

ROK CUP THAILAND 2026

RULEBOOK (ENGLISH VERSION)

Version 1: 25/01/2026



SPORTING REGULATIONS

1. PROMOTER/ORGANIZER

CTG 2002 Co.,Ltd. is promoting and organizing the Rok Cup Thailand, according to the current rules regulating under:

- International Karting Regulations of CIK/FIA-KARTING 2026
- ROK CUP THAILAND Supplementary Regulations 2026 approved by KAT.
- ROK CUP THAILAND Technical Regulations 2026
- Any Additional Supplementary Regulations and Bulletins issued by the Organizer whether written or oral shall have the same force as these regulations.

2.GENERAL UNDERTAKING

All Drivers, Entrants and Officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA-KARTING International Sporting Code («the Code»), the ROK Cup Technical Regulations («the Technical Regulations»), the General Prescriptions («the General Prescriptions»), National Sporting Regulations and these Sporting Regulations.

The Event is governed by the International Sporting Code, the 2026 FIA-KARTING Regulations and these Sporting Regulations and Technical Regulations.

The right to associate the name of a company, or a commercial make to the Event is exclusively reserved for the Organizer.

Only the organizer is entitled to grant waivers to these Sporting Regulations.

3. OFFICIALS

Rok Cup Thailand is sanctioned by the Kart Association of Thailand (KAT). KAT will provide The Clerk of the Course, the Chief Scrutineer, the Chief Timekeeper and the Stewards. Their names will be reflected in the supplementary regulations.

The Clerk of the Course, the Chief Scrutineer, the Chief Timekeeper and the Stewards must be present at the Event at least one hour before the closing of the Sporting Checks.

The Clerk of the Course must stay at Race Control and be in contact with all Marshals' posts whenever karts are allowed to drive on the circuit. The Steward, the Clerk of the

Course and the Chief Scrutineer must be in permanent radio contact at all times on the circuit.

4. DATES AND VENUES

Round 1 : 14-15 March 2026, Bira Kart, Chonburi

Round 2 : 09-10 May 2026, Bira Kart, Chonburi

Round 3 : 11-12 July 2026, Bira Kart, Chonburi

Round 4 : 15-16 August 2026, Bira Kart, Chonburi

*Date and venue may be changed.

5. CATEGORIES

Category	Age	Engine	Weight	Remarks
Mini Rok U10	7-10 Years (7 years turned and maximum age is 9 years during round 1 and having 10 th birthday during the current year)	Minirok	110kg	
Mini Rok	7-12 Years (7 years turned and maximum age is 12 years during round 1 and having 13 th birthday during the current year)	Minirok	110kg	
Junior Rok GP	12-14 Years (from 11 years old if 12 th birthday in current year. Maximum age is 14 years during round 1 and having 15 th birthday during the current year)	Rok GP 25mm restrictor	145kg	National License Int. G License
Rookies Junior Rok GP	12-14 Years (from 11 years old if 12 th birthday in current year. Maximum age is 14 years during round 1 and having 15 th birthday during the current year)	Rok GP 25mm restrictor	145kg	Inexperienced drivers who never raced full Junior season before 2026. National License Int. G License
Senior Rok GP	14 Years and above (from 13 years old if 14 by the end of the current year)	Rok GP	158kg	National License Int. F license Int. E license

Expert Rok GP	<p style="text-align: center;">14 - 32 Years (from 13 years old if 14 by the end of the current year and if the weight of the driver with helmet and racing suit is 75kg or more) or inexperienced drivers up to the discretion of the organizer.</p> <p style="text-align: center;">32 Years and above (from 31 year old if 32 by the end of the current year)</p>	Rok GP	165kg	National License Int. F license Int. E license
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A minimum of 3 drivers is required per category.

Mini Rok U10 is a separate ranking for drivers between 7-10 years old (7 years turned and maximum age is 9 years during round 1 and having 10th birthday during the current year). Organizer will determine based on amount of entries in both classes whether they will race together or separate from Mini Rok. Once raced in Mini Rok driver will not be able to return to Mini Rok U10 class.

Rookies Junior Rok GP is a separate ranking for inexperienced drivers who never raced full Junior season before 2026 but compete together with Junior Rok GP class.

Expert class will have a separate race in case of a minimum of 8 entries. Otherwise will join together with Senior class, but classifications will be separated. Inexperienced drivers might be allowed to Expert class on the discretion of the organizer.

