ROK Cup USA - Addendum to Official 2016 Rule Book (2016.2.1)
Updated March 15, 2016

The following rules go into effect immediately for the 2016 ROK Cup USA Series as of the date of this document. The rules in the Addendum may, in part or in full, coincide with rules already established or updated in the official Rule Book. However, any rule posted to an Addendum, as such, supersedes ANY and ALL applicable rules posted in the official Rule Book.

1. Section 2.9.18: Numbers
   1. Junior Shifter ROK: Numbers for the Junior Shifter ROK class will be in the range 700-799.

2. Section 3.1: Drivers
   1. Driver Briefing: Driver briefing is mandatory for all drivers entered in the event.
   2. Podium: Drivers classified in 1st, 2nd, and 3rd place in the final must climb on the podium one after another. These 3 classified drivers must wear their race suit, zipped up, at the prize giving ceremony on the podium. If caps are supplied by the organizer they must be worn by the drivers during the podium ceremony. Competitors who fail to adhere to these podium standards or who fail to appear for the podium ceremony without the approval of a steward may be subject to penalty including monetary fines, exclusion from the event, and loss of points and awards.
   3. Driver Age and Eligibility: If I driver wishes to compete in a class in which they do not meet the minimum age requirement, the driver MAY BE eligible to compete in the class with the approval of the Race Director or Series Organizer upon completion of a “Driver Age / Class Eligibility Form”, which will require the driver to provide specific information and documentation confirming their ability to perform and compete in the class. This decision is based solely at the discretion of the Race Director or Series Organizer.
      1. Even if the driver is approved to compete in such class, at ANY TIME, during ANY PART of the race event, a Race Official may determine that the driver poses a hinderance to the safety of the race conditions and remove them from the class, WITHOUT protest or appeal. The driver will receive a refund for the registration amount if the event is not more than halfway completed; if the event is more than halfway completed no refund will be given.
      2. This does not apply to any class where a SENIOR driver wishes to compete in a MASTER class.
      3. A driver MAY NOT compete in any class in which they are OLDER than the required age eligibility.

3. Section 3.2: Flags
   1. The head flagman is only required to give the green and checkered flag. All other flags, including halfway and two to go are given at the discretion of the head flagman.
   2. Crossed flags: a set of crossed flags (green & white) is displayed to indicate that the race is at the halfway point.
   3. Two, vertical flags side by side: represents two laps remaining in the race.

4. Section 4.1: Safety
   1. 4.1.3 - Micro and Mini ROK drivers are allowed assistance from track staff to restart and continue the race without being penalized or disqualified from classification.

5. Section 4.2: Officials
1. If any driver disregards the instructions of a Race Official, they will be subject to a penalty.

6. Section 5.1: Race procedures - General
1. **Interrupting Practice:** Officials may interrupt practice as often, and for as long as deemed necessary, for the clearance of the track or the removal of kart(s). Further, if, in the officials’ opinion, a driver deliberately causes the stop, he/she may be penalized. The clock may continue running during track clearing process, if allotted time expires, before the track is clear the session will be complete. Considerations may not be made for groups relinquishing practice time due to the need to clear the track, at the discretion of the race officials.

2. **Immobile Karts:** A driver must remain present, on the track; with their kart for the duration of any on-track session, should their kart become immobilized, unless instructed otherwise by track officials for safety or medical reasons. Mechanics may not retrieve disabled karts unless directed to do so by the officials.

3. **Timing and Scoring:** Tracks don't have to be equipped with magnetic strips or beacons for personal data acquisition. If the driver wants to use a beacon device the beacon may only be placed trackside with track official's permission and will be only in a designated area. The placing of additional beacons is strictly prohibited. A driver’s personal data will never be considered for official scoring purposes.

4. **101% Grouping Rule:** If a given class is divided into more than one qualifying group, and those groups take to the racing surface with significantly different track conditions, and those conditions cause the fastest lap times from each group to be more than 101% apart, then the following line up formula will be used:
   - 1st place will go to the fastest time in the faster group (fastest overall),
   - 2nd place will go to the fastest time of the slower group,
   - 3rd place will go to the second fastest time in the faster group,
   - 4th place will go to the second fastest time of the slower group,
   - 5th place will go to the third fastest time of the faster group,
   - and so on for the remainder of the groups.
   This decision to decide if the difference is due to track conditions is at the Race Director's discretion and cannot be protested.

5. **Track Layout:** All competitors shall observe the track layout and rotation by not cutting across curbs or driving around pylons. Cutting the track or ignoring track layout can result in penalties or disqualification; this includes the cool down lap after the checkered flag has been waved.

6. **Slowing or Stopping on Race Track:** If your kart slows from racing speed during practice or a race due to mechanical issues, or to exit the race course, the driver shall raise a hand above their head and wave to alert other drivers behind them. If a kart comes to a complete stop on the race track during practice or during a race the driver shall raise their hands above their head and wave to alert other drivers. When safe to do so, the driver must exit their kart and remove it from the racing surface.

