



ROK CUP TROPHY 2019

SPORTING REGULATIONS

(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)

1. PROMOTER

- 1.1 OTK Kart Group Srl, herein after "Promoter", upon the approval of ACI SPORT Direzione Centrale Sport Automobilistico, is promoting and organizing the Rok Cup Trophy, according to the current rules regulating such events.
- 1.2 The official source of information for the Rok Cup Trophy is the website www.rokcup.com where technical regulations, sporting regulations, additional regulations, attachments and erratum are published, all approved by ACI SPORT Direzione Centrale Sport Automobilistico. The Promoter will give communication of any different regulations or modification with reference to the present Regulations through specific official communication on the institutional www.rokcup.com website.

2. CATEGORIES

The Rok Cup Trophy will be scheduled on seven (7) competitive categories, as follows:

MINI ROK	with Mini Rok engine
JUNIOR ROK	with Rok GP engine
SENIOR ROK	with Rok GP engine
ROK EXPERT	with Rok GP engine
ROK EXPERT PLUS	with Rok GP engine
SUPER ROK	with Rok DVS engine
SHIFTER ROK	with Shifter Rok engine

3. ELIGIBLE DRIVERS AND LICENSES

CATEGORY	AGE	ADMITTED LICENSES
MINI ROK	9-13 years old (up to 14 years old not turned)	-National D -National C-Junior -International C-Junior
JUNIOR ROK	11-15 years old (up to 16 years old not turned)	-National D -National C-Junior -C Restricted -International C-Junior -National C-Senior* -International C-Senior* *up to 16 years old not turned
SENIOR ROK/ SUPER ROK	From 14 years old (from 13 years old if 14 by the end of the current year)	-National C-Senior -C Restricted -International C-Senior -International B





ROK EXPERT	From 14 years old (from 13 years old if 14 by the end of the current year) if the weight of the driver with helmet and racing suit is 85Kg or more. From 32 years old (from 31 years old if 32 by the end of the current year)	-National C-Senior -C Restricted -International C-Senior -International B
ROK EXPERT PLUS	From 45 years old (from 44 years old if 45 by the end of the current year)	-National C-Senior -International C-Senior -International B
SHIFTER ROK	From 15 years old (from 14 years old if 15 by the end of the current year)	-National C-Senior -International C-Senior -International B -KZ National license - Club licence

In the case of ENPEA events (with foreign drivers' entries), national or international licenses issued by foreign ASN in accordance with the age limits provided for the licenses issued by ACI Direzione Centrale SportAutomobilistico are admitted in all ROK Categories.

Furthermore, drivers holding licenses issued by foreign ASN must be in possession of a special VISA issued by the same ASN (start permission/VISA).

4. CALENDAR

Calendar as attached.

5. FRONT FAIRING

For all Rok categories. If the Marshal declares that the front fairing is not positioned in compliance with the provisions of the regulation (see 2019 ACI Karting Technical Regulation), when the finishing line has been crossed, the driver will be given a time penalty of **5" (five seconds)**.

According to Art. 228 lett. C) of the ACI RSN, such penalty is not appealable.

Marshals will take measures for the wrong assembly of the front fairing and/or the change of its fixing system on the chassis.

6. TROPHY STRUCTURE

Rok Cup Trophy competitions will be organized as follows:

- **Championship competitions:** scheduled on several rounds (to be run on one or more days), divided into different Areas/Competitions, as reported in the calendar attached to the present Regulations.





- **Rok Cup Italy:** one-single event scheduled on several days, assigning the title of Rok Cup Italy Champion of the category involved.
- **Rok Cup International Superfinal:** one-single event scheduled on several days, assigning the absolute titles of the category involved.
- **Campionato Italiano ACI Rok Cup:** for Senior Rok and Junior Rok classes, 3 races of the Campionato Italiano ACI Karting.

All the races can be open to foreign drivers (ENPEA).

The Promoter has the possibility to organize other races on one or more days during the year.
The Promoter can also provide events with limited number of participants.

6.1 CHAMPIONSHIP COMPETITIONS

AREA CHAMPIONSHIP

The Area Rok Cup Championships will be organized according to a geographical division of the Italian territory:

North Area: 6 competitions as reported in the attached calendar

Middle Area: 6 competitions as reported in the attached calendar

South Area: 6 competitions as reported in the attached calendar

Sicily Area: 6 competitions as reported in the attached calendar

Each **Area** will have its own Area Ranking; with reference to the Area Ranking, will be taken into consideration the following results*: the 5 final best results out of 6 for all Areas (1 excluded race).

*(sum of the scores gained in the pre-final, final and qualifying practice/pole position of the same race).

In case, due to circumstances beyond our control, one Area competition is cancelled and there is no other chance to do the race in other dates/tracks, with reference to the Area Ranking, the best 4 results for all Areas will be taken into consideration.

...and so on, in case of other cancellations (always 1 excluded race)

In case 1 race has to be considered as valid for two (or more) different Area Rankings, drivers/entrant attending the race HAVE to declare, once performing their sporting checks, which is the area they want to register to and gain scores for.

In case the competitor/driver does not declare which area the driver wants to gain scores for, following the indications mentioned above, the scores will be assigned for the Area ranking, in which the driver has raced the highest number of races.

In case the driver attended the same number of races or no races (zero races) in both Areas, the points will be assigned in the geographical Area of the track, the race takes place in.