Drivers must be in possession of a valid National license or any other international license issued by any other ASN approved by the FIA-KARTING. Drivers holding licenses issued by foreign ASN must be in possession of a special VISA issued by the same ASN (start permission/VISA).

6. ENTRY FEES

Entry fee per round :

- Mini Rok , Mini Rok U10 : **14,000 THB**
- Junior Rok GP, Rookies Junior Rok GP, Senior Rok GP, Expert Rok GP : **20,000THB**

Included: Practice fee, entry fee, 1 set dry race tyres (For Minirok 2 front + 2 rear, Other classes 3 front + 3 rear tyres),

7. ENGINE RULES

All Rok GP engines used throughout the event must have been imported or approved by Vortex Rok official Thailand dealer Race Connection Co.,LTD. For more inquiries:

raceconnectionth@gmail.com

Eligible engine for Mini Rok category:

- Number of allowed scrutineered engines: 2
- Own engine bought or registered by Race Connection Co., LTD or pre-registered engines sold through OTK Asia, prior registration is mandatory through organizer (raceconnectionth@gmail.com).

Eligible engine for Junior Rok GP , Rookies Junior Rok GP , Senior Rok GP , Expert Rok GP category:

- Number of allowed scrutineered engines: 2
- Own engine bought or registered by Race Connection Co., LTD or pre-registered engines sold through OTK Asia, prior registration is mandatory through organizer.

8. TYRES

Only:

- Tyres purchased from the organizer may be used.

For Minirok:

- 1 set of Dry Tyres and 1 set of Wet Tyres are to be used per round.

For all other classes:

3 front and 3 rear Dry tyres and 1 set of Wet Tyres are to be used per round

Starting from official practice on practice day, only the following tyres are allowed:

Category	Dry Tyres	Wet Tyres
Mini Rok Mini Rok U10	Maxxis MA-SR1 CIK Mini Front Size: 40 x 100 - 5 Rear Size: 50 x 110 - 5	Maxxis MW 21-22 Mini Front Size: 40 x 100 - 5 Rear Size: 50 x 110 - 5
All other classes	Maxxis MAP CIK Prime Front Size: 45 x 100 - 5 Rear Size: 71 x 110 - 5	Maxxis Wet MW 11-22 Front Size: 45 x 100 - 5 Rear Size: 60 x 110 - 5

Tyres will be distributed in the Tyre office, in exchange for a voucher purchased from the Organizer. Wet tyres (used or new) must be scanned (by barcode) during tyre distribution/scrutineering.

In the case of tyre puncture in Minirok, driver can replace their punctured tyre with their own used tyre after being inspected and approved by the Scrutineer, tyre need to be scanned to be one of the race tyres. In all other classes in case of a puncture, tyre need to be replaced by 1 of 6 registered race tyres available

In the case of a Wet Race, the choice of tyres will be left to the Drivers. The Clerk of the Course reserves the right to use the black flag if he or she deems that a driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and poses a danger to other Drivers.

9. FUEL AND OIL

Details will be announced in Supplementary Regulations.

10. RACING NUMBERS

Racing numbers shall comply with the provisions of Article 2.24 of the FIA-KARTING Technical Regulations.

All racing numbers are to be prominently displayed at the front, back, left and right of the kart at all times. Karts failing to fulfill this requirement may not be allowed to participate in the ROK Cup.

Category	Racing number	Remarks
Mini Rok, Mini Rok U10	1-99	Mini Rok U10 use sticker number WHITE with RED background
Junior Rok GP, Rookies Junior Rok GP	100-199	Rookies Junior Rok GP use sticker number WHITE with RED background
Senior Rok GP	200-299	
Expert Rok GP	300-399	

11. SPORTING CHECKS AND SCRUTINEERING

During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Sporting Regulations of the Event, each Driver and each Entrant must have all required documents and information available.

The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during an Event.

No kart may participate in an Event unless the Scrutineers have checked it.

At any time during an Event, the Scrutineers may:

- Check the eligibility of the kart or of the Driver's equipment,
- Require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
- Require an Entrant to supply them with such parts or samples as they may deem necessary.

Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.

Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.

Engine seal needs to be intact at all time. Breaking of seal might lead to exclusion of the event. Broken seal due to incidents need to be reported to the scrutineering immediately. Strictly no engine rebuild or engine change of the 2 scrutineered engines are allowed after going through scrutineering unless given approval from the organizers and scrutineers.

12. EVENT FORMAT

Rok Cup Thailand 2026 will consist of 4 rounds held on different dates.

