



# **ROK CUP USA 2017**

## **RULEBOOK**



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## **1. GENERAL**

### **1.1 Promoter, Intents, and General Undertakings**

**1.1.1** Rok Cup Promotions LLC., is promoting and organizing the Rok Cup USA, according to the current rules regulating such events.

**1.1.2** The intent of Rok Cup USA is to provide safe racing, reasonable costs, and reliability.

**1.1.3** All events shall be specifically regulated by the "Special Event Regulations," when necessary, otherwise this Rule Book shall serve as the guidelines for fair competition.

**1.1.4** All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, undertake to apply and observe the rules and regulations governing Rok Cup USA.

**1.1.5** This Rule Book shall be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the Rok Cup rules and regulations.

**1.1.6** All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, participating in Rok Cup USA, agree, on behalf of themselves, their employees, agents, etc, to observe all the provisions of this Rule Book.

**1.1.7** Rok Cup USA is governed by the rules and regulations included in the Rule Book.

**1.1.8** "Special Event Regulations," consist in modifications to these rules and regulations for a specific event of Rok Cup USA, due to *force majeure* or Organizer sole decision.

**1.1.9** The right to associate Rok Cup USA with the name of a company, organization, or commercial make is exclusively reserved for Rok Cup Promotions LLC. The right to associate the name of a company, an organization or a commercial make to a specific Event is exclusively reserved for Rok Cup Promotions LLC.

**1.1.10** By entering participant areas, all participants agree that Rok Cup Promotions LLC and its sponsors may use official photographs or video featuring participants for advertising, publicity and public relations purposes without restriction.

### **1.2 Safety**

**1.2.1** Racing is a dangerous sport. These rules and regulations are in no way a warranty or guarantee against injury, permanent injuries, or death to any of the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other.

**1.2.2** Safety is the primary concern of the Promoter, but racing karts, even if specifically designed and homologated, in specific facilities and by using specific and homologated protections, has inherent risks. All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, assume those risks when participating in any Rok Cup USA Event.

**1.2.3** Even when the Promoter has taken all possible and known measures to reduce or avoid risk of injuries, permanent injuries, or death, the risk cannot be eliminated totally.

**1.2.4** Although safety is the Promoter's main concern, the Promoter is not and cannot be responsible, by any means, for any injuries, permanent injuries, or death, that occurred to any and all the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other participating in any Rok Cup USA Event.

**1.2.5** Track owners will be directly responsible of the racing facilities, including personnel and equipment utilized for the event, ensuring conditions at the racing facility are maintained with high standards to prevent and reduce any risks, and will respond to any injuries, permanent injuries, or death if such instances occur.

**1.2.6** Every driver must delegate an official Entrant for every Rok Cup USA event. The Entrant may be the Driver himself/herself assuming the Driver is at least 18 years of age at the time of the event or an authorized representative. This must be declared in writing, either by completion of entry form or at the event at the time of registration. The Entrant is the direct point of contact at the event with regards to any and all issues concerning the driver, on or off the track. No other person is allowed to discuss any matters concerning the driver with any Official or Rok Cup USA staff EXCEPT the Entrant. It is the Entrant's responsibility to ensure that every person concerned by his/her entry observes all the provisions of these rules and regulations. If an Entrant is unable to be present at the Event, he must nominate his representative



in writing. The person in charge of an entered kart during any part of an Event is responsible jointly and separately with the Entrant for ensuring that the provisions are observed.

**1.2.7** Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

**1.2.8** By participating in Rok Cup USA Events, all Entrants are deemed to have understood, accepted, and complied with these rules and regulations.

**1.2.9** All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other **MUST**, at all times, wear the appropriate identification credentials issued to them in the Sporting Checks.

**1.2.10** Any person entering the pit area during a Rok Cup USA event must sign the "Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement." Drivers must register themselves as "DRIVER" on the Agreement, all other must register themselves as "NON-DRIVER".

**1.2.11** The "Driver", otherwise specified in writing by the Driver himself/herself, is the official "Entrant" in all Rok Cup USA Events. Drivers under 18 years of age are requested to present a completed "Parent Consent Authorization" form along with their parent and/or legal guardian who is present with them at the event.

## **2. ELEGIBLE KARTS AND EQUIPMENT**

### **2.1 General**

**2.1.1** Rok Cup USA is restricted to Vortex ROK engines (respecting the current year Homologation Fiche) **ONLY**.

**2.1.2** Rok Cup USA is **OPEN** to any chassis with either the current CIK/FIA homologation or the CIK/FIA homologation of the previous period (including brakes and bodywork) and in compliance with the CIK/FIA Technical Regulations.

For Mini Rok chassis, a homologation is requested by i.e. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain).

**2.1.3** Rok Cup USA is restricted to Bridgestone Tires **ONLY**, unless otherwise indicated. See section 2.5.

**2.1.4** Rok Cup USA is **OPEN** to PETRONAS Rok Lube or Motul Grand Prix 2 T **ONLY**.

**2.1.5** The Entrant must enter the same homologated chassis and engines for the whole Event. No change of chassis and/or engine shall be accepted after the Technical Checks.

**2.1.6** Each Driver will be entitled to submit for Technical Checks the following equipment:

- Number of chassis: 1
- Number of engines: 2

**2.1.7** Changing engines, chassis, chassis/engine unit, fuel, and tires between the various Drivers is forbidden.

**2.1.8** Any kind of modification to chassis, tires, and/or engines is forbidden if it is not explicitly authorised by an article of these rules/regulations or by an article of the "Special Event Regulations."

**2.1.9** The Promoter reserves the right to make changes to the products provided to the Entrants such as, but not limited to oil, tires, fuel, etc. Any change will be communicated in advance, when possible or by the "Special Event Regulations."

### **2.2 Engines**

**2.2.1** Rok Cup USA is restricted to Vortex ROK engines (respecting the Homologation Fiche) **ONLY**.

See [www.rokcupusa.com/engine](http://www.rokcupusa.com/engine) for relative Homologations files.

**2.2.2** Engines **MUST** be run as supplied by the manufacturer. No modification or components substitution is allowed, unless otherwise specified in the "Special Event Regulations."

**2.2.3** Rok Cup USA Technical Officials have the right to inspect any engine or any part at any time during the event and without any particular reason.

**2.2.4** Rok Cup USA Technical Officials have the right to request, at any time during the Event and without any particular reason, to have competitors exchange parts of the engine (i.e. but not limited to clutch, exhaust, carburetor, coil, wiring loom, ignition, fuel, etc. ) with an identical part provided free of charge by Vortex or Rok Cup Promotions LLC.

**2.2.5** Refusal to submit to inspection and/or exchange of parts, will result in disqualification from the Event.



- 2.2.6** Exhaust **MUST** remain intact, as provided by the manufacturer, until technical inspection. No cracks and/or welding is permitted.
- 2.2.7** Rok Cup USA Technical Officials have the right to requests that the Drivers, at any time during the event and without any particular reason, demonstrate on-board engine starting. **Not valid for Shifter Rok.**
- 2.2.8** Any kind of auxiliary starters are not allowed.
- 2.2.9** On-board batteries are intended for engine starters **ONLY**.
- 2.2.10** One battery per kart **ONLY. Not valid for ShifterRok.**
- 2.2.11** Starter batteries must be firmly and safety secured to the main left rail of the chassis.
- 2.2.12** Starter batteries must be of sealed and dry cell type **ONLY**, as provided by the manufacturer.
- 2.2.13** All radiators **MUST** be mounted on the left side of the driver and placed above the chassis frame. Supplementary radiators, if needed, may be mounted either on the left or right side.
- 2.2.14** In case sealing of engines will be declared for the event, before qualifying every entrant must have their engines sealed.
- 2.2.15** In case sealing of engines will not be declared, conventional marking of engines will be done after qualifying.
- 2.2.16** Each driver will be allowed to use two engines per race. Both engines **MUST** be sealed at sporting check or in any case before qualifying.
- 2.2.17** If engines need to be repaired the entrant or his/her deputy mechanic, may take all necessary steps to replace damage parts, within the Tech Area and in presence of a Tech Official, until the engine is again suitable for competition. In this instance, the Driver will retain their current position for the next competitive event.
- 2.2.18** The Entrant, if they are unable or unwilling to take all necessary steps to repair or replace damaged parts in the engine, within the Tech Area and in the presence of a Tech Official, until the engine is again suitable for competition, will be allowed to replace the damaged engine with a new engine for competition. A "CHANGE OF MATERIAL" form must also be filled and presented to the Technical Director. However, in this instance, the Driver will be required to start from the back of the field during the next competitive event. In the case that this happens in qualifying, the Driver will start all three heats from the back of the field.

### **2.3 Engine Claim Rule**

- 2.3.1** Any engine taking part in any Rok Cup USA Event can be bought by any competitor taking part at least at two Rok Cup USA Events in the same class during the same calendar year, or by Rok Cup Promotions LLC. at the end of the any Event for the retail price plus a fee of \$500 (five hundred dollars). Refusal to sell the engine will result in disqualification for the Rok Cup USA Championship.
- 2.3.2** Proper "ENGINE CLAIM RULE FORM" must be filled in writing and submitted to the Race Director before Technical checks are finished.
- 2.3.3** Engine Claim Rule fees and engine retail price **MUST** be paid in full in the form of US Dollars, cash to Rok Cup Promotions LLC **ONLY**.
- 2.3.4** ROK Cup Promotions LLC has the first right of refusal upon the initiation of any engine claim. If any competitor wishes to claim an engine the engine claim form must be filled out completely and presented to the appropriate official. The appropriate ROK Cup official may claim the engine as series property or approve the competitor's claim, at which time the engine must be turned over or sanctions will follow.
- 2.3.5** The seller will receive a brand new engine provided by Rok Cup Promotions LLC.

### **2.4 Chassis**

- 2.4.1** Rok Cup USA is **OPEN** to any chassis with either the current CIK/FIA homologation or the CIK/FIA homologation of the previous period (including brakes and bodywork) and in compliance with the CIK FIA Technical Regulations.
- For Mini Rok chassis, a homologation is requested by i.e. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain).

**2.4.2** For safety reasons the following parts **MUST** be secured with drilled nuts and/or bolts and/or screws. Drilled nuts, or drilled bolts, or drilled screws **MUST** be safely secured with wire, circlips, or snap ring.

