



**2020 Florida Winter Tour
EVENT SUPPLEMENTARY REGULATIONS**

March 5 – 8

Version 1 February 29, 2020

Organizer

ROK CUP Promotions

10003 Satellite Blvd Orlando, FL 32837

1 (407) 438-7734

Series Director: Garrett Potter

Sporting Director: Chuck Yoder

Event Dates and Location

The event takes place at Tropicana Field, 1 Tropicana Dr St. Petersburg, FL 33705

Website <https://www.ocalagranprix.com/>

Unofficial practice will take place Thursday, March 5, 2020. Qualifying/Heats/Mains events take place from Friday, March 6 - Sunday, March 8, 2020.

Racetrack

The track has a length of 0.61 miles and has 11 corners. All sessions will run counter clockwise.

2020 FLORIDA WINTER TOUR RD3



Classes and Kart Numbers

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

Senior Officials

Chief Steward:	Robbie Poupart	Timing & Scoring:	Jonathan Perdomo
Ass. Steward:	Garett Potter		
		Assistant T & S:	Pam Haines
		Chief Grid Marshal:	Cierra Ebert
Penalty Secretary:	Marina Yardley		Christopher Shuman
Video Steward:	Joe Dobson	Chief Registrar:	Ursula Ustariz
Race Director:	Chuck Yoder	Ass. Registrar:	Eileen de Bustos
Asst. Race Director:	Jeff Richmond		Pam Haines
	Bobby Radivoy	Chief Technical Insp.:	Dave Davies
	Darren McDonough	Assistant Tech. Insp.:	Robert Yardley
	Jeff Richmond		Tom Martinet
	Ryan Egan		Rebecca Thompson
	Jordan Dansie	Scale:	Eileen de Bustos
Starter:	Justin Dittrich		Steve Haines
			Corey Tapp

Driver's Briefing

Driver's briefings are mandatory and all drivers must attend. Either they appear on the schedule or are called during the event on the Public Announcement system. Presence may be controlled physically or electronically. For this reason, drivers must have their credentials with them at the briefing.

Paddock

Competitor must receive authorization from the event staff before setting up their pit space. Aisle may not be blocked, to allow emergency vehicle to access. Each team will be allowed one vehicle in their pit area. This vehicle must be contained in your assigned pit area. Starting Thursday 3/5/2020 at 8:00 am. Any violation of these policy will result in a \$150 fine.

Registration

Pre Registration for the event closes Monday, March 2nd 2020 and can be found here: www.rokcupusa.com Onsite registration will open Wednesday, March 4th 2020 and closes Thursday, March 5th 2020 at 5:00pm, local time. There will be a \$250.00 late registration fee applied to all onsite registrations.

Event Fuel and Oil

Fuel

The mandatory fuel for the ROK Cup classes is Sunoco Supreme included in the registration. Distribution of event fuel will take place at the tire/fuel compound, times can be found on the event schedule. Anyone needing to purchase practice fuel can buy "fuel vouchers" from registration. Spec fuel for all 4 cycle classes will be Sunoco 90 octane, form Sunoco station 1517 Central Ave St Petersburg, FL 33705

Oil

The mandatory oil for all ROK classes is Motul Kart Grand Prix 2T, which is supplied with the registration.

Mandatory Stickers

Event stickers and location are required, this information can be found in your packet or at registration. These are a tech item penalties may be enforced if not compliant

Event Tires

The event tires are the following for each class.

Slick tires

Classes	Tires brand	Sizes
ROK Micro/Mini	Bridgestone YLR	1 set 4.5/10.0-5
100CC, ROK Junior, Senior, Masters, Shifter, Shifter Masters	Bridgestone YLR	2 sets Front 4.5/10.0-5 Rear 7.1/11.0-5
All Briggs	Bridgestone YLC	2 sets Front 4.5/10.0-5 Rear 6.0/11.0-5

Rain tires

Classes	Tires brand	Sizes
ROK Micro/Mini	Bridgestone YLP	2 sets 4.5/10.0-5
ROK Junior, Senior, Masters, Shifter, Shifter Masters, Briggs	Bridgestone YLP	2 sets Front 4.5/10.0-5 Rear 6.0/11.0-5

All Rain Tires MUST be barcoded.