Drivers registered to different Areas will then attend the race altogether, however they will be assigned scores according to the separate Areas. By this rule, two (or more) different Rankings will be drawn up (just for the assignment of the Area scores), taking into consideration the belonging area of any single driver.

The total score (sum of the pre-final, final and qualifying practice/pole position scores) gained by each driver in each race will be included in the Area Ranking which the race belongs to. If the driver





takes part in races belonging to different areas, his name will be included in the rankings of the areas concerned.

ROK CUP CHALLENGE

Rok Cup Challenge: 4 races as reported in the attached calendar

The **Rok Cup Challenge** will have only one Ranking; with reference to the Ranking, all the results* obtained in any of the Rok Cup Challenge competitions by each driver attending the race, will be taken into consideration (0 excluded races).

*(sum of the scores gained in the pre-final, final and qualifying practice/pole position of the same race).

6.1.a SCORES

According to the order of arrival in the official rankings of the pre-final and the final the following scores are assigned to the drivers entering the rankings:

RANKING	PREFINAL SCORE	FINAL SCORE
1 st	12	25
2 nd	10	20
3 rd	8	16
4 th	7	13
5 th	6	11
6 th	5	10
7 th	4	9
8 th	3	8
9 th	2	7
10 th	1	6
11 th		5
12 th		4
13 th		3
14 th		2
15 th		1

3 scores will be assigned to the driver gaining the pole position.

In case the number of drivers taking part in the event exceeds the maximum number of drivers admitted on track, manches are necessary; in this case the scores usually assigned for the “pre-final” will be assigned to the first ten drivers gaining the starting grid of the final.

In case the final will not be run, scores usually assigned for the “pre-final” will be given to the first ten drivers of the qualifying practice. Scores usually gained by the first 15 drivers entering the final will be assigned to the first 15 classified drivers of the pre-final.

6.1.b ADDITIONAL SCORES (“PUNTI GETTONE”)

The driver will receive 10 additional scores for each Area or Rok Cup Challenge competition attended to be added to the scores gained during the competition. If the driver doesn't gain any scores in the race, he will receive these 10 additional scores anyway. Of course, these additional scores will be summed to the scores of the Area Ranking he raced for. In order to receive them, driver must be





registered to the race and attend the official qualifying practice of the race. The 10 additional scores gained on the occasion of each race attended cannot be deleted, the additional scores will be considered totally.

In case a driver is winner of more than one Area Ranking, i.e. North Area, Middle Area, South Area and Sicily he will be considered winner of the Ranking with the highest score. In the ranking he has gained fewer score he will be given a different prize than the official but of same value. In case of ex-equo between two or more drivers within the same ranking, the winner will be the driver who has gained more victories during the trophy. If one more ex-equo occurs, the winner will be the driver who obtained the higher number of second places. If still an ex-equo occurs, the winner will be the driver who obtained the higher number of third places, and so on.

The Rok Cup Challenge is not included in the abovementioned score assignment. The Final Ranking will be awarded independently of the number of victories obtained by the drivers in the other Rankings (Area).

6.1.c EX-EQUO.

In case of ex-equo between two or more drivers within the same ranking, the driver obtaining the highest number of victories during the trophy will be considered the winner. In case of one more ex-equo, the driver obtaining the highest number of second places will be considered the winner. In case of one more ex-equo, the driver obtaining the highest number of third places will be considered the winner and so on.

In the case of ex-equo, between two or more drivers, in the Rok Cup Challenge ranking, the driver obtaining the highest number of victories during the trophy will be considered the winner. In case of one more ex-equo, the driver obtaining the highest number of second places will be considered the winner. In case of one more ex-equo, the driver obtaining the highest number of third places will be considered the winner and so on. In case of one more ex-equo, the driver getting the top score first will be considered the winner.

Drivers who are excluded from the event by decision of the Sporting Scrutineers will not gain any scores (even the additional scores). The race, which the driver is excluded from, must be considered in the final ranking (cannot be excluded).

6.2 ROK CUP ITALY

The ROK CUP ITALY is a single event scheduled on several days.

The winner of this race will be entitled Winner of the ROK CUP ITALY for the category involved. Sporting and Technical Regulations of the ROK CUP ITALY Trophy are the same as those of the Championship, except for the management and quantity of tires and the race format; in the same event the National Sporting Regulations and Karting Specific Regulations will be applied.

6.3 ROK CUP INTERNATIONAL SUPERFINAL 2019

For all Rok categories (Mini Rok, Junior Rok, Senior Rok, Rok Expert, Rok Expert Plus, Super Rok, Shifter Rok), the Rok Cup International Superfinal is a national one-round competition with foreign participation (ENPEA) with limited number of drivers admitted, scheduled on several days, whose registrations are made upon invitation.

Italian and foreign drivers who attended National Rok Championships or other races will be admitted to take part in this race.





Qualified and wild card drivers will be admitted to the ROK CUP **INTERNATIONAL SUPERFINAL**;

Qualified drivers: drivers with reserved seat, i.e. winners of any national ROK CUP Championship or any other assigned title previously agreed with the Promoter.

Italian qualified drivers will be:

- the winners of any Area Ranking,
- the winners of the ROK CUP ITALY in each categories

Wild card drivers: drivers who did not qualify for the ROK CUP **INTERNATIONAL SUPERFINAL**.

More details concerning the wild card attendance to the ROK CUP **INTERNATIONAL SUPERFINAL** will be given during the season through official communications published on the www.rokcup.com website.

