

2019
SUPPLEMENTARY REGULATIONS
Version 1

Classes and Kart Numbers

Class:		Numbers
ROK Micro		1-99
ROK Mini		100-199
ROK VLR Junior		900-999
ROK VLR Senior		700-799
ROK VLR Master		800-899
ROK Junior		200-299
ROK Senior		300-399
ROK Masters		600-699
ROK Shifter		400-499
ROK Shifter Masters		500-599

Fuel and Oil

Fuel

The mandatory fuel is Sunoco Supreme.

Oil

The mandatory oil is Motul Kart Grand Prix 2T.

Tires

Slick tires

Classes	Tires brand	Sizes
ROK Micro/Mini	Bridgestone YLR	4.5/10.0-5
100 CC	Bridgestone YLR	Front 4.5/10.0-5 Rear 7.1/11.0-5
ROK Junior, Senior, Masters, Shifter, Shifter Masters	Bridgestone YLR	Front 4.5/10.0-5 Rear 7.1/11.0-5

Rain tires

Classes	Tires brand	Sizes
ROK Micro/Mini	Bridgestone YLP	4.5/10.0-5
ROK Junior, Senior, Masters, Shifter, Shifter Masters, 100CC, Briggs	Bridgestone YLP	Front 4.5/10.0-5 Rear 6.0/11.0-5

All Rain Tires MUST be barcoded.

Technical Regulation

Eligible Engines for 100CC Classes

ROK VLR 100-ROK Technical Regulations
Iame KA100-WKA Technical Regulations

Engine Claim Rule

Any engines taking part in a ROK Cup Promoted event, can be purchased by any competitor taking part in the event. ROK CUP or its affiliated promoters have the first right of refusal on any claim. The competitor must be registered for the event and in the same class, and only at the end of the event. ROK Cup Promotions, or its affiliated promoters have the right to claim any engine at anytime. The fee is retail price of the engine plus \$500 (Five Hundred) claim fee. The claimed party will receive the claim fee and a new engine from ROK CUP or the affiliated promotor.

Refusal to sell will result in disqualification from the event, loss of all championship points, and the competitor will NOT be allowed to compete in any ROK CUP event for 12 (twelve) consecutive months.

All Claim fees MUST be paid in full in the form of US dollars, cash ONLY, form and cash must be returned to ROK CUP Promotions admin or the affiliated promoter.

Tech officials are required to return the engine back to its factory settings (carburetor settings, ignition settings), before delivering to the new owner. Claim will be kept anonymous

Reeds

New style reeds will be required for GP/Shifter (6/1/17 update)

GP:

[Part # W392/V5](#)

Shifter:

[Part # W10221/1](#)

[Part # 10221/M](#)

Power Valve

New style power valve must be used, old adjustable red top is not allowed

Micro ROK

Main Jet is open

Gear 11/82 or 10/75

Engine warming

Water cooled engines will be allowed to use HotHead water heating system.

Battery

The use of lithium ion batteries is approved but must meet factory sizing specifications.

Weights

Class	Age	Weight	Engine	Rear Width	Other
Micro Rok	7/9	230 lbs.	Mini Rok	50 in	Fixed gear, Exhaust restrictor.
Mini Rok	8/12	245 lbs.	Mini Rok	50 in	
Junior Rok	12/15	320 lbs.	Rok GP	55 1/8 in	Exhaust restrictor.
Senior Rok	15	355 lbs.	Rok GP	55 1/8 in	
Master Rok	32+	390 lbs.	Rok GP	55 1/8 in	+ 190 lbs body weight
Shifter Rok Senior	15	395 lbs.	Rok Shifter	55 1/8 in	
Shifter Rok Master	32+	410 lbs.	Rok Shifter	55 1/8 in	+ 190 lbs body weight
Junior 100cc	12/15	310 lbs.	ROK VLR / IAME KA100	55 1/8 in	
Senior 100cc	15	350 lbs.	ROK VLR / IAME KA100	55 1/8 in	

Chassis Eligibility

CIK homologated 2009 or newer, ROK CUP USA, WKA or other national organisations approved.

Steering Hub

Option 1-Standard hub (no angle), Option 2-One angled hub, Option 3-One angled hub with one angled spacer. Angles may not be achieved with washers.

CIK Push Back Bumpers

CIK Push Back Bumper Systems are required for the following ROK Cup USA classes:

- ROK Micro
- ROK Mini
- ROK Junior
- ROK Senior
- ROK Master
- ROK VLR Senior
- ROK VLR Master

Refer to the following CIK drawings for the technical specs of the CIK Pushback Bumper System.

[Drawing 2d.pdf](#)

[Drawing 2c.pdf](#)

The use of the following homologated items are mandatory for ROK Cup USA Competition:

- Front Fairing must be a CIK Homologated Front Fairing
- Mounting Fairing Hardware must be a homologated front fairing mounting kit of the bodywork homologation period 2015 - 2020.

The front nose must be affixed to the kart with the CIK-stamped Front Fairing Mounting Kit, with the stamped arrow facing up. It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement. Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden.

- Drivers must enter the official grid area with the front "PBB" fairing detached from their kart.
- The Driver, or mechanic, must attach the front "PBB" fairing without the use of tools and under the supervision of the ROK Cup USA Grid Officials.
- Zip ties may be used to hold the clamp to the metal bumper portion but shall not hold the clamp from opening.

- The Grid Official has the right to inspect the front “PBB” fairing for modification or excessive wear and the compliance is determined by the ROK Cup USA Officials.
- There must be a clearance at all points between the front bumpers, (upper and lower tubes), and the front fairing of 27mm, (1.063 inches) at all times.

The front fairing must be in the correct position at all times during competitive elements, (see CIK Technical drawings 2c and 2d). Should a driver or other person put back in place a front fairing that was not correctly positioned before the driver crosses the scales and reports to Tech, the driver will be disqualified from that competitive element.

CIK Push Back Bumper Penalties

The black flag with an orange disc **will not** be shown to a driver if a drivers front “PBB” fairing is no longer in the correct position.

If the front “PBB” fairing is no longer in the correct position after the race with one side pushed in, a time penalty of **3 seconds** will be imposed automatically to the driver. Additional penalties may be imposed. The penalty may not be protested or appealed.

If the front “PBB” fairing is no longer in the correct position after the race with both sides pushed in, a time penalty of **5 seconds** will be imposed automatically to the driver. The penalty may not be protested or appealed.

The front fairing must be in the correct position at all times during competitive elements, (see CIK Technical drawings 2c and 2d). Should a driver or other person put back in place a front fairing that was not correctly positioned before the driver crosses the scales and reports to Tech, the driver **will be** disqualified from that competitive session.