- Brake pedal to chassis.
- Brake rods (both ends).
- Master cylinder to chassis.
- Brake caliper to chassis spindle (Shifters **ONLY**).
- Brake calipers to spindle.
- Brake disc to brake hub.
- Weights, double bolted.
- Steering column to chassis.
- Steering wheel hub.
- Steering wheel hub to steering column.
- Tie rods at both ends.
- Kingpins.
- Spindle to wheels.
- Throttle pedal to chassis.

**2.4.3** Any method of adding or fixing material or parts is forbidden if it is not expressly authorised by an article of these Rules and Regulations. Rebuilding the frame geometry, following an accident, is authorised by adjunction of the materials necessary for the repairs (additional metal for welding); other parts which may be worn out or damaged may not be repaired through addition or fixation of material, unless an article of these rules and regulations authorises it explicitly.

**2.4.4** Maximum diameter for rear axle is 50mm, 1,9 mm minimum thickness. Maximum diameter for Mini Rok rear axle is 30mm. Rear axle **MUST** be in magnetic steel.

**2.4.5** Bumpers are compulsory for front, rear, and side protection. Front and side bumpers **MUST** be made of magnetic steel, rear bumpers **MUST** be plastic. For all categories, they **MUST** be homologated with the bodyworks. For Mini Rok chassis, a homologation is requested by i.e. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain).

**2.4.6** The use of the CIK/FIA homologated rear protection is mandatory. For Mini Rok, a homologation is requested by i.e. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain).

**2.4.7** The Floor Pan **MUST** be made of rigid material, and it must span from the central strut of the chassis frame to the front rail of the chassis frame. **MUST** be laterally edged to prevent the driver's feet sliding off the floor pan. **ONLY** fixation holes allowed. **ONLY** one hole of maximum 35 mm allowed for steering column access.

**2.4.8** Bodywork **MUST** have a current, valid CIK/FIA homologation.

**2.4.9** Transmission **MUST** be only to the rear wheels. Any kind of differential is prohibited.

**2.4.10** Chain guard is required. Full protection totally covering front and rear sprockets and chain is mandatory. **Not valid for shifters.**

**2.4.11** Any kind of suspension devise or suspension system is prohibited.

**2.4.12** Brakes **MUST** have a current and valid CIK/FIA homologation.

**2.4.13** Steering **MUST** be controlled by a steering wheel with no angles. The main rim of the steering wheel **MUST** be a metallic structure, made of steel or aluminium. Plastic main rim steering wheels are prohibited. Steering column **MUST** be magnetic steel.

**2.4.14** Seat **MUST** be designed to prevent the driver from moving to the sides or front when cornering or braking. Seats supports **MUST** be mounted by using nuts, bolts, and a metal or aluminum washer with a minimum diameter of 35 mm and 1,5 mm thickness to eliminate seat supports break through.

**2.4.15** Both pedals **MUST NOT** protrude forward of the chassis (including the bumpers) and **MUST** be mounted in front of the master cylinder. Brake pedal **MUST** have a double linkage to the master cylinder. Accelerator pedal **MUST** be equipped with a returnspring.

**2.4.16** In case sealing of chassis will be declared for the event, before qualifying every entrant must have their chassis sealed.

**2.4.17** In case sealing of chassis will not be declared, conventional marking of chassis will be done after



qualifying.

**2.4.18** It is forbidden to replace the chassis during the Event. Each driver will be allowed to use one chassis per race. If the chassis is irreparably damaged during the Event, the chassis may be replaced if and only if the Rok Cup USA Technical Officials check and provide their permission. The broken chassis should be delivered to the Rok Cup USA Technical Officials until the Event is finished. A "CHANGE OF MATERIAL" form must also be filled and presented to the Technical Director.

**2.4.19** The replacement chassis **MUST** be of the same manufacturer and model.

## **2.5 Tires**

**2.5.1** Rok Cup USA is restricted to Bridgestone Tires **ONLY**, unless otherwise indicated. The following Bridgestone tires allowed:

- Slick tires: Bridgestone YLR ROK 4,5/10,0 -- 5 + 7,1/11,0 – 5
- Rain tires: Bridgestone YLP 4,0/10,0 -- 5 + 6,0/11,0 – 5

For reasons of force majeure, at the sole discretion of Rok Cup Promotions LLC, a different kind of brand, compound or size of tire could be declared for a specific event and/or for a specific class.

**2.5.2** The maximum exterior diameter of the front wheel is 280 mm. The maximum exterior diameter of the rear wheel 300 mm. The maximum width of the front wheel is 135 mm. The maximum width of a rear wheel is 215 mm. For Mini Rok class, the maximum exterior diameter of the front and rear wheels is 280 mm and the maximum width of the front and rear wheels is 135 mm.

**2.5.3** Any kind of tire treatment or modification is forbidden. Heating or warming tires in the pits and/or pre grid is **FORBIDDEN**.

**2.5.4** At the sole decision of the Race Director and/or Rok Cup Promotions LLC, Tires Parc Fermè (Tire Farm) can be imposed.

**2.5.5** Drivers are forbidden from replacing tires during the Event. Each driver will be allowed to use three (3) front tires and three (3) rear tires dry and/or wet for the two-day Event at the driver's discretion. These will be the only tires approved for the Event unless Race Director announces the allowance of extra tires due to security reasons.

**2.5.6** It is acceptable to relocate tires from side to side provided that the rotational arrows on the tires are in the correct rotational direction. This of course pertains to tires that have been previously scanned for use in this event.

**2.5.7** All rain or dry tires must be submitted for marking and/or scanned at tire desk, if requested, and **ONLY** at designated time as per the event schedule and further announcements.

## **2.6 Apparel**

**2.6.1 ONLY** Helmets with the following standards are allowed:

**Snell:** K2005 (exp 31/12/18); M2010 (exp 12/20/20); SA2005 (exp31/12/18); SA2010 (exp 12/20/20).

SAH2010 (exp 31/12/23); SA2010 (exp 31/12/23); K2010 (exp 31/12/23); CMS2007 (exp 31/12/18);

**SFI:** 24.1/2010 (youth helmet/exp 12/20/20); 31.1/2010 (exp 12/20/20); 41.1/2010 (exp 12/20/20); 31.1A (exp31/12/18); 31.2A (exp31/12/18);

**FIA:** 8860-2004 (exp 31/12/20); 8860-2010 (exp 31/12/20);

**2.6.2** Racing Suits Overalls: mandatory, with a current CIK/FIA valid homologation **ONLY**.

**2.6.3** Gloves: for racing purposes with a high degree of abrasion resistance.

**2.6.4** Footwear: **MUST** cover full ankle and **MUST** be designed and manufactured for racing purposes.

**2.6.6** Neck Protection: mandatory for Mini Rok and Junior Rok. Loss or lack of neck protection during practice, qualification, heats, pre-final, and/or final will result in a black flag.

**2.6.7** Chest Protection: ~~is~~ mandatory for drivers under 13 years of age.

## **2.7 Oil**

**2.7.1** Rok Cup USA is **OPEN** to PETRONAS Rok Lube or Motul Grand Prix 2 T **ONLY**.

## **2.8 Fuel**



- 2.8.1 Rok Cup Promotions LLC. will declare brand and type of fuel for each event.
- 2.8.2 Fuel/oil is the **ONLY** combination allowed.
- 2.8.3 Rok Cup USA Technical Officials have the right to do any kind of fuel tests to any competitor at any time during the Event and without any particular reason.
- 2.8.4 Fuel test will be carried out by comparison. The Entrant should declare the type of oil and percentage used if requested by Rok Cup USA Technical Officials.
- 2.8.5 Fuel Test Procedure: Three (3) samples will be taken at any time of the event, after weighing, at any driver, at the sole discretions of the Technical Director. Samples will be sealed. Sample 1 will be sent to Lab for testing. Sample 2 will be given to the driver and **MUST** be kept for one (1) month. Sample 3 will be kept in custody by Rok Cup Promotions LLC. If Lab test failed in sample 1 a second test in sample 2 will be done. If result is as per sample 1, the driver will be disqualified. If test in sample 2 is different than test in sample 1, then a final test in sample 3 will be taking into consideration.
- 2.8.6 Failure to pass fuel test will result in Event disqualification.
- 2.8.7 Results of fuel tests are final.
- 2.8.8 Rok Cup Promotions LLC reserves the right to prosecute to the full extent of the law any competitor found to be using any EPA-listed known cancer-causing products.
- 2.8.9 At the sole decision of the Race Director and/or Rok Cup Promotions LLC, Fuel Parc Fermè can be imposed.

## 2.9 Miscellaneous

- 2.9.1 If ballast (weight) is mounted to the seat, 35 mm minimum diameter aluminum or steel washers should be utilized to prevent the seat from breaking.
- 2.9.2 It is mandatory, for safety reasons, that ballast (weight) be painted white.
- 2.9.3 Racing numbers **MUST** be displayed on all four sides of the kart. Numbers **MUST** be easily readable and in block style. Yellow background and black number is highly recommended.
- 2.9.4 Composite materials are banned, except for the seat and floor pan.
- 2.9.5 Data acquisition devices capable of recording and displaying data **ONLY** are allowed.
- 2.9.6 Any system capable of modifying fuel ratio mixtures, traction, throttle, ignition timing, etc is forbidden.
- 2.9.7 ~~ONLY one on board camera, i.e. GoPro, SmartyCam, etc, mounted ONLY on the front number panel is allowed.~~ All drivers can mount two "Contour Roam3" cameras for all official races. One camera can be mounted on the rear bumper facing backwards, behind the go kart. The other camera can be mounted on the front fearing facing down and must record the driver's feet. You must register the camera(s) on the tech sheet. Failure to register your camera(s) or using a different model of camera will void your right to protest with the cameras. You must use the specific mounts required by ROK CUP USA. (Does not apply to FWT and/or US Open).
- 2.9.8 If the mounting of any device is considered dangerous by Rok Cup USA Technical Officials, the Rok Cup USA Technical Officials may request that such devices be removed.
- 2.9.9 Communication to/from Driver and/or data acquisition devices via radio/telemetry or any other system is forbidden.
- 2.9.11 Carbon brake pads are **NOT** allowed.
- 2.9.12 Any kind of carbon/carbon braking system is prohibited.
- 2.9.13 Products containing Glycol are not allowed as cooling fluids. Anti corrosion or water wetter solutions are allowed.
- 2.9.14 No fluid spillage of any kind on the tarmac is allowed at any time. Catch bottles are highly recommended and are not a "tech item," as far as not being considered dangerous for the user and other competitors. Fluid spillage of any kind will result in a black flag.
- 2.9.15 Transponders should be located as per CIK/FIA positioning: On back of seat at a height of 25cm +/- 5cm from tarmac.
- 2.9.16 Transponders will be MANDATORY for the last THREE (3) official Practice sessions. It is the responsibility of the Driver to ensure the transponder is properly mounted on the rear of the seat with the black part facing down, with no obstruction to the asphalt. If the transponder does not work in any competitive event, the Driver will start from the rear of the field for the next competitive event.





