big pipe - Open Dry Clutch	425	Points & Pro
LIMITED	15 + up	Big pipe - Open Dry Clutch Engine: Animal or Clone	375	Points

2025 208cc Limited Modified Kart Class -

Limited Modified Flathead and Limited Modified Animal legal in this class. Must conform to WKA engine rules.

A. Crankcase Assembly

A1. Block

- Any Honda Clone (Ducar, Predator, Tillotson, Wildcat, BSP,) 70mm Block.
- 2.785 Cylinder Bore No-Go
- Billet Blocks are Prohibited
- Welding or epoxy repair is permitted on the block and side cover. Repair may not be a functional modification (performance enhancing, e.g., No reinforcements to the jug or fins) of the OEM part.
- Decking of the block is permitted. No pop-up of the piston is allowed.
- No Deck Extensions
- Deburring of excessive flash is allowed but not to alter OEM specification or appearance.
- Block or Side Cover may be drilled and tapped for ventilation

A2. Crankcase Side Cover

- Billet Side Covers and Pressure Control Valves are permitted

A3. Fasteners

- Non-tech unless otherwise stated, but must retain their original factory size & location. Heli-coils, studs, etc., allowed for repair purposes. Solid dowel pins are allowed. Washers allowed under head and crankcase bolts or nuts.

A4. Gaskets & Sealer

- Gaskets must be in OEM configuration and are non-tech, and sealer may be applied unless otherwise specified.
- Head Gasket Non-Tech

A5. Bearings

- Crankshaft bearings must be the same dimensions as the OEM bearings. This includes inner and outer races as well as the balls and rollers. Metal or Ceramic bearings are permitted.

A6. Blower Housing Assembly

- Blower Housing must be present with Flywheel Cover
- Hand-held electric Starters are permitted
- 3rd Bearing Supports are permitted

B. Rotating Assembly

B1. Coatings & Polishing

- Coating, tumbling, and/or polishing of internal parts and head is prohibited unless otherwise stated
- Teflon/Coated Piston skirts are permitted. No Coating is allowed on the Piston Crown or Combustion Chamber

B2. Piston

- 70mm(2.756")-70.612mm(2.780) Max Diameter
- Any Dish or Flat Top Piston (No Domes)
- No Piston Pop-Up

B3. Rod

- Non-Tech, Aluminum Billet rods are permitted. Steel & Titanium Rods are Prohibited

B4. Crankshaft

- Standard OEM item with a stock stroke length of 54mm or 2.126" (+/- .007").

B5. Ignition Coil

- Ignition coil must be OEM for all classes. (NO CDI, Digitally control Ignitions)
- Timing is non-tech.

B6. Flywheel

- Approved Flywheels:
 - ARC-6619 flywheel™
 - ARC-6618 flywheel™
 - ARC-6689 flywheel™
 - Dyno PVL 211-900 flywheel™
 - EC SK100 Rev Wheel™
 - EC SK200 Rev Wheel™
 - King Billet Aluminum Slipstream Flywheel™
- The flywheel key may be altered and is non-tech; the key is not required to be installed.
- Flywheels must have a minimum weight of 3.3 pounds.
- Modification or removal of fins is prohibited.

C. Cylinder Head

C1. Approved Cylinder Heads

Any factory "JT" clone cast head with 22cc Open Chamber Non-Hemi cast heads will be allowed. Any other heads need to be approved before competition.

- Heads that are Prohibited:
 - Hemi (Ducar, Predator, Wildcat, etc)
 - Small Chamber (18cc, 14cc, 12cc)
 - Honda GX160/200 T1
 - Wildcat WC946
 - EC Evolution
 - Gage/Stout CNC Cast Heads
 - DTV Shredder Round Intake Port

C2. Porting

- Intake Inlet and Exhaust Outlet must meet No-Go specifications – I.E. No port matching to intakes manifolds or exhaust flanges
- Intake Port Inlet Vertical Measurement .962" No-Go"

- Intake Port Inlet Horizontal Measurements .950" No-Go
- Exhaust Port Outlet Vertical Measurement .974" No-Go"
- Exhaust Port Outlet Horizontal Measurements .967" No-Go
- Porting, and grinding, to the ports are permitted. Blending to the seat is permitted but must not exceed No-Go Gauges. Valve Guide must be untouched.

C3. Minimum Combustion Chamber Volume

- Measure the total length between the valve seats in the combustion chamber and the top of the piston. Chamber Depth + Head Gasket Thickness + Piston Depth = .280 Minimum

This will be done after the event and when the engine has cooled to a reasonable temperature. A head gasket is required, but the thickness is non-tech and can be copper, steel, aluminum or composite (fire ring). Multiple head gaskets are allowed.

