

ROK CUP USA

2015 RULE BOOK

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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 events, 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 attendees, undertake to apply and observe the rules and regulations governing ROK Cup USA events.

1.1.5. This Rule Book shall be used should any dispute arise as to the interpretation of a rule or decision. Headings in this document are for ease of reference only and do not form part of the ROK Cup USA 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 attendees 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 events are governed by the rules and regulations included in this Rule Book.

1.1.8. "Special Event Regulations" may consist in modifications to these rules and regulations for a specific event of ROK Cup USA, due to force majeure or Organizer's 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 marketing purposes without restriction.

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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 attendees.

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 attendees, 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 held 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 attendees 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 Driver ~~concerned by~~ under 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 and guidelines in this Rule Book are observed.

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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 attendees **MUST**, at all times, wear the appropriate identification credentials issued to them in the Sporting Checks and/or the Registration Area.

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 others must register themselves as "NON-DRIVER".

1.2.11. ~~The "Driver" is the official "Entrant" in all ROK Cup USA Events.~~ Drivers under 18 years of age are requested to complete a "Parent Consent Authorization" form along with their parent and/or legal guardian who is present with them at the Event.

2. ELIGIBLE KARTS AND EQUIPMENT

2.1. General

2.1.1. ROK Cup USA is restricted to Vortex ROK engines (with respect to the Homologation Papers) 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 Micro and Mini classes (cadet chassis), either of the following is required:

- homologation from a European sanctioning body, ie. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain), or;
- a chassis that meets the standards of approval based on the technical regulations set forth by either WKA or SKUSA (US).

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 ~~any CIK/FIA homologated oil but the organizer highly recommends~~ PETRONAS ROK Lube or MOTUL 2T oil only.

2.1.5. The Entrant must enter the same chassis and engine 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:

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

2.1.7. Changing of 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 authorized 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 (with respect to the Homologation Papers) ONLY. See www.rokcupusa.com for referenced Homologation Files.

2.2.2. Engines **MUST** be run as supplied by the manufacturer. No modification or component substitutions are 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 (including but not limited to clutch, exhaust, carburetor, coil, wiring loom, ignition, fuel, etc.) with an identical part provided by Vortex.

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. **Does not apply to Shifter ROK classes.**

2.2.8. 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. **Does not apply to Shifter ROK classes.**

2.2.11. Starter batteries must be firmly and safety secured to one of 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

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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 engine 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. It is forbidden to replace the engine during the Event: each Driver will be allowed to use one engine per race. In the case that the engine is irreparably damaged, the engine may be replaced if and only if the ROK Cup USA Technical Officials check and provide their permission. The bROKen engine 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.

2.3. Engine Claim Rule

2.3.1. Any engine, taking part in any ROK Cup USA Event, can be bought by ~~any~~ another competitor, taking part in at least at two ROK Cup USA Events, in the same class, during the same calendar year, **OR** by ROK Cup Promotions, at the end of any Event, for the retail price plus a fee of $500 (five hundred dollars). Refusal to sell the engine will result in disqualification from the ROK Cup USA Championship.

2.3.2. Proper **"ENGINE CLAIM RULE FORM"** must be filled out 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.**

2.4. 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 Micro and Mini classes (cadet chassis), either of the following is required:

- homologation from a European sanctioning body, ie. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), RFE (Spain), or;
- a chassis that meets the standards of approval based on the technical regulations set forth by either WKA or SKUSA (US).

2.4.2. For safety reasons the following parts **MUST** be secured with drilled nuts and/or

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bolts and/or screws. Drilled nuts, or drilled bolts, or drilled screws **MUST** be safely secured with wire, circlip, 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 authorized by an article of these Rules and Regulations. Rebuilding the frame geometry, following an accident, is authorized 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 authorizes it explicitly.

2.4.4. Maximum diameter for rear axle is 50mm, 1,9 mm minimum thickness. Maximum diameter for Micro/ 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. These front and side bumpers **MUST** be made of magnetic steel, rear bumpers MUST be plastic. For all categories, they **MUST** be homologated with the accompanying bodywork. For Micro / Mini ROK, bumpers must be either: homologated by ~~ACI/CSAI, FFSA, MSA, DMSB, WKA, or SKUSA.~~ ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), ~~WKA (US),~~ RFE (Spain) ~~or SKUSA (US).~~, or; in accordance with the technical regulations set forth by WKA or SKUSA (US).

