



## Category Specific Regulations – Kid ROK (162186)

Version 2 – 14 February 2020

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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 air box.  
Excludes wiring harness.

3. **Chassis**

3.1 **Only chassis permitted As per MSA Karting Handbook section 23.1 and 25 section vi**

3.2 **Chassis is to be raced as supplied by the OEM**

3.3 **Axles**

3.3.1 Axle diameter are not allowed to be changed - External diameter of 30mm

3.3.2 Axle not allowed to be solid

3.3.3 Minimum axle wall thickness = 4.9mm at all points except the key housings

3.3.4 Axle not allowed to be cut - 960mm +/- 10mm and weight 2900g +/- 100g.

3.3.5 The rear axle used on the chassis does not have to come from the same manufacturer as the chassis itself.

3.3.6 Maximum rear width including rims and tires fitted = 110 cm

3.4 **Rims**

3.4.1 The permitted width of rims shall be:

3.4.1.1 Front Maximum 11.5 cm

3.4.1.2 Rear Maximum 15.0cm Minimum 13.0cm

3.4.2 Rims used does not have to come from the same manufacturer as the chassis itself.

3.4.3 The maximum diameter of rims shall not exceed 5 inches (126mm)

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.

3.6 **Sprockets**

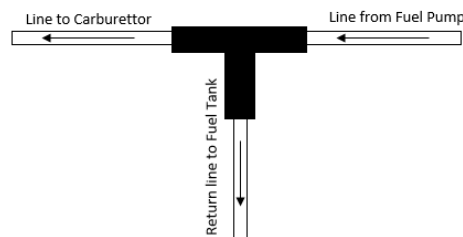
3.6.1 Only rear sprockets permitted is:

a) T85: Celso Scribante, East London, Idube

b) T83: Formula K, Killarney, Vereeniging, Zwartkops

#### 4. **Engine**

- 4.1 Only engine permitted is as per the Equipment homologated for the class with MSA
- 4.2 No type or form of modifications is allowed to the engine or any other parts. This include fuel supply, carburettor, ignition etc.
- 4.3 Minimum allowable combustion volume = Refer to technical specification sheet
- 4.4 In the case that the sealing of engines will be declared for the event, before qualifying every competitor must have their engines sealed by the Technical department.
- 4.5 In the case that sealing of engines is not declared, conventional marking of engines will be done after qualifying.
- 4.6 Unless stated otherwise each driver will be allowed to use two engines per race. Both engines MUST be sealed at sporting check or in any case before qualifying.
- 4.7 Both engines need to be presented for scrutineering.
- 4.8 When a competitor decide to use his second engine during competition the first used Engine need to be handed in at the technical area prior to the start of the competitor's next race. Engines handed in with the technical department will be subjected to technical checks.
- 4.9 The use of fuel return line in mandatory for all competitions. No break allowed in fuel line between tank to fuel pump except for the fitting of a fuel filter and only the T-Piece is allowed between pump to carburettor.



- 4.10 No exhaust or cylinder temperature measuring devices allowed to be used during competition.
- 4.11 Engine cut off switch must be connected and working during competition at all times.
- 4.12 Competitors need to ensure that clutches and clutch drums are free from oil, grease or any other lubricants.
- 4.13 Refer to the engine specification sheet for technical specifications and carburation.

#### 4.14 Spark Plug:

- 4.14.1 National and NR Regional competitions: Pool engines will be supplied with make and model spark plug that the controllers deem to be optimum on the day of competition
- 4.14.2 For club and other regional competitions not controlled by ROK Cup SA the only plug allowed is a NGK B9EG.

#### 5. **Running of the National 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 and is determined and published before start of timed practice.

5.6 During National/Regional events all competition Engines (1 per competitor) will be supplied by Vortex SA at a fee of R 1500.

5.7 Engine claim system is in place for the class for regional or club competitions not making use of the pool engine system.

5.7.1 Procedure

- i) The engine taking part in any ROK Cup SA Event can be bought by any competitor taking part at least at two ROK Cup SA National events in the same class during the same calendar year.
- ii) "ENGINE CLAIM RULE FORM" must be completed and submitted to the Race secretary before post-race Technical checks are completed.
- iii) Engine Claim Rule fees (R3000.00) and engine retail price + Vat MUST be paid in full in the form of South African Rands, cash to ROK Cup SA ONLY.
- iv) The seller will receive a brand new engine and R3000.00 provided by ROK Cup SA.

