



## Category Specific Regulations – OKJ (161757)

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#### 1. General

1.1 These Regulations are to serve as guidance in regards to technical compliance of the competition equipment used for participation and the running of the particular competition.

#### 2. Definitions

- 2.1 Chassis – complete kart as supplied from the registered importer excluding the engine.
- 2.2 Engine – complete power unit as supplied by the importer including exhaust, carburettor and airbox.
- 2.3 Vortex SA – Registered Importer of Vortex engines or appointed repetitive in the event SR's.

#### 3. Chassis

3.1 **Only chassis permitted As per MSA Karting Handbook section 25)vi.**

3.2 **Chassis is to be raced as per CIK Regulations**

##### 3.3 Axles

- 3.3.1 Axle diameter are not allowed to be changed - External diameter of 50mm
- 3.3.2 Minimum axle wall thickness = 2mm – As per CIK regulations
- 3.3.3 Maximum rear width including rims and tires fitted = 140 cm

##### 3.4 Rims

- 3.4.1 The permitted width of rims shall be:
  - 3.4.1.1 Front Maximum 13.5 cm
  - 3.4.1.2 Rear Maximum 21.5 cm

##### 3.5 Tires

- 3.5.1 The use of any sort of any artificial heating devise to pre-heat tyres, or tyre treatment, including the use of heat guns is strictly forbidden for removal of access rubber.



- 3.5.2 The organizers reserve the right to replace one or more of any competitor's tyres, with a substitute tyre, should they believe such action to be warranted.
- 3.5.3 One set of New tyres to be used from Timed Qualifying Practice until the last and final heat of the competition.
- 3.5.4 In the case of the race being declared a wet race the competitor is entitled to used 1 set of Wet tyres that has been scanned by the Organizers. Tyres may be used or new.

### 3.6 Sprockets

- 3.6.1 Front sprockets = fixed as supplied
- 3.6.2 Rear sprockets:
  - Vereeniging = T 76, T 77, T 78
  - Zwartkops = T 77, T 78, T 79
  - Cape Town = T 75, T 76, T 77
  - Port Elizabeth = T78, T79, T80
  - Idube = T 77, T 78, T 79

## 4. Engine

- 4.1 For National/Regional competitions the only engine permitted will be as supplied from Vortex SA as from official practice.
- 4.2 For Club competitions competitors will be allowed to use a personal Vortex DDJ engine but it needs to be sealed by Vortex SA.
- 4.3 No type or form of modifications/adjustments is allowed to the engine or any other parts. This include fuel supply, carburettor, ignition etc.
- 4.4 Only adjustment that can be made is on the air/fuel mixture screw on the carburettor.
- 4.5 Only engines sealed with a Vortex SA seal is permitted in any Rok competition.
- 4.6 No break allowed in fuel line between tank to fuel pump and pump to carburettor other than for the fitting of a fuel filter.
- 4.7 No exhaust or cylinder temperature measuring devices allowed to be used during competition. Water temperature sensor is compulsory during National/Regional competition.

## 5. Running of the Competition

- 5.1 Each event will comprise Official Practice, Qualifying Practice and 3 race heats.
- 5.2 National events will have minimum 5 official practice sessions-
- 5.3 Qualifying will be a 10 min timed session.
- 5.4 Amount of laps for racing will be as per race programme.
- 5.5 During nationals, competitors can be requested to swap engines from start of official practice.  
Competitors will generally use minimum two engines during a race weekend, the amount of exchanges for an event is not limited to two and might be more to the discretion of the controllers. The order in which the swap takes place will be completely random.



- 5.6 During National/Regional events all competition Engines (1 per competitor) will be supplied by Vortex SA at a fee of R 4500.
- 5.7 Controllers of the competition will be making use of Unipro data acquisition systems for data comparison. It's not compulsory but advisable that competitors align themselves for data analysis on the engine.