2.4.6. The use of the CIK/FIA homologated rear protection is mandatory. For Micro / Mini ROK, ~~a homologation is requested by i.e. ACI/CSAI, FFSA, MSA, DMSB, WKA, or SKUSA.~~ rear protection must be either: homologated by ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), ~~WKA (US)~~, RFE (Spain) or ~~SKUSA (US).~~, or;

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in accordance with the technical regulations set forth by WKA or SKUSA (US).

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 is allowed for steering column access.

2.4.8. Bodywork **MUST** have a current, valid CIK/FIA homologation. For Cadet chassis, bodywork must meet one of the following requirements: homologated by ~~ACI/CSAI, FFSA, MSA, DMSB, WKA, or SKUSA.~~ ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), ~~WKA (US),~~ RFE (Spain) ~~or SKUSA (US).~~, or; in accordance with the technical regulations set forth by WKA or SKUSA (US).

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. **Does not apply to Shifter ROK classes.**

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 aluminum. 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 return spring.

2.4.16. In case sealing of chassis will be declared for the event, before qualifying every Entrant must have their ~~engine~~ 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.

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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 are approved:

- 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

2.5.2. 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.

2.5.3. 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 Micro / Mini ROK classes, 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.

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

2.5.5. At the sole decision of the Race Director, Parc Fermè (TIRE FARM) can be imposed.

2.5.6. Drivers are forbidden from replacing tires during the Event. Each driver will be allowed to use two sets of 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.

2.5.7. 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.

2.5.8. All rain or dry tires must be submitted for marking at tire desk, 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:** ~~K98 (exp12/31/2014)~~; K2005 (exp 12/20/15); K2010; M2005 (exp12/20/15); M2010 (exp 12/20/20); SA2005 (exp12/20/15); SA2010 (exp 12/20/20); CMR-2007 (youth helmet/exp 12/20/15); CMS-2007 (youth helmet/exp12/20/15).
- **SFI:** ~~24.1 (youth helmet/exp 12/20/12)~~; 24.1/2005 (youth helmet/exp

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12/20/15); 24.1/2010 (youthhelmet/exp 12/20/20); ~~31.2A (exp 12/20/13)~~; 31.1/2005(exp 12/20/15); 31.1/2010 (exp 12/20/20); 41.1/2005 (exp12/20/15); 41.1/2010 (exp 12/20/20); ~~41.2A (exp 12/20/13)~~.

- ~~**British**: All British standards are due 31.12.2013. No British standards homologated helmets allowed.~~

2.6.2. Racing Suit 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.

2.6.5. Neck Protection: ~~is~~ 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.

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

2.7. Oil

2.7.1. ROK Cup USA is OPEN to ~~any CIK/FIA homologated oil but the organizer highly recommends~~ PETRONAS ROK Lube or Motul Grand Prix 2 T.

2.8. Fuel

2.8.1. **ONLY** VP 98 Octane fuel.

2.8.2. Fuel/oil is the **ONLY** combination allowed.

2.8.3. ROK Cup USA Technical Officials have the right to do 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 ~~Competitor~~ 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 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

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any competitor found to be using any EPA-listed known cancer-causing products.

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 highly recommended 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.

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 devises via radio/telemetry or any other system is forbidden.

2.9.10. Carbon brake pads are **NOT** allowed. ~~**Not valid for Mini ROK.**~~

2.9.11. Any kind of carbon/carbon braking system is prohibited.

2.9.12.Products containing Glycol are not allowed as cooling fluids. Anti corrosion or water wetter solutions are permitted.

2.9.13. No fluid spillage 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.

2.9.14. Transponders should be located per CIK/FIA positioning: On back of seat at a height of 25cm +/- 5cm from tarmac.

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.

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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.

3.1.4. Micro ROK minimum age is 7 years old. Mini ROK minimum age is ~~7~~ 8 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.

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.

3.2. 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

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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 cars 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.

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

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race, unless this is ~~strictly~~ 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.

