



ROK CUP TROPHY 2017

SPORTING REGULATIONS

1. PROMOTER

- 1.1 OTK Kart Group Srl, herein after “Promoter”, upon the approval of ACI 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 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 five (5) competitive categories, as follows:

MINI ROK	with Mini Rok engine
JUNIOR ROK	with Junior Rok engine
SENIOR ROK	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)	-National D -National C-Junior -International C-Junior
JUNIOR ROK	12-16 years old (from 11 years old if 12 by the end of the current year, up to 17 years old)	-National C-Junior -C Restricted -International C-Junior -National C-Senior* -International C-Senior* *under 17 years old
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
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





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 Sport Automobilistico 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. 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, as reported in the calendar attached to the present Regulations. Foreign drivers can participate in any of these competitions (ENPEA).
- **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 Final:** one-single event scheduled on several days, assigning the International titles of the category involved.

The Promoter can also provide events with limited number of participants.

5.1 CHAMPIONSHIP COMPETITIONS

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

North Area: 9 competitions as reported in the attached calendar

Middle Area: 9 competitions as reported in the attached calendar

South Area: 8 competitions as reported in the attached calendar – for Mini Rok, Junior Rok and Senior Rok categories only

Sicily Area: 9 competitions as reported in the attached calendar - for Mini Rok and Junior Rok categories only

Rok Cup Challenge 10 competitions as reported in the attached calendar

Each **Area** will have its own Area Ranking; with reference to the Area Ranking, the 6 final best results out of 9 (sum of the scores gained in the pre-final, final and qualifying heats/pole position of the same race) will be taken into consideration.

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

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 **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 (no variance is allowed).





5.1.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, batteries 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 heats. Scores usually gained by the first 15 drivers entering the final will be assigned to the first 15 classified drivers of the pre-final.

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 5 total best results will be taken into consideration (instead of 6).

The total score (sum of the pre-final, final and qualifying heats/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.

5.1.b ADDITIONAL SCORES (“PUNTI GETTONE”)

The driver will receive 10 additional scores for each Area or Rok Cup Challenge competition attended. If the driver doesn’t gain any points in the race he will receive these 10 points 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 heats of





the race. The 10 additional scores gained on the occasion of each race attended cannot be deleted. So, even though for the Area Ranking, the 6 best results belonging to the driver are taken into consideration, 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 or winner of one Area Ranking and of one Special Ranking (Expert Rok Trophy and Lady Rok Trophy) 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-equu between two or more drivers within the same ranking, winner will be the driver who has gained more victories during the trophy. If one more ex-equu occurs, the winner will be the driver who obtained the higher number of second places. If still an ex-equu 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 or Special Rankings).

In case a driver is excluded from the event due to Sporting Scrutineers decisions, no scores (or additional scores) will be assigned.

5.2 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 amount of the technical material allowed (number of engines, chassis and tires), for the management of tires and the race format; in the same event the National Sporting Regulations and Karting Specific Regulations will apply.

5.3 ROK CUP INTERNATIONAL FINAL 2017

The Rok Cup International Final is a one-round competition with limited number of drivers admitted, scheduled on several days, registered in the international calendar, for the Junior Rok, Senior Rok, Super Rok and Shifter Rok categories.

The Mini Rok category is a one-round event registered as ENPEA (with foreign participation) with limited number of participants, scheduled on several days.

Italian and foreign drivers who attended individual National Rok Trophies or others will be admitted to take part in this race.

Wild card drivers and qualified driver will be admitted to the ROK CUP INTERNATIONAL FINAL.

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, winners of the ROK CUP ITALY in each of the 5 categories and winners of Special Trophies (Expert Rok Trophy and Lady Rok Trophy).





Wild card: drivers who did not qualified for the ROK CUP INTERNATIONAL FINAL.

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

Sporting and Technical Regulations of the ROK CUP INTERNATIONAL FINAL are the same as those of the Area Championship, except for the amount of the technical material allowed (number of engines, chassis and tires), for the management of tires and the race format. In the same event the FIA International Sporting Code and all CIK-FIA Regulations, appendix and specific Regulations will apply.

6. SPECIAL THROPHIES

6.1 EXPERT ROK TROPHY

Within the Senior Rok, Shifter Rok and Super Rok categories is the **Expert Rok Trophy**. This Trophy is reserved to drivers aged 40 years or more or who will be 40 by the 30th of June 2017.

Drivers who wish to take part in the Expert Rok Trophy will have to give details concerning their status within 15 (fifteen) days from their first race, by sending an email to info@vortex-rok.com including a copy of their ID card and license.