**2.9.17** No lighting of any kind may be added to any kart for any official or unofficial on track session. The illumination of any data screen must be as supplied by the manufacturer and may not be altered in any way.

**2.9.18** Numbers: should be black, minimum 15 cm high and 2 cm thick stroke, over yellow background. Class numbers as follow:

Micro Rok 1-99	Mini Rok 100-199
Junior Rok 200-299	Senior Rok 300-399
Shifter Rok 400-499	Shifter Masters Rok 500-599
Master Rok 600-699	Senior 100cc 700-799
Masters 100cc 800-899	

### **3. DRIVERS**

#### **3.1 General**

**3.1.1** Drivers should demonstrate their driving skills to the approval of the Rok Cup USA Race Director during the official practice sessions. The Race Director has the final authority to remove an Entrant a Driver from competing at an Event if considered not suitable.

**3.1.2** In a case where a Driver is not allowed to compete in a Rok Cup USA Event, ~~the entry fee~~ may be refunded in whole or in part at the sole discretion of the Promoter. Rok Cup Promotions LLC's primary concern is the safety of all drivers and participants. This measure is reserved for the intent to assure everyone's safety under racing conditions, and not to ban a Driver.

**3.1.3** The age of a Driver will be determined by the age to be attained during the racing year when the driver desires to compete on. For example, a driver turning 15 by December 31 of the racing year could race in a class requiring age 15 at any time during that year. Official government proof of age may be required upon the discretion of the Race Director and/or the Promoter of any official Rok Cup USA event. Failure to show proper official government documented proof of age will likely result in class ineligibility until such proof is given to the proper Rok Cup USA staff member (s).

**3.1.4** Mini Rok minimum age is 7 years old. The Junior Rok minimum age is 12 years old. The Senior Rok minimum age is 15 years old. The Master Rok minimum age is 32 years old. The Senior Shifter Rok minimum age is 15 years old. The Master Shifter Rok minimum age is 32 years old.

If a driver chooses to move up a class based on competition eligibility age, and compete in an OFFICIAL TIMED SESSION of any verifiable karting competition event, then he or she will be INELIGIBLE move back down to a lower class. For example, if a Driver chooses to transition from the JUNIOR ROK class to ANY senior class in ANY verifiable karting competition event and participate in an official timed session (practice, qualifying, heat, pre-final, final, etc.) where the minimum competition eligibility age is at least 15 years of age, then that driver will ONLY be eligible for the SENIOR ROK class in any and all ROK Cup USA competitions for that calendar year. There shall be **ONLY** two exceptions to this rule:

1. If the race in which the driver competes has NO available class with the age classification designated by Rok Cup USA, or;
2. If the driver is of "Master" minimum age competition eligibility. In the event that a driver reaches the minimum age eligibility requirement for the ROK Cup USA "Master" classification, then he/she may choose to compete in the ROK Cup USA "Master" classes and/or the ROK Cup USA "Senior" classes.

**3.1.5** All drivers **MUST** hold a current year Competition License issued by Rok Cup Promotions LLC (NKA) or any International or US major racing association including but not limited to CIK/FIA, SKUSA, WKA, IKF, USPKS, or FWT.

**3.1.6** In the case that a Driver has any physical or mental conditions that the Driver is aware of that may limit his/her ability to safely compete in the Event, the Driver is not allowed to take part in the Event.

**3.1.7** The Driver is responsible for actions carried out by his/her pit crew.

**3.1.8** There is a "No Tolerance" policy on any retaliatory actions or unsportsmanlike gestures taken or



displayed towards another driver during Qualification, Heats or Finals. ANY unsportsmanlike actions displayed by a competitor towards another one may be grounds for immediate disciplinary actions including expulsion from the event. These decisions are at the sole discretion of the Race Director and are final with no available protest.

**3.1.9 Driver Briefing:** Driver briefing is mandatory for all drivers entered in the event

**3.1.10 Podium:** Drivers classified in 1st, 2nd, and 3rd place in the final must climb on the podium one after another. These 3 classified drivers must wear their race suit, zipped up, at the prize giving ceremony on the podium. If caps are supplied by the organizer, they must be worn by the drivers during the podium ceremony. Competitors who fail to adhere to these podium standards or who fail to appear for the podium ceremony without the approval of a steward may be subject to penalty including monetary fines, exclusion from the event, and loss of points and awards.

**3.1.11 Driver age and Eligibility:** if a driver wishes to compete in a class in which they do not meet the minimum age requirement, the driver MAY BE eligible to compete in a class with the approval of the Race Director or Organizer upon completion of a "Driver Age/Class Eligibility Form", which will require the Driver to provide specific information and documentation confirming their ability to perform and complete in the class. This decision is based solely at the discretion of the Race Director or Organizer.

**3.1.12** Even if the Driver is approved to compete in such class, at ANT TIME, during ANY PART of the race Event, a Race official may determine that the Driver poses a hindrance to the safety of the race conditions and remove she/he from the class, WITHOUT protest or appeal. The Driver will receive a refund for the registration amount if the event is not more than halfway completed; if the event is more than halfway completed no refund will be given.

**3.1.13** This does not apply to any class where a Senior driver wishes to compete in a master class.

**3.1.14** A Driver MAY compete in any class in which they are OLDER than the require age alibility.

## **3.2 Flags**

**3.2.1** All Drivers **MUST** know and respect the flag meanings.

**3.2.2 Red Flag:** (Stop/Danger) When a race is "red flagged" it is stopped due to some condition that has made the track unsafe. These conditions can range from weather problems, to accidents, to surface problems such as oil and/or debris on the track. A red flag may also indicate the track has been completely blocked by an accident or debris and there is no safe route through the problem. As soon as a red flag is shown, drivers must come to a stop as quickly and safely as possible. Any driver having been penalized for and/or having caused a red flag condition can not re-enter the same race if the race returns to green.

**3.2.3 Yellow Flag:** (Caution) The yellow flag is the signal for caution. When it is held stationary it is an indication that there is a problem ahead. Drivers must slow and refrain from passing. A waving yellow flag indicates immediate danger ahead. Drivers should be prepared to stop and cannot pass, although they can close the distance to the kart in front of them.

**3.2.4 Green Flag:** (Start/Go) The green flag is waived by the starter to indicate the beginning of the qualification session, heat, pre final, final, or practice session. It is waved after a caution to notify the drivers that the race has been restarted. The green flag also is an indication that the course is clear of any obstacles or debris.

**3.2.5 White Flag:** (Last Lap) When waved by the starter, the white flag indicates that a driver is entering the last lap of the qualification session, heat, pre final, final, or practice session. It is waved continuously for all Drivers following the leader until the leader approaches the finish line.

**3.2.6 Black Flag:** (Infraction) A black flag means an infraction/breach of rules has been committed. A rolled black flag pointed at a Driver serves as a warning. (This is the Driver's first and last warning). A waving black flag means a Driver has committed a second offense/infraction and must exit the track and return to the pits as soon as possible. Failure to do so may result in points deduction and/or disqualification if deemed appropriate by race officials.



**3.2.7** Black Flag/Orange Disc: (Mechanical issue) Driver **MUST** go immediately to the pits. Absence of black flag shown does not negate driver's responsibility to have bodywork installed.

**3.2.8** Checkered Flag: (Finish) The checkered flag is waived by the starter to indicate the finish of the qualification session, heat, pre-final, final, or practice session. The checkered flag is waved for all finishers.

**3.2.9** Blue Flag: The blue flag has different meanings depending on how it is held and whether it is used during practice, qualifying, or race. When it is held motionless it is an indication to a Driver that there is a faster competitor following closely behind, but not yet close enough for a pass. A waving blue flag indicates that the Driver is about to be overtaken and should take care to permit the following vehicle a safe pass.

**3.2.10** The head flagman is only required to give the green and checkered flag. All other flags, including halfway and two to go are given at the discretion of the head flagman.

**3.2.11** Crossed flags: a set of crossed flags (green & white) is displayed to indicate that the race is at the halfway point.

**3.2.12** Two, vertical flags side by side: represents two laps remaining in the race.

**3.2.13** Drivers must exit the track when receiving the black flag. A number sign may be used to distinguish the driver receiving the black flag. Scoring will be stopped when a driver has received the black flag. Failure to remove yourself from the session, will result in a DQ after being shown the black flag 3 times.

## **4. EVENT REGULATIONS**

### **4.1 Safety**

**4.1.1** It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is absolutely necessary to remove the kart from a dangerous situation.

**4.1.2** During the event, Drivers may use the track only and **MUST** at all times observe the dispositions of the International Code relating to driving on circuits.

**4.1.3** During the Event, a kart that stops **MUST** be removed from the track as quickly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the Officials' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the heat, pre final, or final in which this help was provided.

Micro and Mini ROK drivers are allowed assistance from track staff to restart and continue the race without being penalized or disqualified from classification.

**4.1.4** Except for medical or safety reasons, the Driver **MUST** stay close to his kart until the end of the practice session, qualifying session, heat, pre final, or final with the helmet on.

**4.1.5** In the case of a practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part **MUST** be taken back to the Repairs Area during the interval and may participate in the second part of practice.

**4.1.6** Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the "Special Event Regulations" or during the Briefing. The only persons allowed to intervene on a kart are the driver himself and his appointed mechanic, holder of the appropriate pass.

**4.1.7** If refuelling is authorised, it may be carried out only in an area provided for this purpose.

**4.1.8** Except in cases expressly provided for by the "Special Event Regulations," no one except the Driver and/or Officials are authorised to touch a stopped kart unless it is in the Repairs Area.

**4.1.9** When the track is closed by the Race Director during and after practice and after the finish, no one is allowed to be on the track, with the exception of Officials carrying out their duties and Drivers when they are driving, until all concerned karts, whether they are mobile or not, have arrived at the Parc Fermé.

**4.1.10** During the Event, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of the Event, except in the Repairs Area, which he may reach only by his own means. Micro and Mini may receive help



from on-track Officials **ONLY** to help clear incidents as well as to help them resume racing. Assistance is forbidden for all other classes.