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~~ Tech 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~~ Tech 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~~ Tech 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 refueling is authorized, 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 authorized to touch a stopped kart unless it is in the ~~Repairs~~ Tech 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~~ Tech 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.

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4.1.11. A speed limit may be imposed in the pit lane and in the ~~Repairs~~ Pre-Grid 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~~ Pre-Grid 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~~ Pre-Grid Area, or to stop in the ~~Repairs~~ Pre-Grid 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~~ Pre-Grid 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 motorized devices in the Paddock.

4.1.20. In the case of a wet race (conditions signaled 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.

4.2. 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 can, at the sole discretion of the series promoter,

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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.

4.3. Class Structure

Class	Age	Weight	Engine	Rear	Other
Mini (Micro)	7/9	230 lbs.	Mini ROK	44.25	Fixed gear & Carb Jets. Exhaust restrictor.
Mini ROK	8/12	245 lbs.	Mini ROK	44.25	
Junior ROK	12/15	330 lbs.	ROK GP	55 1/8	Exhaust restrictor.
Senior ROK	15	360 lbs.	ROK GP	55 1/8	
Master ROK	32+	380 lbs.	ROK GP	55 1/8	
Shifter ROK	15	385 lbs.	ROK	55 1/8	
Shifter ROK	32+	405 lbs.	ROK	55 1/8	

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 five ROK Cup USA series races, then the driver will receive 50 bonus points, to be added to his/her total points.

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4.4.5. Participation in the ROK Cup USA Championship Race (#5) on September 20th 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 International Championship.

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:

Position	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

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 ~~In the case that the~~ Event could merit the need for "Drivers' groups", the groups will be divided into equal numbers if possible, ~~by drawing lots in the~~ through a randomized selection process in the presence of at least one Official drawn 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 by ~~drawing lots~~ 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

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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 1st in Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th 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 1st, 2 points to the 2nd, 3 points to the 3rd 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.

5.2. 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. 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 by

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~~drawing lots~~ through a randomized selection process.

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.

5.4. 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.

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). Does not apply to Shifter ROK classes.

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

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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.

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 maneuver 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. Except for Micro and Mini classes.

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, ~~the red flag/light will be shown~~. 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

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MUST be turned over or sanctions may apply.

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.

5.6. Restarting a Race

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

5.6.2. Refueling is not allowed.

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5.6.3. If less than 2 laps have been covered, a new start ~~will~~ 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 be 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

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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.

5.8. 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 checkered 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 unauthorized 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 signaling.
- 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 maneuver by another Driver.
- Illegally impeded another Driver during a passing maneuver.

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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.

5.11. Penalties

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

- Verbal warning.
- Practice time cancelled.
- One second penalty.
- Three-second penalty.
- Ten seconds penalty.
- Moved to rear of the grid.
- Disqualified from Heat, Pre-Final, or Final.
- Suspension for one or more races.
- Banned for **ALL** ROK Cup USA Events.
- Driver(s) disqualified, suspended, and/or banned will lose all points and awards.

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 $300.00 fee, paid in cash.

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

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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 $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 Driver representative, and by an 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 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 attendees who do not respect the rules of this Rule Book or ~~prescriptions~~ decisions 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.

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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.

7. TECHNICAL APPENDIX

7.1. MINI ROK

7.1.1. Fuel System:

- All fuel system components must be utilized as supplied.
- No additional components are permitted.
- Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.
- Vent tubes are optional, but fittings must remain in carburetor.
- Fuel Pump must be mounted to the engine.
- 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.

7.1.2. Carburetor:

- Dell’Orto PHBG 18 BS
- 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.
- Carburetor airbox clamps must be used as supplied.
- All original parts must be in the carburetor and remain stock.
- All jets must be original Dell’Orto jets.
- Stamped numbers on parts DO NOT guarantee the accuracy of the part. All parts MUST be within MINIMUM and MAXIMUM tolerance checked by gauges.
- Standard Dell’Orto PHBG 18 BS Set Up
    - Slide: #40
    - Needle: W23
    - Outer pilot: #60
    - Inner pilot: #50
    - Emulsion tube: 266AN

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- Floats: 4gm
- Maximum venturi size: 18mm.