The Rok Cup manager will start counting the scores belonging to any driver competing in the Expert Rok Trophy from the moment the entry form will be correctly sent. Only the scores gained within 30 (thirty) days before the request of enrolment to the Expert Rok Trophy will be considered retroactively.

The ranking of the Expert Rok Trophy will be drawn on the base of the scores and additional scores obtained by each driver in each Area competition, regardless of the Area Ranking. Final scores will be calculated according to the following procedure: at the end of any race, drivers registered to the Expert Rok Trophy will receive the scores according to Art. 5.1 of the current Regulations. The sum of the scores obtained by the driver in any single race (qualifying/pole-position, pre-final and final, not including any 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 winner will be the driver obtaining the best ranking during the trophy.

The final prize for the Expert Rok Trophy is the following:

1st classified: participation to the ROK CUP International Final 2017, in the category attended, as qualified driver

The prize will be assigned to the 1st classified driver of each category of the Expert Rok Trophy, i.e. Senior Rok, Shifter Rok and Super Rok.

6.2 LADY ROK TROPHY

Within the Mini Rok, Junior Rok, Senior Rok, Super Rok and Shifter Rok is also the **Lady Rok Trophy**, reserved to girls 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. 5.1 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-aequo, the winner will be the driver who gained the best positions during the trophy.

The final prize for the LADY ROK TROPHY will be the following:

1st classified: participation in the ROK CUP International Final 2017 in the category attended, as qualified driver.

7. PRIZES

7.1 CHAMPIONSHIP COMPETITIONS

Winners of each single Area competition of the Rok Cup Trophy and Rok Cup Challenge will be awarded as follows: first 3 drivers classified in each category of the Rok Cup Trophy and first 3 classified in the categories including the Expert Rok Trophy (Senior Rok, Shifter Rok and Super Rok).

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 Final 2017, in the category attended as qualified driver

2nd classified: trophy

3rd classified: trophy

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.

7.2 ROK CUP ITALY

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

7.3 ROK CUP INTERNATIONAL FINAL

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

8. ADVERTISING

The Specific Regulations of the Rok Cup 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.





8.1 Advertising on chassis

The Promoter has the right to dispose of the advertising spaces on the bumpers 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).

Advertising on racing sportswear (helmet included)

It is forbidden to all competitors and drivers to place on any racing garment (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).

9. 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 PRACTICE:

- One or more sessions of free practice are scheduled.

QUALIFYING PRACTICE

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

STARTING PROCEDURE:

Mini Rok, Junior Rok, Senior Rok 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 STAGE:

Senior Rok, 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 batteries. 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 batteries. 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 batteries. 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 in 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).

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*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.

For anything not specified in the Rok Cup Sporting Regulations, refer to the Karting Sporting Regulations.





ROK CUP TROPHY 2017

TECHNICAL REGULATIONS

1. ELIGIBLE KARTS

1.1 MINI ROK

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

Carburettors shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), furthermore they shall be the same as the ones supplied by the manufacturer (Dell'Orto), so that any part comparison can be made anytime.

The only parts of the carburettor which can be replaced are: sieger position on the pin and main jet. As above, see the table on the engine fiche.

Chassis: brand and model are free but must hold current ACI CSAI homologation (i.e. 2015-2020) or expired homologation, with mandatory use of latest homologated rear bumper. Front bumper: mounting kit complying with the RDS RT Karting ACI 2016, art. 5.14.2

It is forbidden to replace the chassis during the event: drivers will be allowed to use one chassis and one engine only per race.

In case of irreparable damage of the engine, it is allowed to replace it, upon check and permission of the Scrutineers and also through the delivery of the broken engine to the Scrutineers themselves.

The number of pieces of the material admitted (number of engines, chassis and tires) as well as the management of the tires may be different for the ROK CUP ITALY, the ROK CUP INTERNATIONAL FINAL and/or any other event, to be specified in the Specific Race Regulations.

1.2 JUNIOR ROK

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

Carburettors shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), furthermore they shall be the same as the ones supplied by the manufacturer (Dell'Orto), so that any part comparison can be made anytime.

The only parts of the carburettor which can be replaced are: sieger position on the pin and main jet. As above, see the table on the engine fiche.

Chassis: brand and model are free but must hold current CIK FIA homologation or CIK FIA homologation of the previous period.

Front bumper: mounting kit complying with the RDS RT Karting ACI 2016, art. 5.14.2

It is forbidden to replace the chassis during the event: drivers will be allowed to use one chassis and one engine only per race.