**4.1.11** A speed limit may be imposed in the pit lane and in the Repairs Area during practice and the formation laps. Any Driver breaking this speed limit will be issued a penalty by the Race Director.

**4.1.12** If a Driver is experiencing mechanical problems on the track during the Event, he **MUST** exit the track as soon as possible for safety reasons.

**4.1.13** If a Driver is involved in a collision, he **MUST NOT** leave the circuit without the Officials' agreement.

**4.1.14** No Driver may leave the Repairs Area without having been invited to do so by the Officials.

**4.1.15** Official instructions will be transmitted to the Drivers by means of the flag signals, as per International Code. All parties involved in the event **MUST** not use flags similar to these ones in any way whatsoever.

**4.1.16** Any Driver who intends to leave the track, to return to the Repairs Area, or to stop in the Repairs Area shall demonstrate his intention in due time, by raising one arm, and shall ensure that he or she may do so safely.

**4.1.17** During the Event and at the order of the Race Director, a Driver who faces technical problems, except during the final lap, must stop in the Repairs Area and remedy the breach before re-joining the track.

**4.1.18** When participating in the Event, Drivers **MUST** at all times wear the full equipment defined under section 2.6 of this Rule Book.

**4.1.19** It is forbidden to circulate with motorbikes, scooters, or any other motorised devices in the Paddock.

**4.1.20** In the case of a wet race (conditions signalled by the Race Director), the choice of tires will be left to the discretion of the drivers. The Race Director reserves the right to use the black flag if he/she deems that a Driver's kart is fitted with the wrong set of tires and that the Driver is too slow and/or dangerous for other Drivers.

**4.1.21** Fire Extinguisher: Competitors are required to have a fully serviceable, minimum 8-pound, ABC rated fire extinguisher in their pit at all times. Failure to have this item could result in monetary fines and/or exclusion from the event.

**4.1.22** Penalties will be issued at the discretion of the Race Director for throwing any object from the go-kart on to any part of the track, whether intentional or not, including but not limited to: tape, plastic, zip ties, metal, etc.

## **4.2 Officials**

**4.2.1** Race Director: is the head Official of the Event. The Race Director will make all decisions including, but not limited to, safety, competition, disciplinary action, rule interpretation, legality, timing and scoring, equipment conformity, etc. All and any decisions made by the Race Director, acting as only judge of fact, are **FINAL** at an Event. Only protests addressed to the "Appeals Court" can overrule the Race Director's final decisions.

Rok Cup Promotions LLC can, at the sole discretion of the Series Promoter, appoint an Assistant Race Director to assist in the duties and functions carried out by the Race Director.

**4.2.2** Technical Director: is the head official for technical meanings and in charge of all the Technical Officials. He will take all decisions including, but not limited to, safety, pre and post race inspections, equipment conformity, technical advice, and guidelines. He reports any and all infractions regarding safety and/or technical to the Race Director.

**4.2.3** Starter: is in charge of the racing surface during competition as well as given the most important flag to drivers, i.e. green, yellow, half race, two laps to go, one lap to go, and finish. Red flag and black flags will be given upon Race Director decision **ONLY**.

**4.2.4** Grid Officials: supervise all operations in the grid.

**4.2.5** Other Officials: it is the sole decision of the Race Director to appoint other officials such as, but not limited to, pit area, race surface, timing, scrutineering, registration, etc.

**4.2.6** Doctor/Paramedics: in charge of all medical assistance during the event. Doctor/Paramedics are the **ONLY** ones authorized to take care of Drivers who have been involved in any accident.

**4.2.7** If any driver disregards the instructions of a Race Official, they will be subject to a penalty.

## **4.3 Class Structure**



Class	Age	Weight	Engine	Rear Width	Other
Mini (Micro) Rok	7/9	230 lbs.	Mini Rok	50 in	Fixed gear, and Carb Jets. Exhaust restrictor.
Mini Rok	8/12	245 lbs.	Mini Rok	50 in	
Junior Rok	12/15	330 lbs.	Rok GP	55 1/8 in	Exhaust restrictor.
Senior Rok	15	360 lbs.	Rok GP	55 1/8 in	
Master Rok	32+	380 lbs.	Rok GP	55 1/8 in	
Shifter Rok Senior	15	395 lbs.	Rok Shifter	55 1/8 in	
Shifter Rok Master	32+	410 lbs.	Rok Shifter	55 1/8 in	

#### 4.4 Points System

4.4.1 Points are awarded throughout the ROK CUP USA series for each of the heat races, pre-finals, and final races.

4.4.2 ~~The one race with the fewest points for each driver will be “dropped” from the points calculation.~~

4.4.3 It is not possible to “drop” a race where the driver has been disqualified or suspended.

4.4.4 If a driver enters and competes in all 5-rounds of ROK CUP USA series races, then the driver will receive 10 bonus points for each event, to be added to his/her total points.

4.4.5 Participation in the Rok Cup USA Championship Race is required to be considered for the Rok Cup USA Championship title, or to be awarded a spot on the Rok Cup Usa Team to travel to Italy for the Rok Cup International Final.

4.4.6 The Driver who completes the series of races with the most points in their class, will be awarded the “Championship.”

4.4.7 Points for each race will be awarded as follows:

Round 1			
Pos	Heat	Pre-Final	Final
1st	50	75	150
2nd	45	70	140
3rd	40	65	130
4th	35	60	120
5th	30	55	110
6th	25	50	100
7th	20	45	90
8th	15	40	80
9th	10	35	70
10th	5	30	60

Round 2			
Pos	Heat	Pre-Final	Final
1st	60	85	160
2nd	55	80	150
3rd	50	75	140
4th	45	70	130
5th	40	65	120
6th	35	60	110
7th	30	55	100
8th	25	50	90
9th	20	45	80
10th	15	40	70



Round 3			
Pos	Heat	Pre-Final	Final
1st	70	95	170
2nd	65	90	160
3rd	60	85	150
4th	55	80	140
5th	50	75	130
6th	45	70	120
7th	40	65	110
8th	35	60	100
9th	30	55	90
10th	25	50	80

Round 4			
Pos	Heat	Pre-Final	Final
1st	80	105	180
2nd	75	100	170
3rd	70	95	160
4th	65	90	150
5th	60	85	140
6th	55	80	130
7th	50	75	120
8th	45	70	110
9th	40	65	100
10th	35	60	90

National Final			
Pos	Heat	Pre-Final	Final
1st	100	200	400
2nd	90	190	390
3rd	80	180	380
4th	70	170	370
5th	60	160	360
6th	50	150	350
7th	40	140	340
8th	30	130	330
9th	20	120	320
10th	10	110	310

4.4.8 From 11<sup>th</sup> position on, all drivers will be given 1 Point.

4.4.9 In order to be claimed National Champion a Driver **MUST** compete at least at 3 rounds and the National Final.

4.4.8 Possible ties between two or more Drivers will be settled according to their position in Qualifying Session at the last race of the Championship.

## 5. RACE PROCEDURES

### 5.1 General

5.1.1 The Event format will include official practice, qualifying, three heat races, pre-final, and final, unless otherwise specified by the "Special Event Regulations." Timetable as per "Special Event Regulations."

5.1.2 At the sole discretion of the Race Director, for safety reasons, an Event could merit the need for "Drivers' groups", groups will be divided into equal series if possible, through a randomized selection process in the presence of at least one Official before the free practice and will remain unchanged for the qualifying practice as well.

5.1.3 Final Qualification list will be done alternating drivers from one group to the other, starting with the fastest time group.

5.1.4 If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided through a randomized selection process. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to restart.

5.1.5 At the end of Qualifying Practice, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be at the discretion of the Race Director. Each group must compete versus

all the other groups.

As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1<sup>st</sup> in Qualifying Practice will be in group A, the 2<sup>nd</sup> in group B, the 3<sup>rd</sup> in group C, the 4<sup>th</sup> in group D, the 5<sup>th</sup> in group A, the 6<sup>th</sup> in group B, the 7<sup>th</sup> in group C, the 8<sup>th</sup> in group D, and so on.

**5.1.6** Each group will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

**5.1.7** For Heats, points will be awarded as follows: 0 point to the 1<sup>st</sup>, 2 points to the 2<sup>nd</sup>, 3 points to the 3<sup>rd</sup> and so on according to an increasing progression of one point per place.

**5.1.8** If a Driver does not take the start in a Heat, he will receive a number of points equal to the number of participants plus 1.

**5.1.9** If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 2.

**5.1.10** Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

**5.1.11** At the end of the Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in Final Qualifying as per **5.1.3**

The classified Drivers, according to the maximum capacity of the track, will be qualified for the final phase. The non-qualified Drivers may participate in a Consolation Final.

**5.1.12** All competitors must compete in each competitive session of the event. Any competitors who do not present themselves for a competitive session or end a session early must report (and potentially prove) why they did not participate. A penalty of at least three positions at the end of the final will be applied for those who “skip” qualifying, heats, pre-final, or final, **with the EXCEPTION of: If a class has more than twenty (20) drivers who start the final.**

**5.1.13** Interrupting Practice: Officials may interrupt practice as often, and for as long as deemed necessary, for the clearance of the track or the removal of kart(s). Further, if, in the official’s opinion, a driver deliberately causes the stop, he/she may be penalized. The clock may continue running during track clearing process, if allotted time expires, before the track is clear the session will be complete. Considerations may not be made for groups relinquishing practice time due to the need to clear the track, at the discretion of the race officials.

**5.1.14** Immobile Karts: A driver must remain present, on the track; with their kart for the duration of any on-track session, should their kart become immobilized, unless instructed otherwise by track officials for safety or medical reasons. Mechanics may not retrieve disabled karts unless directed to do so by the officials.

**5.1.15** Timing and Scoring: Tracks don’t have to be equipped with magnetic strips or beacons for personal data acquisition. If the driver wants to use a beacon device the beacon may only be placed trackside with track official’s permission and will be only in a designated area. The placing of additional beacons is strictly prohibited. A driver’s personal data will never be considered for official scoring purposes.

**5.1.16** 101% Grouping Rule: If a given class is divided into more than one qualifying group, and those groups take to the racing surface with significantly different track conditions, and those conditions cause the fastest lap times from each group to be more than 101% apart, then the following line up formula will be used:

-1st place will go to the fastest time in the faster group (fastest overall),

-2nd place will go to the fastest time of the slower group,

-3rd place will go to the second fastest time in the faster group,

-4th place will go to the second fastest time of the slower group,

-5th place will go to the third fastest time of the faster group,

-and so on for the remainder of the groups.