7.1.3. Air box:

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

7.1.4.Cylinder Head CC. Volume:

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

7.1.5. Coil:

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

7.1.6. Wiring Harness:

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

7.1.7. Battery:

- Battery must be Lead Acid type.
- Battery must fit inside supplied battery box.
- Battery box must be attached to the frame.

7.1.8. Spark plug:

- Only the following plugs allowed, heat range not specified:
    - NGK B ... EG (# # only).

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

7.1.9. Exhaust Pipe: (IMPORTANT CLARIFICATION) Due to mistyping, in 2014 Homologation File at page 13 it was stated: Cono avente N° 66 Fori … Cone With N° 66 Holes…In 2015 Homologation File at page 13 it is stated: Cono avente N° 63 Fori … Cone With N° 63 Holes…All Exhaust Pipes have been ALWAYS supplied with 63 holes. You DO NOT need to check or change your old Exhaust Pipe.

- No treatment of any kind.
- No sand blasting is allowed.
- No form of thermo wrapping is allowed.
- Internal dimensions may not be altered because of rust.
- No modifications to silencer end cap.
- Exhaust temperature sensor:
    - One exhaust temperature sensor is allowed.
    - One hole only can be drilled on the exhaust pipe for sensor.
    - No specific location is required for the exhaust temperature sensor.
    - Any hole not being used must be completely plugged if exhaust sensor is not being used.

7.1.10. Exhaust header:

- Restrictor as per Homologation File.
    - MINI-ROK
    - MICRO-ROK
- Restrictor headers cannot be cracked or leaking.

7.1.11. Clutch:

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

7.1.12. Ignition Timing:

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

7.1.13. Treatment:

- No treatments or paint may be done to any parts including engine and exhaust

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components.

- Inspectors are allowed to paint any engine component for technical purpose.
- Only decals as supplied with engines are allowed. No other kind of decals are allowed.

7.1.14. External Modifications:

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

7.1.15. Chassis:

- ONLY chassis homologated by i.e. ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), ~~WKA (US)~~, RFE (Spain) or ~~SKUSA (US)~~, or that meets the standards of approval based on the technical regulations set forth by either WKA or SKUSA (US) are accepted.
- Wheelbase 900mm. or 950mm. ONLY.
- Bodyworks, and rear bumper homologated by ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), ~~WKA (US)~~, RFE (Spain) ~~or SKUSA (US) are requested.~~ or that meet the standards of approval based on the technical regulations set forth by either WKA or SKUSA (US) are accepted.
- Brake system homologated by CIK/FIA, ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), ~~WKA (US),~~ RFE (Spain) ~~or SKUSA (US) is mandatory.~~ or that meet the standards of approval based on the technical regulations set forth by either WKA or SKUSA (US) are accepted.

7.1.16. Tires:

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

7.2. **MICRO ROK:** All rules, regulations, sizes and measures as per Mini ROK except for:

7.2.1. Gear: Fixed by the Promoter and /or Race Director at each event.

7.2.2. Main Jet: Fixed by the Promoter and/or Race Director at each event.

7.2.3. Exhaust: Restrictor as per Homologation File.

7.3. ROK GP (Junior, Senior & Master ROK classes)

7.3.1.Fuel System:

- All fuel system components must be utilized as supplied.

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- No additional components are permitted.
- Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.
- Vent tubes are optional, but fittings must remain in carburetor.
- Fuel Pump must be mounted to the engine.
- 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.

7.3.2. Carburetor:

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

7.3.3. Airbox:

- Foam air filter insert is optional.
- Air box must not contain any additional holes.
- No external form of air ducts forcing air inside of air box is permitted.
- Air box must be secured completely after each track event otherwise last place position is given.

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- Plastic protection under rain conditions is allowed.

7.3.4. Cylinder Head CC. Volume:

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

7.3.5. Coil:

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

7.3.6. Wiring Harness:

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

7.3.7. Battery:

- Battery must be Lead Acid type.
- Battery must fit inside supplied battery box.
- Battery box must be attached to the frame.

7.3.8. Spark plug:

- Only the following plugs allowed, heat range not specified:
- NGK B ... EG (# # only).
- Must be original and no modification is allowed.
- Spark plug washer or head temperature gauge sender must be in place.
- Spark Plug Cap must be as supplied.

