



## ROK CUP SPORTING REGULATIONS (161762/144)

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### 1. General

- 1.1 These Regulations are to be read in conjunction with the most current version of the General Competition Rules (GCR's), the 2018 MSA Karting Regulations and any APPLICABLE Circulars issued by Motorsport South Africa.

### 2. Definitions



- 2.1 RCMC - ROK CUP Management Committee
- 2.2 MSA – Motorsport South Africa
- 2.3 Final Round – Last race event of the series/championship.

3. **Aim of the Championship/Series**

- 3.1 To promote a non- racial, non-political, gender or religious discriminative, fair and reasonably affordable competitive series in the course of its activities and requires the same of its member bodies, officials and competitors.
- 3.2 To declare a champion for the relevant year of competition for each respective class in the respective ROK Cup championships.

4. **Controllers**

- 4.1 The Controllers of the Championship are the RCMC in consultation with MSA.

5. **Amendments**

- 5.1 ANY proposed/desired changes to these Regulations must be submitted to the RCMC for consideration.
- 5.2 The RCMC reserve the right, without prior notification, to introduce new Regulations and/or amend existing Regulations at any given time.
- 5.3 Technical changes to this or any associated Regulations shall be issued to competitors at least SEVEN (7) days prior to the next ROK Cup event being held.

6. **Classes and Eligibility of Drivers**

Class	Age	Competition level
Kid ROK	6 - 10	National
Mini ROK	8 – 13	National
OKJ	12 – 15	National
Super ROK	15+	Club
GP 125	16+	National

\*Age is determined in relevant “year of” competitor’s birthday.

7. **Regulations**

- 7.1 All ROK Cup races will be held under the General Competition Rules (GCR's) as well as the event Supplementary Regulations (SR's) as issued by the controllers.
- 7.2 The MSA GCR's will take precedence, unless the SSR's and SR's specifically state otherwise. Refer GCR 70 b).

8. **Eligibility of equipment**

8.1 **Chassis**

As per MSA Homologated chassis (All classes)

8.2 **Engines**

- 8.2.1 Refer to class specific Technical regulations
- 8.2.2 As a minimum, technical checks will be performed on all equipment finishing top 3 in a race.
- 8.2.3 All port duration measurements will be done with digital degree wheel.

9. **Competition Numbers**



- 9.1 Only numbers as issued by MSA
- 9.2 Black numbers displayed on yellow backing only will be allowed
- 9.3 It's mandatory to display numbers on the allocated positions on the front, rear and two sides of the kart.

#### 10. **Tires**

- 10.1 One (1) set Dry and/or Wet tyres are permitted from the start of Timed Qualifying practice
- 10.2 Only tyres issued by the organizers will be permitted for the race
- 10.3 All Drivers must start qualifying practice on new tyres except if it's declared as wet.
- 10.4 Tires allowed per class:

Class	Slick	Wet
Kid ROK	Bridgestone YJL	Bridgestone YFD
Mini ROK	Bridgestone YJL	Bridgestone YFD
OKJ	Bridgestone YLR	Bridgestone YLP
DVS Super ROK	Bridgestone YLR	Bridgestone YLP
GP 125	Bridgestone YLR	Bridgestone YLP

#### 11. **Fuel and oil**

- 11.1 Fuel for the races and qualifying will be tested randomly as per the National Karting regulations.
- 11.2 ROK Lube will be the only oil allowed except GP125.
- 11.3 Ratio 4% - all classes
- 11.4 The Fuel station and pumps will be indicated in the SR's for the event.

#### 12. **Class weights**

Class	Minimum weight combining kart and driver.
Kid ROK	95 kg
Mini ROK	110 kg
OKJ	142 kg
DVS Super ROK	155 kg
GP 125	Refer to class specific sporting regulations

\*\* Driver Weight means driver including all race gear.

#### 13. **Driver Conduct and associated penalties**

- 13.1 Refer to document: "ROK Cup Driver conduct and penalties".

#### 14. **Championships and Formats**

- 14.1 ROK CUP South Africa – National events
  - 14.1.1 The championship will be run over 4 Rounds with 3 Heats raced per round.
  - 14.1.2 After the 4th Rounds the best 10 Heats will be counted to determine the final point standing in the championship. (Discard 2 worst heats)
- 14.2 ROK Cup regional championships



14.2.1 There will be minimum 6 Rounds with 3 Heats raced per round.

14.2.2 After the selected amount of Rounds 3 worst heats will be discarded to determine overall standings

14.3 ROK cup races can be held in conjunction with respective club and regional dates. Your participation in these rounds and results will therefore count towards your club/regional/national scoring for the qualifying classes. Respective championships will be scored separately. In order to score in the championship club/regional/national criteria will have to be fulfilled as per MSA karting National and/or Regional regulations. Club championships are reserved for the respective club members of respective hosts. Licences need to be in place as per the event SSR specified class status.

14.4 In the event of an event postponement without the possibility of other date being scheduled the number of events to count towards the respective championships will reduce by this number and drops will remain in place.

## 15. Series Prizes

### 15.1 ROK CUP South Africa

#### 15.1.1 Drivers Championships

i) Kid ROK

1<sup>st</sup> place, will be awarded, 3 Nights Hotel accommodation and air tickets for the driver to attend the ROK international Final or the option of a Mini ROK engine should the driver be younger than 9 y/o.