7. **Lapped Competitor:** A driver that is being lapped shall allow the lead karts the preferred racing line to complete the pass.

8. 5.1.12 All competitors must compete in each competitive session of the event. Any competitors who do not present themselves for a competitive session or end a session early must report (and potentially prove) why they did not participate. A penalty of at least three positions at the end of the final will be applied for those who “skip” qualifying, heats, pre-final, or final, with the EXCEPTION of: If a class has more than twenty (20) drivers who start the final.
7. **Section 5.2: Qualification**
   1. **Last Chance Qualifier (LCQ):** If an LCQ has been established, as per Special Event Regulations, a defined number of drivers, who do not qualify directly to the pre-final after qualifying practice and heats, may participate in the LCQ. This race will transfer a defined number of drivers into the pre-final. Number of laps will be according to the length of the track, as determined by Race Officials. When pre-finals and finals are limited to 34 drivers, the top 28 drivers after the heats will advance to the pre-final. All other drivers will run the LCQ with the top 6 transferring to the back of the starting lineup for the pre-final. This number is subject to change based on Special Event Regulations.

8. **Section 5.3: Starting Grid**
   1. **Quiet Pit:** A designated, clearly marked point will be established on a track basis in the area surrounding the starting grid. Quiet pit will be in effect from this point until the driver reaches the starting grid. No engines may be started or revved past this point.
   2. **“No Wrench” Grid:** It is assumed that a kart and driver are ready for competition when they leave the pre-grid. If it becomes necessary to do work on any competitor’s equipment, and provided the Race Director allows for such, that competitor must then start the race from the back of the field.
   3. No karts will be allowed out of the ride area on to the track once the start signal has been given and the race has begun, even if the start is aborted.

9. **Section 5.4: Starting Procedure**
   1. On rolling starts, no bumping, pushing, or contact is allowed. Race Officials must be able to see visible space between all competitors’ bumpers or a penalty will be issued. If you are being pushed, you must raise your hand to indicate to the officials that you are being pushed.
   2. The off pole may not start in front of the pole sitter, until the green flag is thrown.
   3. A 2-position penalty will be issued for 2 wheels out; a 5-position penalty will be issued for 4 wheels out.
   4. If the off pole sitter crosses the starting line first, he/she will be penalized as many positions as is gained. (Minimum 2 Positions)
   5. The front row will get two chances to start correctly, after which, at the Race Director’s discretion, one or both of the front row drivers will be docked position(s), depending on the severity of the infraction.
   6. Rejoining the field after being released onto the track: An effort may be made by a driver to rejoin the race after the grid has been released, unless directed to the contrary by a race official. However, failure to restart safely before the field receives the green flag will result in being ordered safely off the circuit for the duration of that competitive event.
   7. Video evidence: only official video from the event can be used by officials for incident or penalty investigation. A driver cannot request to see the images but officials may, as a courtesy, show the images supporting their decision to the driver.

10. **Section 5.5: Stopping a Race**
    1. If a race is stopped due to severe weather, in any case, and only for a race, Race Officials will allow 15 minutes to make any adjustments to the karts, within the technical regulations, and only within a controlled environment as instructed by the Race Officials. Backup engines will not be allowed under this condition. Race Officials may advance the schedule to the next group during this stoppage time.
2. **Wet Race:** During any official track session, the use of rain tires is prohibited until Race Officials declare a “Wet Race”. From this point on, for the remainder of the day, the use of rain tires OR slick tires will be at the sole discretion of the driver. A 20% reduction of laps will be implemented. In the event that a “Wet Race” is declared after the race day schedule has started, a delay of UP TO 15 minutes may be granted for the first group affected, and drivers will be allowed to make a decision and change their tires if so desired. No further delays will be given in the schedule. Drivers may enter the grid with slick tires and wet tires in their possession. Installation is allowed on the grid.

3. **Allowances:** Spare equipment may be introduced at the discretion of the Race Officials. The officials can allow a driver and his mechanic to replace damaged parts only, to tuning adjustments are allowed. Changed parts must be “like for like”, i.e. axle must be replaced with same stiffness as damaged. Under no circumstances can anything be “passed” into the controlled area by an outside party for any reason, under penalty of exclusion for the remainder of that race. All replacement parts can be obtained and sent to the Post-Tech area. Refueling will only be allowed under complete restart conditions and at the direction of the Race Officials. Tire pressure may be adjusted in these circumstances. Neither chassis nor engine changes will be allowed after the original start orders have been given.