7.3.9. Exhaust Pipe:

- No treatment of any kind.
- No sand blasting is allowed.
- No form of thermo wrapping is allowed.
- Internal dimensions may not be altered because of rust.
- No modifications to silencer end cap.

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- Exhaust temperature sensor:
    - One exhaust temperature sensor is allowed.
    - One hole only can be drilled on the exhaust pipe for sensor.
    - No specific location is required for the exhaust temperature sensor.
    - Any hole not being used must be completely plugged if exhaust sensor is not being used.

7.3.10. Exhaust header:

- Restrictor as per Homologation File.
    - JUNIOR ROK
    - SENIOR/MASTER ROK
- Restrictor headers cannot be cracked or leaking.

7.3.11. Clutch:

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

7.3.12. Ignition Timing:

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

7.3.13. Treatment:

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

7.3.14. External Modifications:

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

7.3.15. Radiator:

- Must be original as supplied.
    - Minor welding is allowed to cover up small holes.
    - Additional metal mounting brackets may be used to secure Radiator.

7.3.16. Water hoses:

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

7.3.17. Chassis:

- ONLY chassis homologated by CIK/FIA are accepted.
- Bodyworks, and rear bumper homologated by CIK/FIA are mandatory.
- Brake system homologated by CIK/FIA is mandatory.

7.3.18. Tires:

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

7.4. ROK SHIFTER

7.4.1. Fuel System:

- All fuel system components must be utilized as supplied.
- No additional components are permitted.
- Any fuel filter, if utilized, must be placed between the fuel tank and the original fuel pump.
- Vent tubes are optional, but fittings must remain in carburetor.
- Fuel Pump must be mounted to the engine.
- 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.

7.4.2. Carburetor:

- Dell’Orto VHSH 30
- The only allowed changes to the Dell’Orto VHSH 30 carburetor are main jet and needle clip position. Any other change or modification is not allowed.
- Carburetor airbox clamps must be used as supplied.
- All original parts must be in the carburetor and remain stock.
- All jets must be original Dell’Orto jets.
- Stamped numbers on parts DO NOT guarantee the accuracy of the part. All

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parts MUST be within MINIMUM and MAXIMUM tolerance checked by gauges.

- Standard Dell'Orto VHSH 30 Set Up:
    - Slide: #40
    - Needle: K98
    - Outer pilot: #60
    - Inner pilot: B45 (B46/47/48/49/50 also allowed)
    - Emulsion tube: DP268 (MUST be ONLY DQ268)
    - Floats: 4gm
    - Maximum venturi size: 30mm

7.4.3. Airbox:

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

7.4.4. Cylinder Head CC. Volume:

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

7.4.5. Coil:

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

7.4.6. Spark plug:

- Only the following plugs allowed, heat range not specified:
    - NGK B ... EG (# # only).
- Must be original and no modification is allowed.
- Spark plug washer or head temperature gauge sender must be in place.
- Spark Plug Cap must be as supplied.

7.4.7. Exhaust Pipe:

- No treatment of any kind.
- No sand blasting is allowed.
- No form of thermo wrapping is allowed.

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- Internal dimensions may not be altered because of rust.
- No modifications to silencer end cap.
- Exhaust temperature sensor:
    - One exhaust temperature sensor is allowed.
    - One hole only can be drilled on the exhaust pipe for sensor.
    - No specific location is required for the exhaust temperature sensor.
    - Any hole not being used must be completely plugged if exhaust sensor is not being used.

7.4.8. Exhaust Silencer:

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

7.4.9. Ignition Timing:

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

7.4.10. Treatment:

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

7.4.11. External Modifications:

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

7.4.12. Radiator:

- Must be original as supplied.
    - Minor welding is allowed to cover up small holes.
    - Additional metal mounting brackets may be used to secure radiator.

7.4.13. Water hoses:

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

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- No Glucose based fluids are allowed.

7.4.14. Chassis:

- ONLY chassis homologated by CIK/FIA are accepted.
- Bodyworks, and rear bumper homologated by CIK/FIA are mandatory.
- Brake system homologated by CIK/FIA is mandatory.

7.4.15. Tires:

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

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