The Promoter will have the right to reserve or reject any registrations and/or entries at any time in its sole and final judgment, without the obligation to give any reasons.

Sporting and Technical Regulations of the **ROK CUP INTERNATIONAL SUPERFINAL Trophy** are the same as those of the ROK CUP TROPHY, except for the management and quantity of tires and the race format.

6.4 CAMPIONATO ITALIANO ACI ROK CUP

The Campionato Italiano ACI Rok Cup is reserved for Senior Rok and Junior Rok classes and will be disputed on 3 (three) events on the occasion of the Campionato Italiano ACI Karting.

The technical rules are the same as those of the Rok Cup Trophy; the Sporting rules* are the ones of the Campionato Italiano ACI Karting (*except for the admitted licenses –art.3, sponsor on chassis and clothing –art.9, which will be regulated by the Rok Cup Trophy's Sporting rules).

7. SPECIAL TROPHIES

7.1 ROOKIE TROPHY

Within the Area Championship in the Mini Rok class, also the **Rookie Trophy** is scheduled. This trophy is restricted to those drivers who are running for their very first time in a karting competition in 2019 season. Essential requirement to attend the Rookie Trophy is that the driver owns the karting license in 2019 for the first time.

Drivers who wish to attend the Rookie Trophy shall give communication of their first participation in a karting competition within 15 (fifteen) days from the day of the race attended, sending all details concerning their license and ACI written declaration by mail at info@vortex-rok.com.

The Rok Cup Trophies Promoter will start to calculate the total score of any driver admitted to the Rookie Trophy, only upon reception of the request of registration to the special Trophy.

Only scores gained in the 30 (thirty) days before the registration request to the Rookie Trophy will be taken into consideration with retroactivity effects.

The Rookie Trophy ranking will be drawn up by taking into consideration all scores and additional scores gained by any driver, in each Area race, regardless of the Area Rankings. Final scores will be calculated according to the following procedure: at the end of any race, drivers registered to the





Rookie Trophy will receive the scores according to Art. 6.1a of the current Regulations. The sum of the scores obtained by the driver in any single race (qualifying/pole position, prefinal and final, not including any additional score) will be multiplied for the number of drivers at the starting grid in the final race of the same event.

In case of ex-equo, the driver who gained the best positions during the trophy will be the winner.

7.2 LADY ROK TROPHY

Within the Area Championships of the Mini Rok, Junior Rok, Senior Rok, Rok Expert, Super Rok and Shifter Rok classes, also the **Lady Rok Trophy** is scheduled. Such trophy is reserved to girls only, racing in any of the abovementioned Rok categories.

The ranking of the Lady Rok Trophy will be drawn up on the base of the scores and additional scores that the female drivers have gained in each Area competition, regardless of the Area Ranking and of the Rok category. Final scores will be calculated according to the following procedure: at the end of any race, drivers registered to the Lady Rok Trophy will receive the scores according to Art. 6.1a of the current Regulations. The sum of the scores obtained by the driver in the specific race (qualifying/pole-position, pre-final and final, not including the additional scores) will be multiplied by the number of drivers at the starting grid in the final race of the same event.

In case of ex-equo, the driver who gained the best positions during the trophy will be the winner.

8. PRIZES

8.1 CHAMPIONSHIP COMPETITIONS

AREA CHAMPIONSHIPS

Winners of each single Area competition of the Rok Cup Trophy will be awarded as follows: first 3 drivers classified in each category of the Rok Cup Trophy.

In case one competition is valid for more than one Area Ranking (at the same time), only one prize award will be done, according to the general Ranking of the final of the same event.

The first 3 drivers classified in the Rok categories of each Area Ranking will be awarded on the occasion of the ROK CUP ITALY. Prizes will be the following:

1st classified: trophy and participation to the ROK CUP **International Superfinal** 2019, in the category attended as qualified driver

2nd classified: trophy

3rd classified: trophy

ROK CUP CHALLENGE

Winners of each single Rok Cup Challenge event will be awarded as follows: first 3 drivers classified in each category.

The first 3 drivers classified in each category of the Rok Cup Challenge will be awarded at the end of the last Rok Cup Challenge competition. The prize pool is still under definition and will be communicated shortly.

The Specific Regulations of any single Event may include further prizes.





8.2 ROK CUP ITALY

The prize pool of the ROK CUP ITALY 2019 is still under definition and will be communicated shortly.

8.3 ROK CUP INTERNATIONAL SUPERFINAL

The prize pool of the ROK CUP **INTERNATIONAL SUPERFINAL** 2019 is still under definition and will be communicated shortly.

8.4. CAMPIONATO ITALIANO ACI ROK CUP

The prize pool of the CAMPIONATO ITALIANO ACI ROK CUP is still under definition and will be communicated shortly.

9. ADVERTISING

The Specific Regulations of the Rok Cup Trophy competitions may rule advertising guidelines concerning karts and sportswear of drivers attending the aforementioned Rok Cup Trophy competitions. Failure to comply with these provisions will result in the adoption of the sanctions provided by the Sporting Scrutineers.

9.1 ADVERTISING ON CHASSIS

The Promoter has the right to dispose advertising spaces on the bodyworks of all karts, in order to promote potential partners/sponsor of the Trophy, specifically Vortex, Bridgestone and OMP.

Therefore, it is forbidden to all competitors and drivers to place on the chassis, the brands of any opponent of the Rok Cup abovementioned partners.

