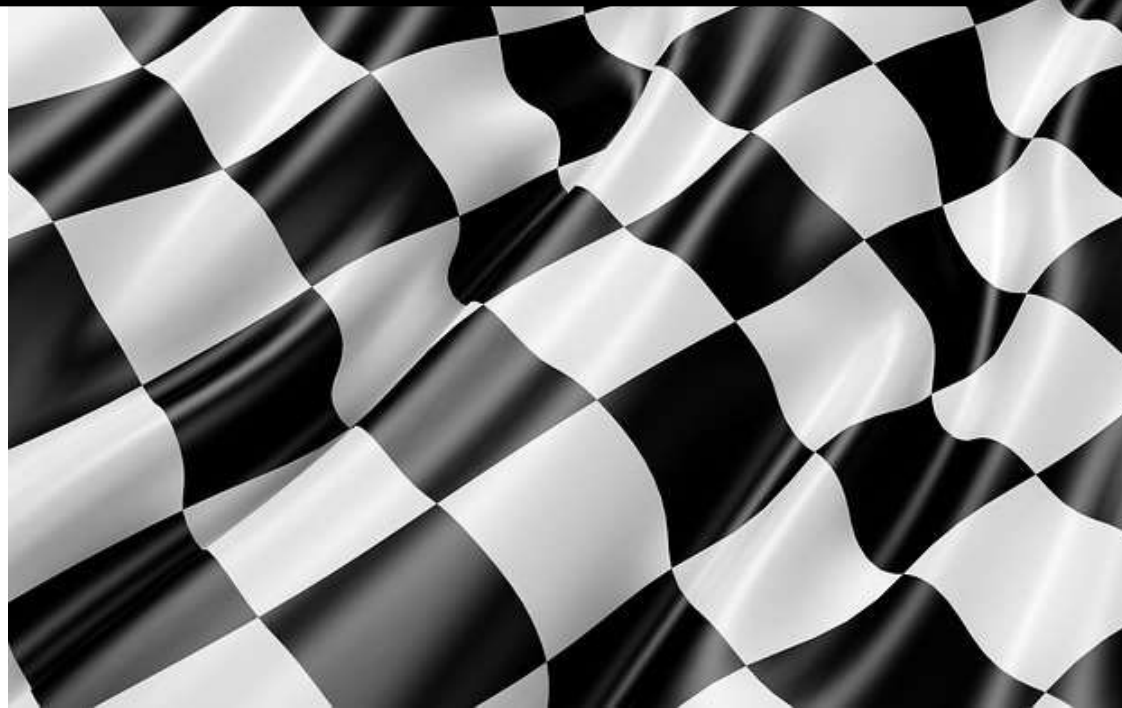




2021

MSA National Standing Supplementary Regulations

Rok Sporting Regulations



Version 3

22 April 2021

Ref: 162410

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
8.6.1 v), vi) & vii)	Immediate effect	22.04.2021	Wording deleted and added
8.6.1 viii)	Immediate effect	22.04.2021	Wording added
10.4	Immediate effect	22.04.2021	Wording deleted and added
6	Immediate effect	04.03.2021	Wording deleted and added
8.6.1	Immediate effect	04.03.2021	Wording added
12	Immediate effect	04.03.2021	Wording deleted and added

Contents

- 1. General**
- 2. Definitions**
- 3. Aim of the Championship**
- 4. Controllers**
- 5. Amendments**
- 6. Classes and Eligibility of Drivers**
- 7. Regulations**
- 8. Eligibility of Equipment**
- 9. Competition Numbers**
- 10. Tyres**
- 11. Fuel and oil**
- 12. Minimum class weights**
- 13. Driver Conduct and associated penalties**
- 14. Championship Format**
- 15. Series Prizes**
- 16. Points Scoring**
- 17. Declaration of a Champion**
- 18. Combining of Classes**
- 19. Apparel**
- 20. Technical Specifications**
- 21. Circuit Closures**

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 2021 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
KZ2	15+	National
KZ	26+	Inter-Provincial

*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 an event.

8.2.3 All port duration measurements will be done with digital degree wheel.

8.3 Each driver will be allowed to use two engines per race. For National Events Both engines MUST be sealed at sporting check or in any case before qualifying.

8.4 Both engines need to be presented for scrutineering.

8.5 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.

8.6 Engine claim system is in place for all competitions, excluding KZ and KZ2

8.6.1 Procedure

- i) By entering a MSA national championship event, the competitor concerned signifies his/her agreement to make their engine available as part of the buyout system.
- ii) Any refusal to make an engine available in terms of the buyout system shall render the offender liable for exclusion from the relevant race meeting and any further action that MSA may deem appropriate following a formal hearing.
- iii) An irrevocable request, by completing the "Engine Claim Form", to purchase the engine used by the winner of the day (i.e. the competitor with the highest points total across all the races for the relevant class during the race meeting) shall be lodged with the Stewards of the Meeting, via the Race Secretary, prior to the commencement of qualifying for the particular class.
- iv) The competitor submitting a successful engine buyout claim will automatically purchase the engine used by the second placed competitor of the day (i.e. the competitor with the second highest points total across all the races for the relevant class during the race meeting) if the competitor submitting the successful buyout claim is himself/herself the winner of the day (as defined in point iii) above).
- v) The competitor submitting an engine buyout claim first shall receive preference will be deemed as the only successful engine claimant in instances where more than one competitor claims the winner's engine in a particular class.
- vi) The price of an engine subject to a buyout-based transfer of ownership shall be calculated by the Stewards of the Meeting, in consultation with any other party/ies they may deem fit, based on the retail price for a new engine (which includes exhaust and carburettor) + VAT + 10%, which includes:
 - a) Inner throttle cable (Carburettor top/slide cover NOT to be removed)
 - b) Carburettor
 - c) Air Box
 - d) Exhaust System
 - e) Battery and Battery Box (where applicable)

f) Wiring Harness (where applicable)

