



## Category Specific Regulations – Mini ROK (162187)

Version 2 – 14 February 2020

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ART 4.13	Immediate effect	14.02.2020	Wording added

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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 **Axles**

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

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

3.2.3 Axle length: 960mm +/- 10mm and weight 2900g +/- 100g.

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

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

### 3.3 **Rims**

3.3.1 The permitted width of rims shall be:

3.3.1.1 Front Maximum 11.5 cm

3.3.1.2 Rear Maximum 15.0cm Minimum 13.0cm

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

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

### 3.4 **Tires**

3.4.1 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.

3.4.2 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 **Sprockets**

3.5.1 Front sprockets = T10 and T11.

3.5.2 Rear sprockets = Free

## 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 chamber volume = 6.8 cc
- 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 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 No break allowed in fuel line between tank to fuel pump and pump to carburettor other than for the fitting of a fuel filter.
- 4.10 Competitors need to ensure that clutches and clutch drums are free from oil, grease or any other lubricants.
- 4.11 No exhaust or cylinder temperature measuring devices allowed to be used during competition.
- 4.12 Refer to the engine specification sheet for technical specifications.
- 4.13 Spark Plug: The the only plug allowed is a NGK B10EG.

## 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 Competitors can be requested to make use of Vortex SA supplied controlled parts or equipment instead of their own during competition.
- 5.6 Limited amount of engines will be available for rental from Vortex SA on request. Rental arrangements to be made directly with Vortex SA.