This ban applies to the entire period of the event (race and award ceremonies).

9.2 ADVERTISING ON RACING SPORTSWEAR (HELMET INCLUDED)

It is forbidden to all competitors and drivers to place on any racing sportswear (helmet included), the brands of any opponent of the Rok Cup partners, specifically Vortex and Bridgestone.

This ban applies to the entire period of the event (race and award ceremonies).

10. RUNNING OF THE EVENT

The Procedure follows the Specific Race Regulations and Karting Sporting Regulations.

The race will take place in one single day or in two days; it will be specified in the Specific Race Regulations.

FREE PRACTICES

- One or more sessions of free practices are scheduled.

QUALIFYING PRACTICES

- Qualifying practices are scheduled for a period of 10 minutes for any of the drivers enrolled.





STARTING PROCEDURE

Mini Rok, Junior Rok, Senior Rok, Rok Expert, Rok Expert Plus and Super Rok categories:

- The starting procedure requires drivers to be in line of two;
- Rolling starts

Shifter Rok category:

- The starting procedure requires drivers to be in line of two;
- Start with traffic light

FINAL STAGES:

Senior Rok, Rok Expert, Rok Expert Plus, Super Rok and Shifter Rok:

-The pre-final will take place in 15 laps* (to be defined), and the final in 20 laps* (to be defined), if the number of enrolled drivers is lower than the maximum capacity of the track;

-If the number of enrolled drivers is higher than the maximum capacity of the track drivers will be divided into two or more groups and run manches. Those drivers qualifying in every single group, according to the Karting Sporting Regulations, will participate in the final race.

Junior Rok category:

- The pre-final will take place in 12 laps* (to be defined), and the final in 16 laps* (to be defined), if the number of enrolled drivers is lower than the maximum capacity of the track;

-If the number of enrolled drivers is higher than the maximum capacity of the track drivers will be divided into two or more groups and run manches. Those drivers qualifying in every single group, according to the Karting Sporting Regulations, will participate in the final race.

Mini Rok category:

- The pre-final will take place in 10 laps* (to be defined), and the final in 12 laps* (to be defined), if the number of enrolled drivers is lower than the maximum capacity of the track;

-If the number of enrolled drivers is higher than the maximum capacity of the track drivers will be divided into two or more groups and run manches. Those drivers qualifying in every single group, according to the Karting Sporting Regulations, will participate in the final race.

- In case the number of the non-admitted drivers to the final is 15 or more, drivers excluded will take part to the B Final which will be run in a number of laps to be defined (provision to be included in the Specific Race Regulations).

*for the exact number of laps, please refer to the provisions established by the Karting Sporting Regulations.

Upon the decision of the Organizer of the single event and if provided by the Specific Race Regulations, the B Final may be scheduled even for the other Rok categories.





The Specific Race Regulations of every single Rok Cup Trophy competition may provide different procedures and race formats.

According to the number of enrolled drivers, categories may be grouped (with separate rankings) to categories belonging to the same Rok Trophy with similar characteristics.

For anything not specified in the Rok Cup Sporting Regulations, refer to the ACI SPORT RNS, RDS Karting Sporting Regulations.





ROK CUP TROPHY 2019 TECHNICAL REGULATIONS

1. CLASSES:

- MINI ROK
- JUNIOR ROK
- SENIOR ROK
- ROK EXPERT
- ROK EXPERT PLUS
- SUPER ROK
- SHIFTER ROK

1.1 MINI ROK

Engine: Vortex MINI ROK 60cc complying with the current MINI ROK engine fiche approved by ACI SPORT.

Carburettor: DELL'ORTO PHGB 18, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden.** The threaded clamp described in the engine fiche, screwed onto the carburettor, is used to fix the intake silencer; the clamp must not interfere inside the homologated carburettor inlet.

The only components of the carburettor that can be changed are those described in the table in the engine fiche (technical fiche).

Clutch: Concerning the clutch housing with holes, it is mandatory to use the cover according to the engine fiche (technical fiche) supplied by VORTEX.

Ignition: Described in the engine fiche (technical fiche). The admitted spark plug is the one described in the Mini Rok engine fiche.

Chassis: Brand and model must hold current ACI CSAI homologation (i.e. 2015-2020) or expired homologation (2010-2014), the use of bodyworks and rear wheel protection RDS Karting ACI SPORT 2019 art. 4.14 and 4.15 is mandatory.

Front fairing: Mounting kit complying with the RDS RT Karting ACI SPORT 2019, art. 4.14.2 art. 4.14.4 comma a-b-c-d-e-f-g

Pre-Race checks: Every driver can use:

2 chassis of the same brand

2 engines.

1.2 JUNIOR ROK

Engine: Vortex ROK GP JUNIOR 125cc complying with the current ROK GP JUNIOR engine fiche approved by ACI SPORT.

Carburettor: DELL'ORTO VHSH 30, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden.** **The only components of the carburettor that can be changed are those described in the table in the engine fiche (technical fiche).**





Cooling: Use of **only one (1)** radiator, complying with the dimensions indicated in the table of Annex A.

Clutch: Concerning the clutch housing with holes, it is mandatory to use the cover according to the engine fiche (technical fiche) supplied by VORTEX.

Chassis: Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous period, the use of bodyworks and rear wheel protection RDS RT Karting ACI SPORT art-4.14 and 4.15 is mandatory.

Front fairing: Mounting kit complying with the RDS RT Karting ACI SPORT 2019, art. 4.14.3 – art. 4.14.4 comma a-b-c-d-e-f-g.