Should the driver be 9 years or older he/she will be awarded a qualified drive in the ROK International Final in the Mini ROK class in leui of the the above.

ii) Mini ROK

1<sup>st</sup> place overall and 1<sup>st</sup> place under 10, will be awarded the qualified drive in the ROK International Final in the Mini ROK class

iii) OKJ

1<sup>st</sup> place, will be awarded the qualified drive in the ROK International Final in the Junior ROK class.

Highest finishing driver eligible by means of being between the ages of 12-14 the following year, will be awarded the Seat for the FIA karting academy trophy. Should a second seat become available or the top finishing driver are note able to attend the next eligible driver will get the seat. \*\* Note that the seat belongs to the ASN and MSA makes the necessary arrangements regarding registration etc.

iv) DVS Super ROK

1<sup>st</sup> palce will be awarded the qualified drive in the ROK International in the Super ROK class.

v) GP125

1<sup>st</sup> place will be awarded the qualified drive in the ROK International in the ROK Shifter class.

Top finishing driver 32 or older in the year of competition will receive a qualified seat to take part at the ROK International in the Expert ROK category or Wildcard seat in the the ROK Shifter class. Should the overall GP125 winner be the same driver the next in line will get the prize?

Top finishing driver 45 or older in the year of competition will receive a qualified seat to take part at the ROK International in the Expert ROK Plus category or a wild card seat in the Expert ROK Category. Should the overall GP125 winner be the same driver the next in line will get the prize?

#### 15.1.2 Constructors' Championship



- 15.1.2.1 Manufacturers who wish to enter the championship required to pay R1000 registration fee per class at the start of official practice of the 1<sup>st</sup> National event of the season to be eligible for the championship.
- 15.1.2.2 100% of the registration fee will be utilized towards the prize pool for overall championship winner per class.

#### 15.2 ROK Cup International Final

In addition to the stated prizes above possible Wild Card seats are available for the World finals to drivers that have competed in minimum 6 ROK Events, 3 of which is required to be ROK Cup SA events, during 2019. Participation in WSK, FIA or ROK Cup events internationally will be taken in consideration.

### 16. Points Scoring

#### 16.1 Drivers' Championship

- 16.1.1 Points scoring will be done in accordance with National karting regulations Section F(19)
- 16.1.2 Competitors will be eligible to score championship points irrespective of the number of events they participate in.
- 16.1.3 Points will be scored per race on the following basis in all classes 35-32-30-29, and from 1<sup>st</sup> to last and so on
- 16.1.4 The separation of ties at the end of the day and the end of the championship will be determined by the person who had the most 1<sup>st</sup> place finishes then 2<sup>nd</sup> place finishes and so on during the championship.
- 16.1.5 Non-starters in a race will score 0.
- 16.1.6 Non-Finishers in a race will score last place less 2 places.
- 16.1.7 Exclusion will score 0 and can be discarded.
- 16.1.8 Disqualification will score no points and cannot be discarded.
- 16.1.9 Competitors will score 0 for events not participated in.
- 16.1.10 0 Points awarded for Non-participation in the final rounds of the championships cannot be discarded.

#### 16.2 Constructors' Championship – ROK Cup South Africa

- 16.2.1 Constructor's championship is open to all MSA homologated chassis brands.
- 16.2.2 Points will be awarded to the top two finishers in National championships of each chassis brand up and until 12<sup>th</sup> place in the official race results in each class and accumulated for each race.
- 16.2.3 Point's allocation: 15 points 1<sup>st</sup> place, 12 points 2<sup>nd</sup> place and 10 points for 3<sup>rd</sup>, 9 points for 4<sup>th</sup>, 8 points for 5<sup>th</sup>, 7 points for 6<sup>th</sup>, 6 points for 7<sup>th</sup>, 5 points for 8<sup>th</sup>, 4 points for 9<sup>rd</sup>, 3 points for 10<sup>nd</sup>, 2 points for 11<sup>th</sup> and 1 point for 12<sup>th</sup>.
- 16.2.4 Unregistered brands will still be scored in the championship but will not be classified in the championship standings.

### 17. Declaration of a champion

- 17.1 The RCMC at their sole discretion are responsible for declaring the winners of the ROK Cup Championships or for withholding such declaration. Points will be available from [www.ROKcup.co.za](http://www.ROKcup.co.za) and/or on the MSA website [www.motorsport.co.za](http://www.motorsport.co.za)
- 17.2 South African National champions for classes that qualify will be declared by MSA on condition that minimum required criteria have been met.



## 18. Combining of classes

For safety reasons the below is required to be implemented across the board for practice and racing.

- 18.1 Kid ROK Class can only be combined with classes with the same engine capacity and age group
- 18.2 Mini ROK Class can only be combined with classes with the same engine capacity and age group
- 18.3 OKJ can be combined with other 125cc fixed gear categories
- 18.4 DVS Super ROK can be combined with other 125cc fixed gear categories
- 18.5 GP125 can only be combined with other gearbox 125cc categories.

## 19. Apparel

- 19.1 ONLY Helmets as per the MSA karting regulations are allowed for use during competition.
- 19.2 Racing Suits Overalls: mandatory, with a CIK/FIA homologation.
- 19.3 Gloves: Recognised brands for racing purposes with a high degree of abrasion resistance.
- 19.4 Footwear: MUST cover full ankle and MUST be designed and manufactured for racing purposes.

## 20. Technical specifications

- 20.1 Refer to individual class technical specifications and sporting regulations.
- 20.2 It is at all times the responsibility of the competitor to ensure their equipment complies with the technical specifications.

## 21. Circuit Closures

- 21.1 Circuits will be closed to all national competitors and equipment to be used in the National Championship event, from the Monday immediately preceding the start of practice as per the event programme.