In case of irreparable damage of the engine, it is allowed to replace it, upon check and permission of the Scrutineers and also through the delivery of the broken engine to the Scrutineers themselves.





The number of pieces of the material admitted (number of engines, chassis and tires) as well as the management of the tires may be different for the ROK CUP ITALY, the ROK CUP INTERNATIONAL FINAL and/or any other event, to be specified in the Specific Race Regulations.

1.3 SENIOR ROK

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

Carburettors shall mount the same parts and shall be the same as the ones in the engine fiche (technical fiche), furthermore they shall be the same as the ones supplied by the manufacturer (Dell'Orto), so that any part comparison can be made anytime.

The only parts of the carburettor which can be replaced are: sieger position on the pin and main jet. As above, see the table on the engine fiche.

Chassis: brand and model are free but must hold current CIK FIA homologation or CIK FIA homologation of the previous period.

Front bumper: mounting kit complying with the RDS RT Karting ACI 2016, art. 5.14.2

It is allowed to use front brakes manually controlled with current CIK FIA homologation.

It is forbidden to replace the chassis during the event: drivers will be allowed to use one chassis and one engine only per race.

In case of irreparable damage of the engine, it is allowed to replace it, upon check and permission of the Scrutineers and also through the delivery of the broken engine to the Scrutineers themselves.

The number of pieces of the material admitted (number of engines, chassis and tires) as well as the management of the tires may be different for the ROK CUP ITALY, the ROK CUP INTERNATIONAL FINAL and/or any other event, to be specified in the Specific Race Regulations.

1.4 SUPER ROK

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

Chassis: brand and model are free but must hold current CIK FIA homologation or CIK FIA homologation of the previous period.

Front bumper: mounting kit complying with the RDS RT Karting ACI 2016, art. 5.14.2

It is allowed to use front brakes manually controlled with current CIK FIA homologation.

It is forbidden to replace the chassis during the event: drivers will be allowed to use one chassis and one engine only per race.

In case of irreparable damage of the engine, it is allowed to replace it, upon check and permission of the Scrutineers and also through the delivery of the broken engine to the Scrutineers themselves.

The number of pieces of the material admitted (number of engines, chassis and tires) as well as the management of the tires may be different for the ROK CUP ITALY, the ROK CUP INTERNATIONAL FINAL and/or any other event, to be specified in the Specific Race Regulations.





1.5 SHIFTER ROK

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

Chassis: brand and model are free but must hold current CIK FIA homologation or CIK FIA homologation of the previous period.

Front bumper: mounting kit complying with the RDS RT Karting ACI 2016, art. 5.14.2

It is forbidden to replace the chassis during the event: drivers will be allowed to use one chassis and one engine only per race.

In case of irreparable damage of the engine, it is allowed to replace it, upon check and permission of the Scrutineers and also through the delivery of the broken engine to the Scrutineers themselves.

The number of pieces of the material admitted (number of engines, chassis and tires) as well as the management of the tires may be different for the ROK CUP ITALY, the ROK CUP INTERNATIONAL FINAL and/or any other event, to be specified in the Specific Race Regulations.

2. TIRES

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

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

2.2 For **Junior Rok, Senior Rok, 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 tire in the paddock.

All the Rok Cup Trophy categories will be allowed to use one (1) set of new slick tires per race (2 front slick tires + 2 rear slick tires). To the driver's discretion, 1 supplementary slick tire is admitted (1 front slick tire or 1 rear slick tire).

The complete set of tires and the supplementary tire will be delivered at the parc fermé, in return for a VOUCHER available at the Rok point for purchase.

The number of tires as well as the management of tires might be different for the ROK CUP ITALY and the ROK CUP INTERNATIONAL FINAL.

3. FUEL

Please Refer to Art. 5.19 of the Karting Specific Regulations.





4. LUBRICANT

It is mandatory for all Rok Cup Trophy categories to use the PETRONAS ROKLUBE DTF lubricant.

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
SUPER ROK	155 Kg
SHIFTER ROK	180 Kg

6. RACING SPORTSWEAR

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

On the occasion of the technical checks, Technical Regulations will be taken into consideration, as well as the engine technical fiches approved by ACI CSAI and registered with the present Regulations. In addition, it will be possible for the Scrutineers to make comparisons in order to evaluate the conformity of some parts according to details provided by the Promoter himself.

Furthermore, it may happen that technical Scrutineers, prior authorization of the sporting Scrutineers, decide to replace any part of the engine with an original part provided by the Promoter himself.

For anything not specified in the Rok Cup Technical Regulations, refer to the Karting Specific Regulations.