11. Section 5.7: Finish

1. Scale Procedure:
   1. **Location:** The organizer shall place the scales at the end of the exit lane near the Post-Tech area to ensure control, and provide sufficient personnel to manage the procedure. Mechanics will not be allowed access to the karts until the weighing procedure is over, unless authorized by a Race Official.
   2. **Occurrence:** After non-qualifying practice (if stated in Special Event Regulations, and for all Official Competitive Events, including but not limited to: Qualifying, Heats, Pre-finals, LCQ, and Final events, karts MUST be weighed. If the kart is unable to reach the weighing area by its own means it will be placed under the exclusive control of the officials, who will take it there or have it taken there, and the driver shall report to the weighing area as soon as he returns to the scale area so that his weight can be recorded. Race Officials reserve the right to waive karts to scale in reasons deemed necessary.
   3. **Kart:** no solid, liquid, or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing, except by an official of required during the course of his duties. The kart must be weighed as is when it comes off the track. If the kart loses any part during the during of the race or cool down lap, that part may not be replaced before the kart enters the scales and is weighed.
   4. **Persons:** Only officials are allowed in or behind the scale area. No interventions whatsoever is allowed in that area unless it has been authorized by an official.
   5. **Underweight kart:** The official scale readings will be deemed official and final. If a kart does not meet the minimum weight on its first attempt, it will be removed from the scale and placed to the side. A Steward and/or Technical Official must immediately be called to the scale area. The driver must remain with the kart under Official supervision. The scale will be reset to zero and the kart and driver will be placed back on the scale for one attempt to re-weigh. The driver must sit in the kart. If the kart does not meet the minimum weight the driver will be penalized. No additional attempts to weigh are allowed.
   6. **Penalty:** A driver failing to meet the required minimum weight specified in the regulations will be issued a written technical penalty for the infraction.
2. Driving onto the scale at any point during the event will subject the competition to a penalty for the competitive event or the entire event, based on the discretion of the Race Director.

3. Scoring: Drivers will be scored in the following order:
   - Race finishers
   - Drivers classified as DNF (Did Not Finish)
   - Drivers classified as DNS (Did Not Start)
   - Disqualified (DQ). Drivers who are disqualified will be scored with 0 points.

12. Section 5.10: Incidents
   1. In addition to the items listed in the Official Rule Book, an incident can also include, but not be limited to, provoking the stopping of ANY type of event on track, whether it is official or unofficial, including practice sessions and competitive events.

13. Section 6: Miscellaneous
   1. Rule of Interpretation: The rules, as stated above shall be interpreted in a logical manner. The interpretation of the rules shall follow a logical thought process. Every situation cannot be foreseen. The officials shall apply the rules in a manner that does not strain the intent of the written rule.
   2. Interactions between Competitor and Official: All concerns or disputes concerning drivers shall be taken to the Race Director, through the driver’s official entrant. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director. Any inappropriate actions directed at any official by parties representing a competitor, including the driver, shall subject the driver to disciplinary action.
   3. Outbursts of loud and vulgar nature and/or failure to follow the instructions of any Race Official will not be tolerated. This applies during the running of an event as well as the local area of the event or related function (banquets, parties, seminars) including motels, hotels, restaurants, or any public or private area. Such conduct will be treated with ZERO TOLERANCE and could subject the driver to penalty or other personnel to exclusion from the series.
   4. Threatening actions such as intimidation, verbal abuse, harassment, or physical violence towards any ROK Cup USA Official, ROK Cup USA staff member, Event participant or other attendee at an Event could result in disqualification or ejection from the Event, and possibly from all future ROK Cup USA Events until further notice. This applies both at the race track facility or at any offsite location.

14. Section 7: Technical Appendix
   1. ROK GP - 18: The water pump must be belt-driven by the axle, and may not be electrically powered in any way, shape, or form.
   2. ROK Shifter - Engine Mount: The engine mount for the shifter does not have to be as supplied, but it must be of similar dimensions, construction, and material as the supplied motor mount.
   3. Drivers are allowed to use nonflammable grease inside, lining the air box to help prevent dirt from passing through the air box. Any other application and or non-compliant grease will be penalized.
   4. Drivers are allowed to trim the unused portion of the intake boot inside the air box.
   5. Any excess plastic, metal or hard objects will NOT be allowed to be placed on the engines. STICKERS are the only object allowed to be on the engine for advertisement purposes only.
   6. You must have all five ROK Stickers placed in the correct places on your kart before you
enter the track. Stickers are required for all official races.

7. Jr. Shifter weight is 350 pounds.
8. ROK Shifters are allowed to use 250 or 300 needle seat.
9. ROK GP and ROK Shifter engines must only use vortex supplied reeds only. NO AFTERMARKET REEDS ARE ALLOWED. See details below:

Shifter: Bottom

Part Number:
Vtx-10215: Stiffener
Vtx-10221M: Reed

Shifter: Top

Part Number:
Vtx-10216: Stiffener
Vtx-10221: Reed

GP:

Part Number:
Vtx-392/5: Reed