Pre-Race checks: Every driver can use:

2 chassis of the same brand

2 engines.

1.3 SENIOR ROK - ROK EXPERT - ROK EXPERT PLUS

Engine: Vortex ROK GP 125cc complying with the current ROK GP engine fiche approved by ACI SPORT.

Carburettor: **DELL'ORTO VHSH 30**, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden. The only components of the carburettor that can be changed are those described in the table in the engine fiche (technical fiche).**

Cooling: Use of **only one (1)** radiator, complying with the dimensions indicated in the table of Annex A.

Clutch: Concerning the clutch housing with holes, it is mandatory to use the cover according to the engine fiche (technical fiche) supplied by VORTEX.

Chassis: Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous period, the use of bodyworks and rear wheel protection RDS RT Karting ACI SPORT art-4.14 and 4.15 is mandatory.

Front fairing: Mounting kit complying with the RDS RT Karting ACI SPORT 2019, art. 4.14.3 – art. 4.14.4 comma a-b-c-d-e-f-g.

Pre-Race checks: Every driver can use:

2 chassis of the same brand

2 engines.

1.4 SUPER ROK

Engine: Vortex ROK DVS 125cc complying with the current ROK DVS engine fiche approved by ACI SPORT.

Carburettor: **IBEA DVS branded Rok DVS**, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden.**

Cooling: Use of **only one (1)** radiator, complying with the dimensions indicated in the table of Annex A.





Chassis: Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous period, the use of bodyworks and rear wheel protection RDS RT Karting ACI SPORT art 4.14 and 4.15 is mandatory.

Front fairing: Mounting kit complying with the RDS RT Karting ACI SPORT 2019, art. 4.14.3 – art. 4.14.4 comma a-b-c-d-e-f-g.

Pre-Race checks: Every driver can use:

2 chassis of the same brand

2 engines.

1.5 SHIFTER ROK

Engine: Vortex SHIFTER ROK 125cc complying with the current SHIFTER ROK engine fiche approved by ACI SPORT.

Carburettor: DELL'ORTO VHSH 30, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. Any kind of processing, connection, polishing, addition or removal of material is forbidden.

Cooling: Use of **only one (1)** radiator, complying with the dimensions indicated in the table of Annex A.

Chassis: Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous period, the use of bodyworks and rear wheel protection RDS RT Karting ACI SPORT art 4.14 and 4.15 is mandatory.

Front fairing: Mounting kit complying with the RDS RT Karting ACI SPORT 2019, art. 4.14.3 – art. 4.14.4 comma a-b-c-d-e-f-g.

Pre-Race checks: Every driver can use:

2 chassis of the same brand

2 engines.

2. TIRES

2.1 For the **Mini Rok** category, admitted tires are the following Bridgestone branded tires:

SLICK tires: Bridgestone YJL 4,0/10,0 - 5 + 5,0/11,0 – 5

RAIN tires: Bridgestone YFD 4,0/10,0 - 5 + 5,0/11,0 – 5

2.2 For **Junior Rok, Senior Rok, Expert Rok, Expert Rok Plus, Super Rok and Shifter Rok** categories, admitted tires are the following:

SLICK tires: Bridgestone YLR ROK 4,5/10,0 - 5 + 7,1/11,0 – 5

RAIN tires: Bridgestone YLP 4,5/10,0 - 5 + 6,0/11,0 – 5

With reference to the tire tolerances please note that the tolerance on the circumference is ±20mm measured with tire mounted on the wheel and with operating pressure (1 bar).

This measurement will be made by the technical Scrutineer in charge.

2.3 PARC FERME' FOR TIRES

(provision to be included in the Specific Race Regulations, under penalty of nullity)

All the Rok Cup Trophy categories are admitted to buy race tires in the paddock.

All the Rok Cup Trophy categories will be allowed to use:





- only one (1) set of new SLICK tires per race (**2 front slick tires + 2 rear slick tires**). To the driver's/entrant's discretion, 1 supplementary slick front tire and 1 supplementary slick rear tire are admitted.

The complete set of tires and the supplementary tires will be delivered at the parc fermé, in return for a VOUCHER available at the **Rok Center** for purchase;

- minimum one (1) set / maximum two (2) sets of new or used RAIN tyres per race (**1set = 2 front rain tires + 2 rear rain tires**) to the driver's/entrant's discretion, **provision to be included in the Specific Race Regulations, under penalty of nullity.**

The number of tires as well as the management of tires might be different for the ROK CUP ITALY, the ROK CUP INTERNATIONAL FINAL and/or other races and it will be specified in the Specific Race Regulations.

The Specific race Regulation of each race might also allow, if specified, the distribution and management of both slick and rain tyres as described in: RDS ACI Sport 2019 Karting Technical Regulations, art. 4.16/4.16.1/4.16.2/4.16.3.

3. FUEL

Please Refer to Art. 4.19 of the Karting Specific Regulations.

4. LUBRICANT

For the lubricant to be used for the fuel mixture refer to the 2019 lubricant list published on the ACI SPORT website.