This decision to decide if the difference is due to track conditions is at the Race Director’s discretion and cannot be protested.

**5.1.17** Track Layout: All competitors shall observe the track layout and rotation by not cutting across curbs or driving around pylons. Cutting the track or ignoring track layout can result in penalties or disqualification; this includes the cool down lap after the checkered flag has been waved. The track is defined between the white lines, and will not be raced outside of these lines. If ANY driver uses more than the defined track limits



to gain an advantage, the driver will be subject to a penalty up to 5 seconds at the discretion of on track officials.

**5.1.18 Slowing or Stopping on Race Track:** If your kart slows from racing speed during practice or a race due to mechanical issues, or to exit the race course, the driver shall raise a hand above their head and wave to alert other drivers behind them. If a kart comes to a complete stop on the race track during practice or during a race the driver shall raise their hands above their head and wave to alert other drivers. When safe to do so, the driver must exit their kart and remove it from the racing surface.

**5.1.19 Lapped Competitor:** A driver that is being lapped shall allow the lead karts the preferred racing line to complete the pass.

**5.1.20** If two or more drivers are on the track under their own power, and do not complete a full lap, their finishing order will be determined from the grid order after the DNF has been applied.

**5.1.21** If two or more drivers are not able to finish the race and break down on the same lap, they will finish by last lap crossing.

**5.1.22 Progressive heats:** All heats are progressive; your finishing order in the first heat will determine your starting order for the next heat. Your points will be totaled up from all heats and will determine your starting position in the pre final.

## **5.2 Qualification**

**5.2.1 ONLY** one Qualifying session will be held for each group unless otherwise specified by the “Special Event Regulations.”

**5.2.2** Any Driver that crosses the line drawn at the exit of the start area will be considered to have started, and his completed lap time will be taken into account, whatever the circumstances. Once a driver crosses from the grid line onto the track their five (5) timed laps will begin at the first crossing of the timing loop. If the driver cannot complete their five (5) laps in that single attempt the fastest of their timed laps will be considered. No hot grid whatsoever.

Any lap fully covered is counted. The time retained is that of the best lap covered. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

**5.2.3** The final classification of the Qualifying session will be drawn up as follows: If there is only one group of Drivers, the grid will be drawn up in the order of the fastest time achieved by each Driver.

If there are two groups or more, the classification will be determined by alternating the groups’ times, starting by the fastest time achieved.

**5.2.4** If no time is taken into account for a Driver, he/she shall take the start at the end of the grid. If several drivers are in that situation, their starting positions shall be decided through a randomized selection process.

**5.2.5 Last Chance Qualifier (LCQ):** If an LCQ has been established, as per Special Event Regulations, a defined number of drivers, who do not qualify directly to the pre-final after qualifying practice and heats, may participate in the LCQ. This race will transfer a defined number of drivers into the pre-final. Number of laps will be according to the length of the track, as determined by Race Officials. When pre-finals and finals are limited to 34 drivers, the top 28 drivers after the heats will advance to the pre-final. All other drivers will run the LCQ with the top 6 transferring to the back of the starting lineup for the pre-final. This number is subject to change based on Special Event Regulations.

**5.2.6 Qualifying Procedure:** Qualifying position will be based on lap time from morning warm ups on Saturday. Pole sitter must choose whether to start first, or to start last. At this point qualify will run either by fastest times or inverted. Pole sitter must choose at least FIVE minutes before the scheduled qualify time. The first FIVE drivers will be released with a FIVE second gap between each driver. Drivers will receive 2 laps to go, white flag, and a checkered flag. Drivers must then immediately exit the track; the next group of five drivers will then be released. If you do not go out when prompted to do so or do not show up to grid on time, you will start qualify last place with a 3 position penalty applied for heat 1.

**5.2.7** In qualifying, if a driver has a lap impeded by another driver, he/she will receive the white flag until he/she is able to have the opportunity to complete a clean lap. It is the driver’s obligation to be fully aware of the flags. ROK Cup USA hold the right to allow a driver to re qualify immediately following the session with the same tires due to technical issues.



### **5.3 Starting Grids**

**5.3.1** At the end of the final Qualifying Session, the list of qualified Drivers, as well as the starting grids, will be officially published. Only these Drivers will be allowed to take the start of the heats and/or of the final phase, pre-final, and final.

**5.3.2** Any Entrant whose kart is unable to start for any reason whatsoever or who has good reasons to believe that his kart will not be ready to start **MUST** inform the Official in charge of the Assembly Area, who should in turn advise the Race Director as soon as he/she has the opportunity.

**5.3.3** The pole position Driver of each grid will start the race from the grid position designated by the Race Director.

**5.3.4** The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Race Director as soon as he/she reaches the pre grid Area. This choice will **ONLY** modify the first row.

**5.3.5** Access to the grid will end two minutes before the time scheduled for the start of the race. Any kart that has not taken its position on the grid at that time shall start in the back and may not advance to their original position for the start.

**5.3.6** Quiet Pit: A designated, clearly marked point will be established on a track basis in the area surrounding the starting grid. Quiet pit will be in effect from this point until the driver reaches the starting grid. No engines may be started or revved past this point.

**5.3.7** No karts will be allowed out of the ride area on to the track once the start signal has been given and the race has begun, even if the start is aborted.

### **5.4 Starting Procedure**

**5.4.1** The start signal shall be given by means of lights or green flag upon the sole discretion of the Race Director or the Starter.

**5.4.2** To give the start, the Starter **MUST** be placed in a safe position.

**5.4.3** A line shall be painted 25m ahead of the Start Line. Drivers are forbidden to accelerate before crossing that line. For rolling starts, this line will also be represented by a row of soft cones (1 cone on each side of the track and/or 4 cones placed on the centre line of the track). **Not valid for shifters.**

**5.4.4** As soon as the Driver leaves the grid, the Drivers are «at the orders of the Race Director» and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Race Director in time with his kart in working order will be allowed to leave the Grid Area only at the orders of the Race Director or of the Officer in charge of the Grid Area.

**5.4.5** Karts will cover at least one Formation Lap before the start is given. It is forbidden to overtake another driver during the Formation Lap, and will result in a penalty issued by the Race Director.

**5.4.6** If a Driver stops for any reason during the Formation Lap, he/she will not be allowed to re-start the Formation Lap in his/her spot in the grid. The Driver **MUST** start the race from the back of the formation or will result in a penalty issued by the Race Director.

**5.4.7** In case of "Rolling Starts," a driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the red line which will be shown on the track and indicated by the Race Director at the briefing.

**5.4.8** If a Driver has been damaged as a result of another Driver's mistake, the Race Director may stop the Formation Lap and start the starting procedure again on the basis of the original grid, or allow the impeded Driver to regain his position.

**5.4.9** The Starter will give the start as soon as he/she is satisfied with the formation.

**5.4.10** In the case of repeated false starts or of incidents during the formation lap(s), the Race Director, acting as a Judge of Fact, may stop the starting procedure by means of the red flag. The Race Director is entitled to issue a penalty on the offending drivers. A new procedure will begin either immediately or within 30 minutes, depending on the circumstances. The starting grid will be the same as for the initial procedure. All the drivers present in the starting area or in the Repair Area before the procedure was stopped will be allowed to take the start of the new formation lap.

**5.4.11** Any attempts to jump the start or delay will be sanctioned according.

**5.4.12** As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

**5.4.13** Rolling Starts: At the end of the formation lap, drivers will proceed, at a reduced speed, towards the starting line, lined up in two lanes of karts. When the karts are approaching, karts **MUST** maintain their position until the start signal is given by green flag/light. If the Starter is not satisfied with the procedure, he will switch on the yellow flag/light, which means that another formation lap must be covered.

**5.4.14** Race Director may use any video or electronic system likely to help him make a decision. Race Director decisions are final. Any infringement to the provisions relating to the starting procedure may entail the exclusion of the Driver concerned from the Event or any other penalty decided by the Race Director.

**5.4.15** Videos or any electronic system presented by competitors as a proof of infractions by other Drivers will **NOT** be taken in consideration. Video requested by the race director **MUST** be turned over or sanctions may apply.

**5.4.16** On rolling starts, no bumping, pushing, or contact is allowed. Race Officials must be able to see visible space between all competitors' bumpers or a penalty will be issued. If you are being pushed, you must raise your hand to indicate to the officials that you are being pushed.

**5.4.17** The off pole may not start in front of the pole sitter, until the green flag is thrown.

**5.4.18** A 2-position penalty will be issued for 2 wheels out; a 5-position penalty will be issued for 4 wheels out.

**5.4.19** If the off pole sitter crosses the starting line first, he/she will be penalized as many positions as is gained. (Minimum 2 Positions).

**5.4.20** The front row will get two chances to start correctly, after which, at the Race Director's discretion, one or both of the front row drivers will be docked position(s), depending on the severity of the infraction, or may be instructed to be replaced with the row behind.

**5.4.21** Rejoining the field after being released onto the track: An effort may be made by a driver to rejoin the race after the grid has been released, unless directed to the contrary by a race official. However, failure to restart safely before the field receives the green flag will result in being ordered safely off the circuit for the duration of that competitive event.

**5.4.22** Video evidence: A driver cannot request to see the images but officials may, as a courtesy, show the images supporting their decision to the driver.

## **5.5 Stopping a Race**

**5.5.1** Should it become necessary to stop the race, heat, qualification, or practice because the circuit is blocked by an accident or due to weather or other conditions that make it dangerous to continue, the Race Director shall order a red flag to be shown on the Start/Finish line. Simultaneously, red flags will be shown at Officials' posts provided with these flags. The decision to stop the race or practice may be taken **ONLY** by the Race Director.

**5.5.2** If the signal to stop racing is given during practice sessions or qualification, all karts should immediately reduce speed and go back slowly to the Servicing Park, and all karts abandoned on the track should be removed. Direction will follow from the Race Director after the emergency situation having caused the red flag is attended to.

**5.5.3** If the signal to stop racing is given during the heats or pre final race, all karts should immediately reduce speed go back slowly to the Finish Line. Direction will follow from the Race Director after the emergency situation having caused the red flag is attended to. The classification of the heat or pre final will be the classification at the end of the lap prior to that during which the signal to stop was given.

**5.5.4** If less than 50% of the distance scheduled for the heat or pre final (rounded up to the nearest higher whole number of laps) was completed, the heat or pre final should be restarted, if possible. Re-starts will be in a single line. If 50% or more of the distance scheduled for the heat or pre final (rounded up to the nearest higher whole number of laps) was completed, karts will go to the Parc Fermé, and the heat or pre final will be considered completed.