Parc Fermé

There is no Parc Fermé for this event.

Sealed Grid

Sealed grid will be enforced for qualifying and racing sessions.

Quiet Rule

The Quiet Rule will not be enforced for this event; you MUST run your engines in your designated pit areas ONLY!!! All other areas are restricted from running engines including but not limited to Pre-Grid, Tech, scales, aisle ways. Anyone not following this rule is subject to a fine of \$200 per offence.

Controlled Practices

ROK CUP Promotions will run official controlled practices on Friday, February 14th.

Hot Pit

There is no Hot Pit during this event.

Length of Races

See the official schedule of the event.

Grouping If Necessary

After the end of the Registration period, some classes may be grouped together depending on the number of entries.

Schedule is always subject to change

Last Chance Qualifier

After the end of the Registration period, a Last Chance Qualifier (LCQ) race may be added to the schedule.

Cameras

Up to two cameras may be installed on the competitor's kart, cameras can be forward or rearward facing. No camera will be mounted higher than the top of the driver fairing, cameras must be tethered. Camera are for personal use only and cannot be submitted to event officials to support an investigation, protest or appeal. Only the event cameras will be used by officials regarding official's decisions. Officials may install cameras on a competitor's kart at any time as they see fit.

Sporting Regulation

For all classes, the 2017 ROK CUP USA Sporting Regulations will be used with the modifications contained in these Event Supplementary regulations. Any regulation not covered will revert to the international CIK regulation.

Technical Regulation

All classes will utilize specific sections 2017 ROK CUP USA Rule Book, these areas can be found in the FWT structure at www.rokcupusa.com.

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:

[Option #1. Part # W10221/1](#)

[Part # W10221/M](#)

[Option #2](#)

[Part # W10221/1](#)

[Part # W10221/1](#)

See attached Document

Power Valve

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

Micro ROK

Main Jet is open

Gear 11/82 or 10/75

GP Radiator

Both New GP Radiator Part #0093.TAB and old style Part #0093.TB are allowed, see attached document.

New VLR Piston

Part #W700011100040. Sizes A,B,C,D, E,F are allowed, See attached document

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	
Master 100cc	32+	380 lbs.	ROK VLR / IAME KA100	55 1/8 in	+ 190 lbs body weight
Briggs Junior	12/15	310 lbs.	Briggs L0206	55 1/8 in	Briggs 2019 Book
Briggs Senior	15+	365 lbs.	Briggs L0206	55 1/8 in	Briggs 2019 Book

Technical Inspection

All competitors will be required to complete a technical inspection form provided in the registration packet. Times for these forms to be completed and turned in is posted on the daily schedule. All competitors will receive one engine and one chassis seal in the registration packet. These must be installed prior to qualifying. Anyone needing to check in a second engine must present both engines to tech for inspection, Tech officials will at that time issue an additional seal.

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.

Official Posting Board

The Official Posting Board is located next to the grid entry.

Protest and Appeal Fees

If a competitor wants to officially Protest a decision from the officials, he or she must follow the regulations included in the 2017 ROK CUP USA regulations. The Protest fee for this event is two hundred dollars (\$200.00) payable in cash when the Protest is filed.

In the case that a competitor wants to Appeal a decision made on a Protest, he or she must follow the regulations included in the 2017 ROK CUP USA regulations. The Appeal fee for this event is one thousand dollars (\$1000.00) payable cash when the Appeal is filed. **Appeal forms will only be available for final events, from the Steward's office.**

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
- Junior 100cc
- Senior 100cc
- Master 100cc

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 warning will be imposed automatically to the driver.

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.