5. WEIGHT

The minimum weight of driver + kart for each category is the following:

MINI ROK	110 Kg
JUNIOR ROK	145 Kg
SENIOR ROK	160 Kg
ROK EXPERT	170 Kg
ROK EXPERT PLUS	170 Kg
SUPER ROK	155 Kg
SHIFTER ROK	180 Kg

6. SPORTING CHECKS

During the sporting checks, we will take into account the specifications in this Technical Regulations, the engine fiches (technical fiches) duly approved signed by ACI SPORT, registered together with this regulation and the RDS ACI SPORT Karting Technical Regulation. **The tolerances described in the engine technical fiches are construction tolerances.** Moreover, the ACI SPORT technical Scrutineer, upon authorization request to the Marshals, may at any time refer to any comparisons to value the conformity of any parts, with details provided by the promoter.





The technical Scrutineers also have the possibility, upon authorization request to the Marshals, to replace any part of the engine with an original spare part supplied by the promoter.

6.1 PROCEDURE FOR MEASURING THE VOLUME OF THE COMBUSTION CHAMBER

1. Remove the engine from the chassis;
2. Wait until the engine is at room temperature (the organizer must supply appropriate cooling fans);
3. Remove the cylinder head to check the protrusion of the spark plug inside the combustion chamber;
4. Remove the spark plug (check the 18.5 mm dimension);
5. Screw the plug insert in place of the spark plug (the plug insert, tightened on the cylinder head, must not extend beyond the upper part of the combustion chamber. It must be fixed to the head cylinder in exactly the same way as the spark plug measuring 18.5mm);
6. Make the top part of the piston and the periphery of the cylinder waterproof using grease;
7. Place the piston at top dead centre and block the crankshaft;
8. Carefully remove the excess grease;
9. Make sure the engine lies flat;
10. Place the cylinder head back and screw it in at the tightening torque recommended by the Manufacturer;
11. With a laboratory graduated burette (mechanical A-type or electronic), fill the combustion chamber with “**ATF DEXRON” VI (6) “RED” type OIL** to the uppermost part of the top edge of the plug insert;
12. The measured volume must be as requested and determined by RDS and described in the following table, for each class:

6.1.1 ALTERNATIVE PROCEDURE

1. Remove the engine from the chassis;
2. Wait until the engine is at room temperature (the organizer must supply appropriate cooling fans);
3. Remove the spark plug (check the 18.5 mm dimension);
4. Screw in the plug insert in place of the spark plug. It must be fixed to the head cylinder in exactly the same way as the spark plug measuring 18.5mm;
5. Place the piston at top dead centre;
6. Make sure the engine lies flat;
7. With a laboratory graduated burette (mechanical A-type or electronic), fill the combustion chamber with “**ATF DEXRON” VI (6) “RED” type OIL** to the uppermost part of the top edge of the plug insert;
8. The measured volume must be as requested and determined by RDS and described in the following table, for each class;
9. In case of discrepancy of the measured value, the complete procedure must be carried out again according to the **PROCEDURE 6.1**.

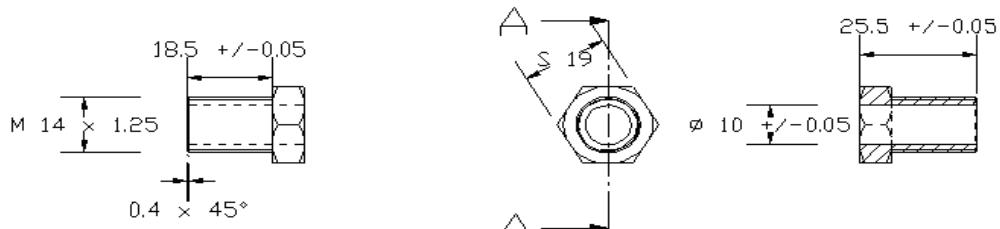




Table of the minimum value of the combustion chamber volume, of the classes mentioned below:

Class	Volume of the combustion chamber	
MINI ROK	4,8cm ³ . + insert 2 cm ³	6,8cm³ Min.
JUNIOR ROK – ROK GP Junior	7,5cm ³ + insert 2 cm ³	9,5cm³ Min.
SENIOR ROK - ROK GP	7,5cm ³ + insert 2 cm ³	9,5cm³ Min.
SUPER ROK – ROK DVS	9 cm ³ + insert 2 cm ³	11cm³ Min.
SHIFTER ROK	11 cm ³ + insert 2 cm ³	13cm³ Min.

Dimensions Plug Insert



$$\text{Volume Inserto} = \pi \times 1 \times 2.55 / 4 = 2 \text{ cm}^3/\text{cc}$$