- vii) Once all racing has concluded for the affected class at the relevant race meeting, and the necessary technical formalities have been completed, an engine subject to a buyout shall be retained by the race organisers TC/Scrutineer and handed over to the buyer upon satisfactory proof of payment to RCMC or their appointed representatives ONLY.
- viii) **No components may be removed, adjusted or changed by the seller or associated personnel.**
- ix) If the winner has used more than one engine during the race meeting, the buyer may select which of the engines he/she wishes to purchase.
- x) A competitor may only exercise a buyout option once per national championship season.
- xi) A seller will only be required to “sell” an engine once in a season.
- xii) The seller of an engine in terms of the buyout system will receive a brand new engine and 10% of the value in cash from ROK Cup SA.
- xiv) The buyer of an engine in terms of the buyout system assumes all risks that may accompany such a purchase and neither MSA, nor ROK Cup SA nor the race organisers or officials shall accept any liability in this regard.

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. Tyres

- 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 or where the class specific regulations or event SR’s permits otherwise.
- 10.4 Tyres allowed per class: **these are subject to change by means of a MSA circular**

Class	Slick	Wet
Kid ROK	LeVanto KRT MINI Bridgestone YJL	Bridgestone YFD
Mini ROK	LeVanto KRT MINI Bridgestone YJL	Bridgestone YFD
OKJ	LeVanto KRT Bridgestone YLR	Bridgestone YLP
DVS Super ROK	Bridgestone YLR	Bridgestone YLP
KZ2	LeVanto KRT Bridgestone YLR	Bridgestone YLP
KZ	LeVanto KRT 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 Vroom Factory Racing 2T Kart Engine oil will be the only oil allowed unless otherwise specified in the event SR’s.

- 11.3 Ratio 4% (25:1) - 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	100 kg
Mini ROK	110 kg
OKJ	145 kg
KZ2	182 kg
KZ	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: "2021 National Karting Regulations".
 13.2 Penalties shall be imposed directly by the Clerk of the Course following a hearing.

14. Championships and Formats

- 14.1 ROK CUP South Africa – MSA National events
 14.1.1 The championship will be run over 4 Rounds with 12 Heats in total
 14.1.2 After the 4 Rounds the best 10 Heats will be counted to determine the final point standing in the championship. (Discard 2 worst heats)
 14.1.3 Prize money will be awarded to the top 3 finishers in each class.
 First Place R3500
 Second Place R1500
 Third Place R1000
- 14.2 ROK Cup MSA 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.
 In cases of a combined National and Regional Championship, it is incumbent on the Promoters to ensure that the entry list depicts the domicile, as well as which championship the competitors have entered to ensure the correct allocation of points towards a championship.
- 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

1st place, will be awarded, 3 Nights Hotel accommodation and air tickets for the driver to attend the ROK international Final.

Should the driver be 9 years or older at the time of the event 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

1st place overall and 1st place under 10, will be awarded the qualified drive in the ROK International Final in the Mini ROK class. The under 10 driver need to be 9 years old at the time of the event in order to make use of the seat.

iii) OKJ

1st place, will be awarded the qualified drive in the ROK International Final in the Junior ROK class, provided said driver is age eligible, failing that it will be awarded to the highest placed eligible driver.

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 not able to attend the next eligible driver will get the seat.

** Note that the seat belongs to the ASN and MSA and in conjunction with the winning competitor makes the necessary arrangements regarding registration etc.

iv) KZ2

1st place will be awarded the qualified drive in the ROK International in the ROK Shifter class.

v) KZ

1st place will be awarded a wild card seat in the ROK International in the ROK Shifter class.

Note: Prizes to the ROK Super Final is not transferable.

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 2021. 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.
- 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 1st 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 1st place finishes then 2nd 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 Exclusions for infringements other than for technical reasons will score 0 and can be discarded.
- 16.1.8 Exclusion as a result of a technical infringement will score 0 points and can not be discarded.
- 16.1.9 Competitors will score 0 for all events not participated in.
- 16.1.10 0 points awarded for Non-participation in the final rounds of the championships cannot be discarded.

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 and/or on the MSA website www.motorsport.co.za
- 17.2 South African National champions for classes that qualify will be declared by MSA on condition that the 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 Gearbox 125cc categories can be combined.

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.
- 20.3 Data acquisition and communications:
 - 20.3.1 Data acquisition systems specifically designed for karting application is allowed.
 - 20.3.2 For clarification - Exhaust temperature sensors only allowed during competition where the exhaust comes as supplied with the provision for the fitting of the sensor as per technical class fiche. This is only permitted in classes KZ and KZ2.
 - 20.3.3 No "Lambda" type sensors or ones with similar functions permitted.
 - 20.3.4 No live communication with driver or live data transmission between vehicle and paddock is allowed during competition

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.