Minimum Depth .280"

- No Grinding or polishing of the combustion chamber.
- No angle milling of the head. The measurement taken from the gasket surface: depth check to combustion chamber floor cannot vary more than .005" in any direction.

C4. Valve Seats

- Valve Seat Angles - Non-Tech
- Intake Seat ID .899" No-Go
- Exhaust Seat ID .862" No-Go

C5. Valve Guide

- Valve guide must be stock with no modifications and in stock position with the valve guide retaining clip touching the head
- Valve Guide minimum length: 1.055"
- Stock Iron Guides Only
- Bronze and Non-Stock Materials are prohibited

C6. Valve Covers & Breathers

- Valve Spacer is permitted
- Billet Valve Covers are Permitted
- Valve Cover/Crankcase Vents and Breather must have lines to a catch can.

D. Camshaft & Valve Train

D1. Valves

- 5.5mm Carbon (Stock) or Stainless Steel Valves Only (No Titanium, Inconel, etc.)
- Intake Valve Head OD 0.985" +/- .005
- Exhaust Valve Head OD 0.945" +/- .005
- Valve Length and Weight Non-Tech

D2. Rocker Arms

- 1:1 ratio rocker arms only - Stock Stamped, Gen1 & Gen2 Champion
- Rocker arms must be steel and are subject to magnetic tests.

Lim Modified Clone

Updated 03/05/2025

- Rocker arms are allowed to be ground on valve stem location only, or on bottom of rocker arm to allow running lift to be compliant. Grinding on the sides of the rocker arm is prohibited. There are no minimum thickness checks.

D3. Valve Springs

- Non-Tech

D4. Valve Spring Retainers

- Billet Aluminum & Titanium are Permitted
- Lash Caps - Non-Tech
- Valve Seals - Non-Tech

D5. Push Rods

- 3/16 or 1/4 Chromoly Push Rods are Permitted

D6. Lifters

- Billet Lifters Permitted
- Length: 1.350"-1.390"
- Outside Diameter: .935" maximum
- Minimum Weight: 18 grams

D7. Camshaft

- Billet Cam Core is Permitted

Duration taken from pushrod: Intake and Exhaust duration of 248° degrees at .050 lift and 153° at .200" lift. Camshaft tolerances: +2 degrees with no minimum duration check

- Intake lift at pushrod is .310" Max. Intake lift at retainer .325 Max
- Exhaust lift at pushrod is .310" Max. Exhaust lift at retainer .325 Max.
- Running Lift will be checked as raced.

E. Carburetor & Fuel

E1. Carburetor

- Diaphragm with butterfly Carburetors ONLY (Tillotson HL & EC Billet Intimidator XR-25 Carburetors Only)
- Max Venturi .900" - .901" NO-GO
- Min Venturi .860 - .860" GO-Gauge
- Max Throttle Bore 1.00" - 1.002 NO-GO

E2. Fuel

- 100% Pure Methanol (No Additives)
- Floor-mounted fuel tanks are required. The OEM tank must be removed from the engine.
- Any pulse-type fuel pump permitted and can be pulsed from the intake, crankcase, side cover, or valve cover.

F. Exhaust System

F1. Exhaust System

The maximum length is 24 inches, measured through the inside of the pipe with a .250-wide tape measure. Remove the silencer and pull the tape measure tight. If any portion of the pipe's length is below 24 inches, it is legal.

- Complete Pipe & Silencer cannot extend past the rear bumper and must be totally contained inside the kart frame.
- Loop or Loop type pipes are prohibited.
- Gasket and/or silicone are allowed to seal the header pipe to the head.
- Pipe must be safety wired.
- Header Flange: No Maximum Thickness.

F2. Header

- Height must be 10 inches maximum from the top of the header flange.
- Header pipe wrap required from the header flange to the silencer. It must be overlapping, and no part of the header is showing.

The header must be braced. At the end of the race, the header and muffler must both be secure (tight)—this is grounds for disqualification.

- Ceramic coatings permitted on pipe only. Coatings on any other part of the exhaust are prohibited.
- Studs on exhaust may be replaced with regular threaded bolts of equal diameter and must be safety-wired.

F3. Muffler

- Track Option – Tracks are allowed to run without mufflers (Check with your track officials)
- Silencer RLV B-91 series model 4106 is mandatory with all baffle plates on the inside and must be supplied by the manufacturer. Coating is prohibited.
- A clamped brace must support the silencer—no welding of brace to silencer or pipe. The silencer must be able to be removed for inspection.
- Silencers cannot be parallel to the ground. It must point towards the rear bumper or ground. The lowest part of the silencer can be a maximum of 9.0” above the mounting surface of the block.