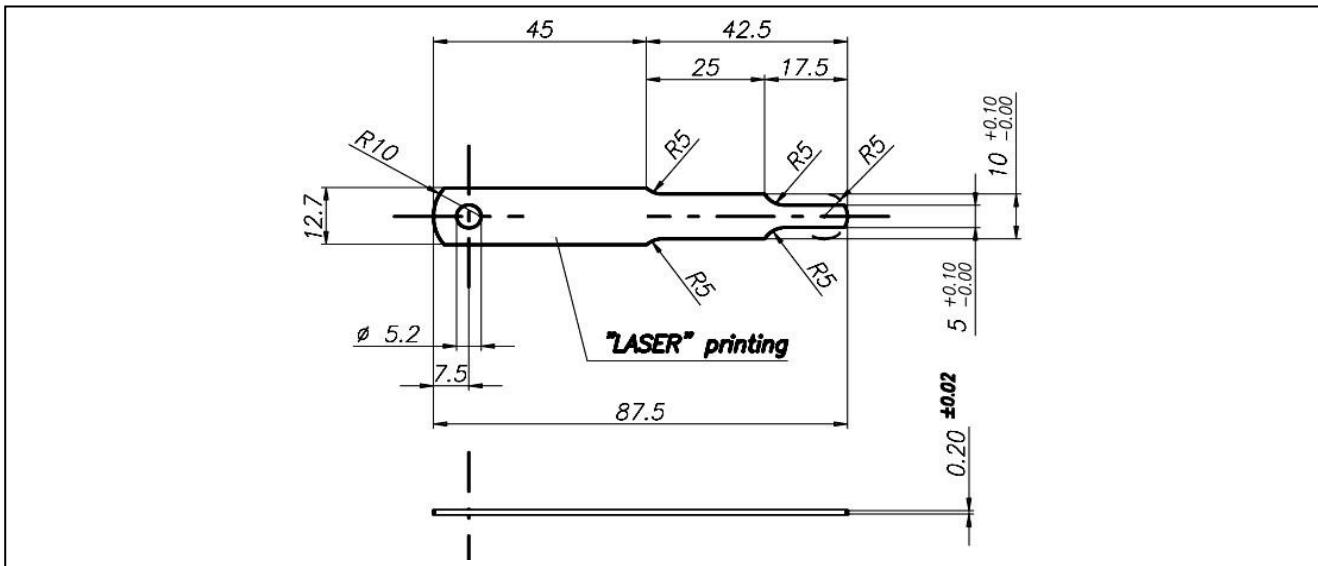
6.1.2 TOOL FOR MEASURING THE ENGINE DISTRIBUTION

For all Rok categories where the control is required, the exhaust angular reading, exhaust, transfers and gap must be measured with a 0,20 mm thick and 5 mm wide wedge (see drawing below).

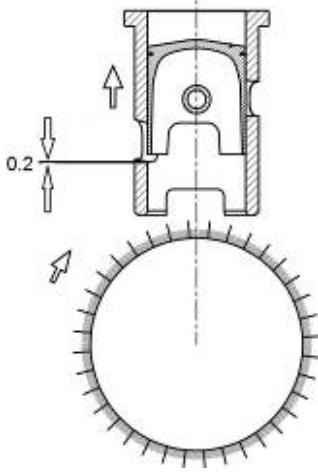
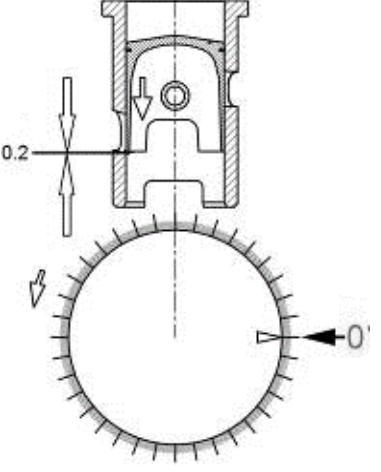




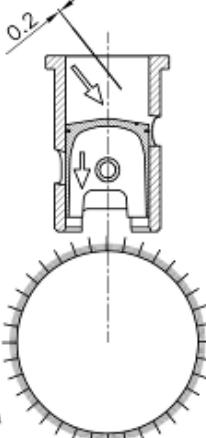
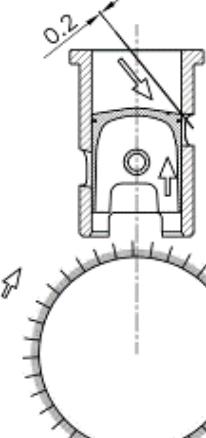
The reading is made by using a digital display with encoder measuring device, or with minimum d.200 mm graduated disc.