**5.5.5** If less than 50% of the distance scheduled for the final (rounded up to the nearest higher whole number of laps) was completed, the final should be restarted, if possible. Re-starts will be in a single line.

If 50% or more of the distance scheduled for the final (rounded up to the nearest higher whole number of laps) was completed, karts will go to the Parc Fermé, and the final will be considered completed.

**5.5.6** If for any reason the race could not be completed at the distance scheduled for the final, Drivers will be awarded with the full amount of points for the Championship as if the race has been completed the total distance originally scheduled.

**5.5.7** If a race is stopped due to severe weather, in any case, and only for a race, Race Officials will allow 15 minutes to make any adjustments to the karts, within the technical regulations, and only within a controlled environment as instructed by the Race Officials. Backup engines will not be allowed under this condition. Race Officials may advance the schedule to the next group during this stoppage time

**5.5.8** Wet Race: During any official track session, the use of rain tires is prohibited until Race Officials declare a “Wet Race”. From this point on, for the remainder of the day, the use of rain tires OR slick tires will be at the sole discretion of the driver. A 20% reduction of laps will be implemented. In the event that a “Wet Race” is declared after the race day schedule has started, a delay of UP TO 15 minutes may be granted for the first group affected, and drivers will be allowed to make a decision and change their tires if so desired. No further delays will be given in the schedule. Drivers may enter the grid with slick tires and wet tires in their possession. Installation is allowed on the grid.

**5.5.9** Allowances: Spare equipment may be introduced at the discretion of the Race Officials. The officials can allow a driver and his mechanic to replace damaged parts only, to tuning adjustments are allowed. Changed parts must be “like for like” axle must be replaced with same stiffness as damaged. Under no circumstances can anything be “passed” into the controlled area by an outside party for any reason, under penalty of exclusion for the remainder of that race. All replacement parts can be obtained and sent to the Post-Tech area. Refueling will only be allowed under complete restart conditions and at the direction of the Race Officials. Tire pressure may be adjusted in these circumstances. Neither chassis nor engine changes will be allowed after the original start orders have been given.

**5.5.10** If less than 2 laps have been completed by the entire field, and the race is stopped, a complete restart will take place, if possible. Grid will be lined up side by side.

If More than 2 laps have been completed, and the race is stopped, restart will be single file based off last completed lap.

## **5.6 Restarting a Race**

**5.6.1** Working on karts is forbidden, unless otherwise decided by Race Director.

**5.6.2** Refueling is not allowed.

**5.6.3** If less than 2 laps have been covered, a new start may be given within 30 minutes of the presentation of the red flag. The length of the new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as the original race.

**5.6.4** If less than 2 laps have been covered, those drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart in their original kart.

**5.6.5** Unoccupied places on the grid shall remain vacant.

**5.6.6** If more than 2 laps have been covered, a new start will be given within 30 minutes of the presentation of the red flag. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered prior to the red flag.

**5.6.7** If more than 2 laps have been covered, those Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped when the red flag was shown, will be allowed to take the new start in their original kart.

**5.6.8** If more than 2 laps have been covered, those Drivers who were in the Repairs Area when the race was stopped cannot take part at the remaining laps.

**5.6.9** Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped.

**5.6.10** The result of a race that has been stopped and restarted is the final position at the finish line of the final leg.



## **5.7 Finish**

**5.7.1** The signal indicating the end of the race shall be given on the Finish Line as soon as the leading kart has covered either the full race distance or the maximum time scheduled for the race.

**5.7.2** Should, for any reason, the signal indicating the end of the race is delayed, the race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

**5.7.3** After having received the signal indicating the end of the race, all karts **MUST** go to the Parc Fermé, without stopping and without any assistance, except that of Officials if necessary.

**5.7.4** Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Officials, who will supervise the taking of the kart to the Parc Fermé in a regular manner.

**5.7.5** Karts **MUST** finish the race with all bodywork installed, rear bumper included. Absence of black flag shown does not negate driver's responsibility to have bodywork installed.

**5.7.6** At the end of Qualification, Heats, Pre Final, and Final, Drivers are requested to scale. Entrant will have the right of a second scale in the case of a disputed first weight.

**5.7.7** Scale Location: The organizer shall place the scales at the end of the exit lane near the Post-Tech area to ensure control, and provide sufficient personnel to manage the procedure. Mechanics will not be allowed access to the karts until the weighing procedure is over, unless authorized by a Race Official.

**5.7.8** Occurrence: After non-qualifying practice (if stated in Special Event Regulations, and for all Official Competitive Events, including but not limited to: Qualifying, Heats, Pre-finals, LCQ, and Final events, karts **MUST** be weighed. If the kart is unable to reach the weighing area by its own means it will be placed under the exclusive control of the officials, who will take it there or have it taken there, and the driver shall report to the weighing area as soon as he returns to the scale area so that his weight can be recorded. Race Officials reserve the right to waive karts to scale in reasons deemed necessary.

**5.7.9** No solid, liquid, or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing, except by an official of required during the course of his duties. The kart must be weighed as is when it comes off the track. If the kart loses any part during the race or cool down lap, that part may not be replaced before the kart enters the scales and is weighed.

**5.7.10** Only officials are allowed in or behind the scale area. No interventions whatsoever are allowed in that area unless it has been authorized by an official.

**5.7.11** The official scale readings will be deemed official and final. If a kart does not meet the minimum weight on its first attempt, it will be removed from the scale and placed to the side. A Steward and/or Technical Official must immediately be called to the scale area. The driver must remain with the kart under Official supervision. The scale will be reset to zero and the kart and driver will be placed back on the scale for one attempt to re-weigh. The driver must sit in the kart. If the kart does not meet the minimum weight the driver will be penalized. No additional attempts to weigh are allowed.

**5.7.12** A driver failing to meet the required minimum weight specified in the regulations will be issued a written technical penalty for the infraction.

**5.7.13** Driving onto the scale at any point during the event will subject the competition to a penalty for the competitive event or the entire event, based on the discretion of the Race Director

**5.7.14** Drivers will be scored in the following order:

- Race finishers
- Drivers classified as DNF (Did Not Finish)
- Drivers classified as DNS (Did Not Start)
- Disqualified (DQ). Drivers who are disqualified will be scored with 0 points.

## **5.8 Parc Fermé**

**5.8.1** Only those Officials in charge of Technical checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.

**5.8.2** As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.



**5.8.3** The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

## **5.9 Instructions and Communications**

5.9.1 All classifications and results of practice, qualifying, heats, pre final, and race final, as well as any decisions of the Officials of the event, will be posted on the official posting board.

## **5.10 Incidents**

5.10.1 An “incident” means a fact or a series of facts involving one or more Drivers or any Driver’s actions such as:

- Provoked the stopping of a race.
- Violated this Rule Book.
- Had jumped the start.
- Did not respect flag signalling.
- Caused one or several karts to take a false start.
- Caused a collision.
- Forced another Driver out of the track.
- Illegally prevented a legitimate passing manoeuvre by another Driver.
- Illegally impeded another Driver during a passing manoeuvre.

5.10.2 It will be the responsibility of the Race Director to decide, further to a report or a request from the Officials, if one or several Driver(s) is/are involved in an Incident. These Drivers must not leave the circuit without the Officials’ agreement.

5.10.3 If a Driver is involved in a collision or an Incident, and if the Officials inform him or her of this within 30 minutes after the end of the Race, the Driver **MUST** not leave the circuit without the Race Officials’ agreement. The Race Director can inflict a penalty on any Driver that causes an Incident. If the Incident was caused during a Qualifying session, the Race Director can proceed to the cancellation of up to the three fastest times which he/she achieved in the session concerned. However, considering the seriousness of its nature, the Race Director may decide any penalty among those provided for in the penalty scale.

5.10.4 Penalties will be issues in WRITTEN form to Drivers at the scale line. Entrants will have 30 minutes after the official time the race has ended to submit written, formal protest to Officials.

5.10.5 In addition to the items listed above, an incident can also include, but not be limited to, provoking the stopping of ANY type of event on track, whether it is official or unofficial, including practice sessions and competitive events.

## **5.11 Penalties**

5.11.1 Penalties are at the sole discretion of the Race Director, as follows:

- 5.11.2 Verbal warning.
- 5.11.3 Practice time cancelled.
- 5.11.4 One position penalty.
- 5.11.5 Three positions penalty.
- 5.11.6 Ten positions penalty.
- 5.11.7 Moved to rear of the grid.
- 5.11.8 Disqualified from Heat, Pre-Final, or Final.
- 5.11.9 Suspension for one or more races.
- 5.11.10 Banned for **ALL** Rok Cup USA Events.
- 5.11.11 Driver(s) disqualified, suspended, and/or banned will lose all points and awards.
- 5.11.12 If a Driver receives a penalty on track, he/she will be handed a penalty acknowledgement form in the scale line. At this time, you will have 5 minutes to go to the steward’s office to sign the penalty form and receive all information on that penalty. Driver will then have 30 minutes to file a protest form with the steward.



## **5.12 Protests and Appeals**

**5.12.1** The right to protest is held **ONLY** by the Entrants.

**5.12.2** Protests **MUST** be presented in writing to the Race Director within 10 minutes after the posting of the results of qualifying, heats, and pre final, and within 30 minutes after the posting of the classification of the final.

**5.12.3** Protests **MUST** be accompanied by a NON-REFUNDABLE, regardless of judgement, \$300.00 fee, paid in cash.

**5.12.4** The Race Director's response to a protest is **FINAL**.

**5.12.5** The right to appeal against a Race Director's decision is held **ONLY** by the Entrants.

**5.12.6** Appeals **MUST** be presented in writing to the Race Director, who will send the appeal to the "Appeals Court", within 30 minutes after the posting of the classification of the Final.

**5.12.7** Appeals **MUST** be accompanied by a NON-REFUNDABLE, regardless of judgement, \$10,000.00 fee, paid in cash. Appeals' fee will be donated to charity.

**5.12.8** "Appeals Court" will be formed by a Promoter representative, by a International Driver representative, and by an International Officials representative. Any Official that has taken part in the Event for which the Appeal is submitted, is not eligible.

**5.12.9** "Appeals Court" decisions will be made within a month after the Event and, in any case by no means, before the next scheduled race in the Rok Cup USA series.