6.1.3 CONTROL OF THE ADMISSION GAP OF MINI ROK ENGINE

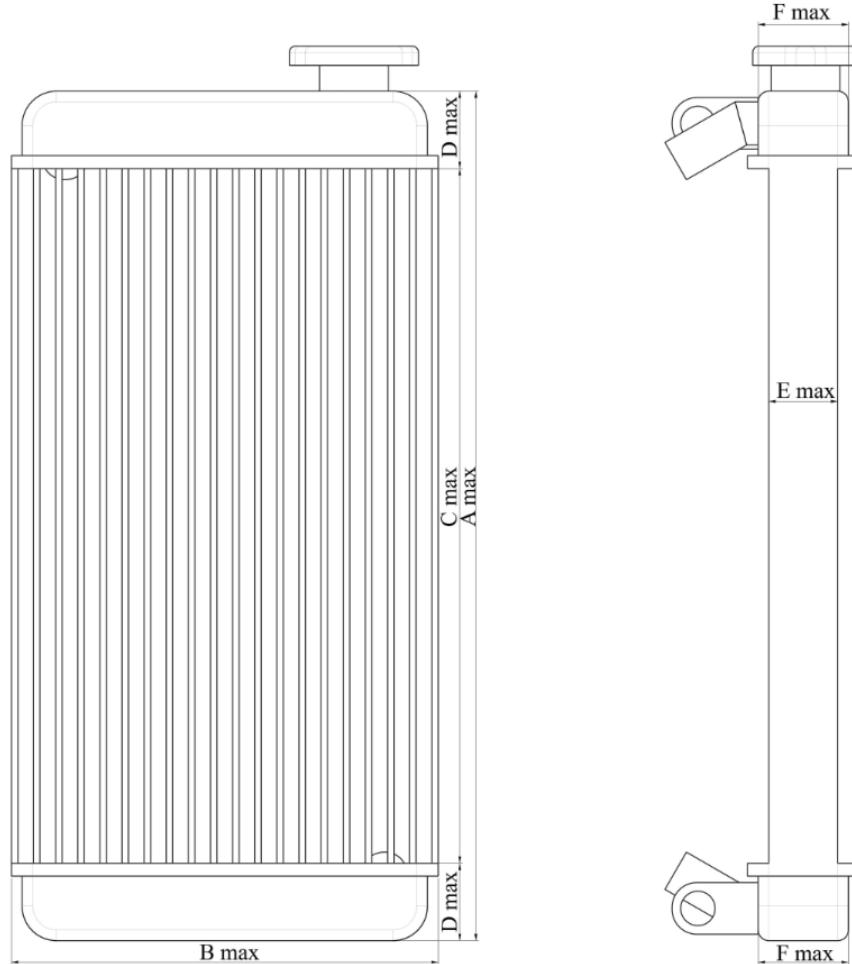
	
<p>RUOTARE IN SENSO ORARIO PER ALZARE IL PISTONE E PERMETTERE L'INSERIMENTO DELLO SPESIMETRO CONTRO LO SPIGOLO INFERIORE DELL'ASPIRAZIONE</p> <p>TURN CLOCKWISE AND LIFT THE PISTON TO ALLOW THE INSERTION OF THE FEELER GAUGE AGAINST THE LOWER EXHAUST EDGE</p>	<p>RUOTARE IN SENSO ANTIORARIO PER ABBASSARE IL PISTONE FINO AD INCONTRARE LO SPESIMETRO APPOGGIATO ALLO SPIGOLO DELL'ASPIRAZIONE IN QUESTA FASE SETTARE LA POSIZIONE DI 0°</p> <p>TURN COUNTERCLOCKWISE AND LOWER THE PISTON UNTIL IT MEETS THE GAUGE RESTING AT THE EXHAUST EDGE, AT THIS STAGE SET THE SCALE ON THE POSITION OF 0 DEGREES</p>



 3	 4
<p>LIBERARE LO SPESIMETRO QINDI RUOTANDO IN SENSO ANTIORARIO ABBASSARE IL PISTONE PER PERMETTERE L'INSERIMENTO DELLO SPESIMETRO SOTTO LO SPIGOLO SUPERIORE DELLO SCARICO</p> <p><i>RELEASE THE FEELER GAUGE AND TURNING COUNTERCLOCKWISE LOWER THE PISTON TO ALLOW THE INSERTION OF THE FEELER UNDER THE UPPER EDGE OF THE EXHAUST</i></p>	<p>RUOTANDO IN SENSO CONTRARIO ALZARE IL PISTONE FINO AD INCONTRARE LO SPESIMETRO APPOGGIATO ALLO SPIGOLO DELLO SCARICO E CONTROLLARE CHE L'ANGOLO DI SPOSTAMENTO NON SIA INFERIORE A 31°</p> <p><i>TURN CLOCKWISE TO LIFT THE PISTON UNTIL IT MEETS THE FEELER GAUGE RESTING AT THE EXHAUST EDGE. AT THIS STAGE CHECK THAT THE EDGE OF DISPLACEMENTS OF THE VERNIER MATCH NOT LESS THAN 31 DEGREES</i></p> <p>the edge of displacements of the vernier match not less than 31 degrees</p>

ANNEX A – COOLING





	A	B	C	D	E	F
JUNIOR ROK – ROK GP	480	210	395	45	32	45
ROK DVS – ROK SHIFTER	465	265	395	40	45	60

6.1.5 TECHNICAL CHECK CONSULTANT AND TECHNICAL CHECKS





The Promoter OTK Kart Group has the right to entrust Technical Scrutineers with its own specialized technician as a support consultant during the technical checks of the engine only. The control of the chassis and other details is assigned to the only Race Officials designated by ACI for the event.

The procedures for the technical check of the engine and/or any other parts must be performed only by Race Officials designated by ACI for the event, in compliance with the RDS Karting 2019; for any complaints and/or appeals we refer to the RDS Karting 2019.

7. CLUTCH

For the **Junior ROK - Senior ROK - Expert ROK - Expert Plus ROK** classes, the following clutch checks are admitted:

- from stationary position in pre-grid and at the end of the race, in order to verify the first engagement of the clutch at 4000rpm (after checking the weight); the clutch must be 100% direct-drive at the minimum 5000 rpm in all conditions;
- through the UNILOG ** data acquisition system provided by the Promoter, in order to verify the direct-drive of the clutch in all conditions.

For the **Mini Rok** class, the following clutch checks are admitted:

- from stationary position in pre-grid and at the end of the race, in order to verify the first engagement of the clutch at 3500rpm (after checking the weight); the clutch must be 100% direct-drive at the minimum 4500 rpm in all conditions;
- through the UNILOG ** data acquisition system provided by the Promoter, in order to verify the direct-drive of the clutch in all conditions.

****Any braking or damage to the UNILOG device supplied for the event is under the competitor's responsibility.**

8. RACING SPORTSWEAR

It is mandatory for drivers of all Rok Cup Trophy categories to use racing sportswear (**racing suit and helmet**) complying with homologation and safety measures provided by ACI CSAI and CIK-FIA.

For anything not specified in the Rok Cup Technical Regulations, refer to the RDS RNS ACI SPORT 2019, Karting Technical Regulation and CIK FIA 2019 Regulation and its rules.