## **5.13 Fines**

**5.13.1** A fine can be inflicted to all the parties concerned, including but not limited to, Drivers, participants, crew members, Officials, employees, representatives, associates, or other who does not respect the rules of this Rule Book or the prescriptions of the Officials of the Event. The Race Director can inflict such fine.

**5.13.2** All fines **MUST** be paid to the Promoter within 48 hours after their imposition. However, fines of \$300.00 or less must be paid immediately.

**5.13.3** Unpaid fines will result in exclusion of the Entrant and/or Driver from the Rok Cup USA.

## **5.14 Entry Fees**

**5.14.1** Entry fees and entries must be paid and sent by the Entrant to the Promoter. The Promoter **MUST** have received entries and fees before the closing date/time of entries.

**5.14.2** No entry fee refunds may be claimed after an Entrant has taken the track at competition day.

**5.14.3** Refunds and/or credits are at the discretion of the Promoter.

## **6. MISCELLANEOUS**

**6.1** The Promoter has the right to dispose of advertising spaces in all karts participating at Rok Cup USA in the upper and lower part of the front panel and spoiler in order to promote partners and/or sponsors of Rok Cup USA.

**6.2** The consumption of alcoholic beverages is absolutely prohibited in all Rok Cup USA Events. After the Event is declared finished for the day, local laws and track rules will be applied for the use of alcoholic beverages.

**6.3** If no specific container is designated, no used tires, fuel, oil, etc may be abandoned at the track facilities. Leaving these materials at the track facilities will result in a fine of up to \$ 1000.

**6.4** Use of Social Media: Any issues that may arise regarding ROK Cup USA rules and regulations, decisions by Officials, policies, results, points standings, or situations between the competitors (and/or their charges), are to be handled privately and directly between the parties involved and ROK Cup USA LLC. If you would like to address an issue, the appropriate manner of communication is either via phone (407-575-6435) or email ([usa@rokcup.com](mailto:usa@rokcup.com)). Attacking ROK Cup USA, or other parties via social media sites, including but not limited to: Facebook, Twitter, or Instagram, is unacceptable and may result in disciplinary action if the Series Promoter determines that the communication is derogatory, libelous, or not in the best interest of the ROK Cup USA series. The resulting penalties for such an infraction include but are not limited to: monetary fine,



disqualification from an Event, ejection from an Event and possibly from all future ROK Cup USA Events until further notice. Any Driver associated with a person or persons found to be facing such penalties will not be allowed to enter an Event until the monetary fine is paid, should that be the resulting penalty.

**6.5 Threatening Actions:** Threatening actions such as intimidation, verbal abuse, harassment, or physical violence towards any ROK Cup USA Official, ROK Cup USA staff member, Event participant or other attendee at an Event could result in disqualification or ejection from the Event, and possibly from all future ROK Cup USA Events until further notice.

**6.6** The rules, as stated above and below, shall be interpreted in a logical manner. The interpretation of the rules shall follow a logical thought process. Every situation cannot be foreseen. The officials shall apply the rules in a manner that does not strain the intent of the written rule.

**6.7 Interactions between Competitor and Official:** All concerns or disputes concerning drivers shall be taken to the Race Director, through the driver's official entrant. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor, including the driver, shall subject the driver to disciplinary action

**6.8 Outbursts of loud and vulgar nature and/or failure to follow the instructions of any Race Official** will not be tolerated. This applies during the running of an event as well also extends to conduct in the local area of the event or related function (banquets, parties, seminars) including motels, hotels, restaurants, or any public or private area. Such conduct will be treated with ZERO TOLERANCE and could subject the driver to penalty or other personnel to exclusion from the series.

**6.9 Threatening actions** such as intimidation, verbal abuse, harassment, or physical violence towards any ROK Cup USA Official, ROK Cup USA staff member, Event participant or other attendee at an Event could result in disqualification or ejection from the Event, and possibly from all future ROK Cup USA Events until further notice. This applies both at the race track facility and at any offsite location.

**6.10** The driver may use video evidence to attempt to reverse a call made by on track officials or a call not seen by on track officials and must properly fill out the video review form. The form must be filled out and handed in to the steward within TWENTY minutes from the official time the session has been terminated. The driver must present the steward with the footage with an allotted time slot (up to 30 seconds) and only the footage in that time slot will be reviewed. The review form must be accompanied by a \$300 fee paid in cash. If the video review is won, the \$300 will be refunded.

**6.11** Failure to sign either penalty form or failing to abide by any time constraints will revoke any rights to protest.

**6.12** Bonus points will be awarded for those who competed in events necessary. Class change does not affect participation points.

**6.13** If a driver is approved to switch from class A to Class B, All points earned in class A will NOT transfer over to class B.

**6.14** If a driver is involved in a red flag incident the driver will not be allowed to race the remainder of the race day.

**6.15** If a driver hits a cone on the inside of the apex, beyond the white line, a 3 seconds penalty will be applied.

**6.16** Officials may use time penalties if necessary and are not limited to position penalties

## **7. TECHNICAL APENDIX**

### **2016 APENDIX MINI ROK**

#### **1. Fuel System:**

- a. All fuel system components must be utilized as supplied.
- b. No additional components are permitted.
- c. Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.

- d. Vent tubes are optional, but fittings must remain in carburetor.
- e. Fuel Pump must be mounted to the engine.
- f. A plastic “Y” can be installed in the fuel line between the fuel pump and fuel inlet to the carburetor to facilitate the installation of a return line to the fuel tank. The “Y” must have the same inside diameters for all 3 connections.

**2. Carburetor:**

- a. Dell’Orto PHBG 18 BS
- b. The only allowed changes to the Dell’Orto PHBG 18 BS carburetor are main jet and needle clip position. Any other change or modification is not allowed.
- c. Carburetor airbox clamps-must be used as supplied.
- d. All original parts must be in the carburetor and remain stock.
- e. All jets must be original Dell’Orto jets.
- f. Stamped numbers on parts DO NOT guarantee the accuracy of the part. All parts MUST be within MINIMUM and MAXIMUM tolerance checked by gauges.
- g. Standard Dell’Orto PHBG 18 BS Set Up
  - Slide: #40
  - Needle: W23
  - Outer pilot: #60
  - Inner pilot: #50
  - Emulsion tube: 266AN
  - Floats: 4gm
  - Maximum venturi size: 18mm.

**3. Air box**

- a. Foam air filter insert is optional.
- b. Air box must not contain any additional holes.
- c. No external form of air ducts forcing air inside of air box is permitted.
- d. Air box must be secured completely after each track event otherwise last place position is given.
- e. Plastic protection under rain conditions is allowed.

**4. Cylinder Head CC. Volume:**

- a. Assembled 7.2 with LAD tool using Marvel Mystery Oil.
- b. Assembled 6.80cc with the CIK tool using 50% oil and 50% fuel.

**5. Coil:**

- a. Must be mounted as supplied.
- b. Must be mounted to the engine.
- c. Must use coil wire as supplied.

**6. Wiring Harness:**

- a. Must use all components as supplied.
- b. No additional components are permitted.
- c. Must use original buttons.
- d. If any wire is damaged or cut, wire coupling cannot be used to repair cut wire area only.
- e. Replacing the ends of the harness is acceptable with similar part. Ends must be crimped, not soldered.

**7. Battery:**

- a. Battery must be Lead Acid type.
- b. Battery must fit inside supplied battery box.
- c. Battery box must be attached to the frame.
- d. A secondary battery is allowed to power data systems only. Mychron, Unipro, Alfano, etc

**8. Spark plug:**

- a. Only the following plugs allowed:
  - i. NGK B8EG, NGK B9EG, NGK B10EG



- ii. Must be original and no modification is allowed.
- b. Spark plug washer or head temperature gauge sender must be in place.
- c. Spark Plug Cap must be as supplied.

**9. Exhaust Pipe:**

- a. No treatment of any kind.
- b. No sand blasting is allowed.
- c. No form of thermo wrapping is allowed.
- d. Internal dimensions may not be altered because of rust.
- e. No modifications to silencer end cap.
- f. No major likings.
- g. Exhaust temperature sensor:
  - i. One exhaust temperature sensor is allowed.
  - ii. One hole only can be drilled on the exhaust pipe for sensor.
  - iii. No specific location is required for the exhaust temperature sensor.
  - iv. Any hole not being used must be completely plugged if exhaust sensor is not being used.

**10. Exhaust header:**

- a. Restrictor as per Homologation File.
  - i. MINI-ROK
  - ii. MICRO-ROK
- b. Restrictor headers cannot be cracked or leaking.
- c. A go-no go gauge will be used to control restrictor headers. It is allowed to clean the restrictor headers with sand paper or fuel.

**11. Clutch:**

- a. Clutch components MUST not contain significant amounts of any kind of oil or grease.

**12. Ignition Timing:**

- a. Standard (3mm.) +/- 1 mm.

**13. Treatment:**

- a. No treatments or paint may be done to any parts including engine and exhaust components.
- b. Inspectors are allowed to paint any engine component for technical purpose.
- c. Only decals as supplied with engines are allowed. No other kind of decals are allowed.

**14. External Modifications:**

- a. Any modification clearly not called out inside this document is not to be taken as legally acceptable.

**15. Chassis**

- a. **ONLY** chassis homologated by i.e. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain) are accepted.
- b. Wheelbase 900mm. or 950mm. **ONLY**.
- c. Bodyworks, and rear bumper homologated by ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain) are requested.
- d. Brake system homologated by CIK/FIA, ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain) is mandatory.
- e. No more than 3 (three) spacers between the steering wheel and steering wheel hub. NO washers allowed.

**16. Tires**

- a. It is acceptable to relocate tires from side to side provided that the rotational arrows on the tires are in the correct rotational direction.

**MICRO ROK**

All rules, regulations, sizes and measures as per Mini Rok except for:



1. **Gear:** Fixed by the Promoter and /or Race Director at each event.
2. **Main Jet:** Fixed by the Promoter and/or Race Director at each event. [The Minimum size jet for the Micro ROK must allow a .9 Millimeter pin gauge to pass through the jet.](#)
3. **Exhaust:** Restrictor as per Homologation File.

## 2016 APENDIX ROK GP Junior – Senior --- Master

### 1. Fuel System:

- a. All fuel system components must be utilized as supplied.
- b. No additional components are permitted.
- c. Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.
- d. Vent tubes are optional, but fittings must remain in carburetor.
- e. Fuel Pump must be mounted to the engine.
- f. A plastic “Y” can be installed in the fuel line between the fuel pump and fuel inlet to the carburetor to facilitate the installation of a return line to the fuel tank. The “Y” must have the same inside diameters for all 3 connections.

### 2. Carburetor:

- a. Dell’Orto VSH 30
- b. The only allowed changes to the Dell’Orto VSH 30 carburetor are main jet and needle clip position. Any other change or modification is not allowed.
- c. Carburetor airbox clamps must be used as supplied.
- d. All original parts must be in the carburetor and remain stock.
- e. All jets must be original Dell’Orto jets.
- f. Stamped numbers on parts DO NOT guarantee the accuracy of the part. All parts MUST be within MINIMUM and MAXIMUM tolerance checked by gauges.
- g. Standard Dell’Orto VSH 30 Set Up:
  - i. -Slide: #40
  - ii. -Needle: K33
  - iii. -Outer pilot: #60
  - iv. -Inner pilot: CD1 (B45 also allowed).
  - v. -Emulsion tube: DP268
  - vi. -Floats: 4gm
  - vii. -Maximum venturi size: 30mm

### 3. Air box

- a. Foam air filter insert is optional.
- b. Air box must not contain any additional holes.
- c. No external form of air ducts forcing air inside of air box is permitted.
- d. Air box must be secured completely after each track event otherwise last place position is given.
- e. Plastic protection under rain conditions is allowed.

### 4. Cylinder Head CC. Volume:

- a. Assembled 9.90 with LAD tool using Marvel Mystery Oil.
- b. Assembled 9.50cc with the CIK tool using 50% oil and 50% fuel.

### 5. Coil:

- a. Must be mounted as supplied.
- b. Must be mounted to the engine.
- c. Must use coil wire as supplied.

### 6. Wiring Harness:

- a. Must use all components as supplied.
- b. No additional components are permitted.

- c. Must use original buttons.
- d. If any wire is damaged or cut, wire coupling cannot be used to repair cut wire area only.
- e. Replacing the ends of the harness is acceptable with similar part. Ends must be crimped, not soldered.

**7. Battery:**

- a. Battery must be Lead Acid type.
- b. Battery must fit inside supplied battery box.
- c. Battery box must be attached to the frame.
- d. A secondary battery is allowed to power data systems only. Mychron, Unipro, Alfano, etc

**8. Spark plug:**

- a. Only the following plugs allowed:
  - i. NGK B8EG, NGK B9EG, NGK B10EG
  - ii. Must be original and no modification is allowed.
- b. Spark plug washer or head temperature gauge sender must be in place.
- c. Spark Plug Cap must be as supplied.

**9. Exhaust Pipe:**

- a. No treatment of any kind.
- b. No sand blasting is allowed.
- c. No form of thermo wrapping is allowed.
- d. Internal dimensions may not be altered because of rust.
- e. No modifications to silencer end cap.
- f. No major likings.
- g. Exhaust temperature sensor:
  - i. One exhaust temperature sensor is allowed.
  - ii. One hole only can be drilled on the exhaust pipe for sensor.
  - iii. No specific location is required for the exhaust temperature sensor.
  - iv. Any hole not being used must be completely plugged if exhaust sensor is not being used.

**10. Exhaust header:**

- a. Restrictor as per Homologation File.
  - i. JUNIOR ROK
  - ii. SENIOR/MASTER ROK
- b. Restrictor headers cannot be cracked or leaking.
- c. A go-no go gauge will be used to control restrictor headers. It is allowed to clean the restrictor headers with sand paper or fuel.

**11. Clutch:**

- a. Clutch components MUST not contain significant amounts of any kind of oil or grease.

**12. Ignition Timing:**

- a. Standard (3 mm.) +/- 1 mm.

**13. Treatment:**

- a. No treatments or paint may be done to any parts including engine and exhaust components.
- b. Inspectors are allowed to paint any engine component for technical purpose.
- c. Only decals as supplied with engines are allowed. No other kind of decals are allowed.

**14. External Modifications:**

- a. Any modification clearly not called out inside this document is not to be taken as legally acceptable.

**15. Radiator:**

- a. Must be original as supplied.
  - i. Minor welding is allowed to cover up small holes.
  - ii. Additional metal mounting brackets may be used to secure Radiator.
- b. Water hoses:



- i. Must be original as supplied.
- ii. It is not mandatory to use thermostat but if used must be OTK W866.
- iii. If not using thermostat, only allowed split is for a water temperature sensor.
- iv. No form of heat exchange is allowed on the water hoses.
- v. No form of water heater or engine heater is allowed.
- vi. No Glucose based fluids are allowed.

#### 16. Chassis

- a. **ONLY** chassis homologated by CIK/FIA are accepted.
- b. Bodyworks, and rear bumper homologated by CIK/FIA are mandatory.
- c. Brake system homologated by CIK/FIA is mandatory.
- d. No more than 3 (three) spacers between the steering wheel and steering wheel hub. NO washers allowed.

#### 17. Tires

- a. It is acceptable to relocate tires from side to side provided that the rotational arrows on the tires are in the correct rotational direction.

#### 18. Water Pump

- a. **ONLY** one water pump may be used, either the original internal one or an external one.
- b. In case of use of external water pump, a special Vortex designed cap for the internal one **MUST** be used as per Homologation file.
- c. ~~In case of use of external water pump, all gears inside the crankcase **MUST** be keep it in the standard place and use except for part #W2005/2ROK.~~
- d. External water pump **MUST** be located on the traverse tube of the chassis under the seat.
- e. **The water pump must be belt-driven by the axle, and may not be electrically powered in any way, shape, or form.**

#### 19. Reeds

- a. **ONLY Vortex supplied reeds allowed. NO AFTERMARKET REEDS ARE ALLOWED**

## 2016 APENDIX ROK SHIFTER

### 1. Fuel System:

- a. All fuel system components must be utilized as supplied.
- b. No additional components are permitted.
- c. Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.
- d. Vent tubes are optional, but fittings must remain in carburetor.
- e. Fuel Pump must be mounted to the engine.
- f. A plastic "Y" can be installed in the fuel line between the fuel pump and fuel inlet to the carburetor to facilitate the installation of a return line to the fuel tank. The "Y" must have the same inside diameters for all 3 connections.

### 2. Carburetor:

- a. Dell'Orto VSH 30
- b. The only allowed changes to the Dell'Orto VSH 30 carburetor are main jet and needle clip position. Any other change or modification is not allowed.
- c. Carburetor airbox clamps must be used as supplied.
- d. All original parts must be in the carburetor and remain stock.
- e. All jets must be original Dell'Orto jets.
- f. Stamped numbers on parts DO NOT guarantee the accuracy of the part. All parts **MUST** be within MINIMUM and MAXIMUM tolerance checked by gauges.
- g. Standard Dell'Orto VSH 30 Set Up:
  - i. -Slide: #40

- i. -Needle: K98
- ii. -Outer pilot: #60
- iii. -Inner pilot: B45 (B46/47/48/49/50 also allowed)
- iv. -Emulsion tube: **ONLY** DQ268
- v. -Floats: 4gm
- vi. -Maximum venturi size: 30mm
- vii. --- 250 or 300 needle seat

**3. Air box**

- a. Foam air filter insert is optional.
- b. Air box must not contain any additional holes.
- c. No external form of air ducts forcing air inside of air box is permitted.
- d. Air box must be secured completely after each track event otherwise last place position is given.
- e. Plastic protection under rain conditions is allowed.

**4. Cylinder Head CC. Volume:**

- a. Assembled 13.40 with LAD tool using Marvel Mystery Oil.
- b. Assembled 13.00cc with the CIK tool using 50% oil and 50% fuel.

**5. Coil:**

- a. Must be mounted as supplied.
- b. Must be mounted to the engine.
- c. Must use coil wire as supplied.

**6. Spark plug:**

- a. Only the following plugs allowed:
  - i. NGK B8EG, NGK B9EG, NGK B10EG
  - ii. Must be original and no modification is allowed.
- b. Spark plug washer or head temperature gauge sender must be in place.
- c. Spark Plug Cap must be as supplied.

**7. Exhaust Pipe:**

- a. No treatment of any kind.
- b. No sand blasting is allowed.
- c. No form of thermo wrapping is allowed.
- d. Internal dimensions may not be altered because of rust.
- e. No modifications to silencer end cap.
- f. No major likings.
- g. Exhaust temperature sensor:
  - i. One exhaust temperature sensor is allowed.
  - ii. One hole only can be drilled on the exhaust pipe for sensor.
  - iii. No specific location is required for the exhaust temperature sensor.
  - iv. Any hole not being used must be completely plugged if exhaust sensor is not being used.

**8. Exhaust Silencer:**

- a. No treatment of any kind.
- b. No sand blasting is allowed.
- c. No form of thermo wrapping is allowed.
- d. Internal dimensions may not be altered because of rust.
- e. Cannot be cracked or leaking.

**9. Ignition Timing:**

- a. Standard (1,5mm.) +/- 1 mm.

**10. Treatment:**

- a. No treatments or paint may be done to any parts including engine and exhaust components.
- b. Inspectors are allowed to paint any engine component for technical purpose.



- c. Only decals as supplied with engines are allowed. No other kind of decals are allowed.

**11. External Modifications:**

- a. Any modification clearly not called out inside this document is not to be taken as legally acceptable.

**12. Radiator:**

- a. Must be original as supplied.
  - i. Minor welding is allowed to cover up small holes.
  - ii. Additional metal mounting brackets may be used to secure Radiator.
- b. Water hoses:
  - i. Must be original as supplied.
  - ii. It is not mandatory to use thermostat but if used must be OTK W866.
  - iii. If not using thermostat, only allowed split is for a water temperature sensor.
  - iv. No form of heat exchange is allowed on the water hoses.
  - v. No form of water heater or engine heater is allowed.
  - vi. No Glucose based fluids are allowed.

**13. Chassis**

- a. **ONLY** chassis homologated by CIK/FIA are accepted.
- b. Bodyworks, and rear bumper homologated by CIK/FIA are mandatory.
- c. Brake system homologated by CIK/FIA is mandatory.
- d. No more than 3 (three) spacers between the steering wheel and steering wheel hub. NO washers allowed.

**14. Tires**

- a. It is acceptable to relocate tires from side to side provided that the rotational arrows on the tires are in the correct rotational direction.

**15. Engine Mount:**

- a. The engine mount for the shifter does not have to be as supplied, but it must be of similar dimensions, construction, and material as the supplied motor mount

**16. Reeds**

- a. **ONLY Vortex supplied reeds allowed. NO AFTERMARKET REEDS ARE ALLOWED.**