Each round will be run as followed:

- Official free Practice
- Warm Up (Official Practice)
- Qualifying
- Heat
- Pre-Final
- Final

All Drivers must have passed the sporting checks and have numbers displayed on their karts before taking part in any segment of the ROK Cup.

A detailed time schedule will be announced latest 1 week before every event.

Official Free Practice

Official free Practice sessions are held before Race Day. Each category will be assigned Free Practice sessions according to the Event Schedules. During Official free practice and warm up only tyres can be used from the same make and model as the official race tyres.

Warm Up (Official practice)

A transponder is mandatory beginning from Warm up session until the end of the Finals. It must be fixed at the lower back part of the kart seat.

Registered tyres for race are not allowed to use during Warm up.

Qualifying

Drivers from each class are allowed to enter the Qualifying session only after they have passed Scrutineering.

Only tyres allocated by the organizer assigned to each category and have passed Scrutineering are allowed.

Each lap is timed and the fastest lap time during the session will determine Driver's starting position in the heats. Any ties will be decided by the second best time and so on.

If a driver stops in the Repair Area or Servicing Park during the Qualifying session, the stop will be final. Driver will not be allowed to re-join the Qualifying session.

The only exception to this is in the event of a transponder malfunction. In this case, the Driver will be allowed to return to the Pit Lane for the sole purpose of rectifying or replacing said transponder. The Driver will then exit the Pit Lane following instruction from Officials and Marshals. No time extension will be given for the session.

If a Driver's transponder malfunctions and no time is recorded, the driver will start the heats at the back of the grid.

Drivers are to individually report to the scale for checking of weight immediately after they finish Qualifying or after their early stop, whichever is earlier. Drivers may only leave through the Servicing Park.

No mechanic is allowed contact with the kart before weighing in.

Heat

Grid positions are based on Qualifying session result.

Finishing position from Heat will determine starting grid position for Pre-Final.

Pre-Final and Final

The chequered flag will be shown to the leading kart when it crosses the finishing line at the end of the lap during which the Race Distance is reached. The finishing line consists of a single line across the track.

The starting grid position in Pre-Final is determined by the heat results.

Race distance of Pre-Final and Final will be announced in time schedule.

The finishing order in Pre-Final will determine the starting grid position for the Final.

13.POINT SCORING CLASSIFICATION

Ranking	Heat score	Pre Final score	Final score
1 st	6	12	25
2 nd	5	10	20
3 rd	4	8	16
4 th	3	7	13
5 th	2	6	11
6 th	1	5	10
7 th		4	9
8 th		3	8
9 th		2	7
10 th		1	6
11 th			5
12 th			4
13 th			3
14 th			2
15 th			1

The final classification of all rounds will be computed cumulatively for the final overall classification of Rok Cup Thailand. The driver with the highest number of points will be crowned champion.

Possible ties between two or more drivers will be settled according to their amount of best individual results.

In case of a Rok Cup round cancellation due to force majeure, no points will be given for that round.

In the event of exclusion from the event through scrutineering or Juridical Action, no points will be given.

Drivers who are excluded by a black flag and/or misbehaved in the servicing park during/after a Race will be authorized to participate in the following round only at the discretion of the Stewards.

14.AWARDS AND SPECIAL PRIZES

The top 3 drivers of the official result in each Final, will be awarded during the prize-giving at the end of the event.

Special prize per round for all classes:

1 st Race Connection Gift Voucher	= 3,000 THB
2 nd Race Connection Gift Voucher	= 2,000 THB
3 rd Race Connection Gift Voucher	= 1,000 THB

Awards Overall Champions:

Mini Rok U10	– Free entry for 2027 Rok Cup Thailand
Mini Rok	– Free entry for Rok Super Final 2026
Junior Rok GP	– Free entry for Rok Cup Super Final 2026
Rookies Junior Rok GP	– Free entry for 2027 ROK Cup Thailand
Senior Rok GP	– Free entry for Rok Cup Super Final 2026
Expert Rok GP	– Free entry for Rok Cup Super Final 2026 (‘Expert class’)

15.STARTING GRID

Refer to article 2.19 of the FIA-KARTING General Prescriptions, with the additions below:

The pole position Driver of each grid will have the choice of the starting side (left or right side of the grid), giving advice to the Clerk of the Course as soon as he reaches the Pre-Grid. This choice will only modify the first row. All other odd starting positions will form up on the right side of the grid if the race is run clockwise and on the left side of the grid if the race is run counter-clockwise.

Access to the grid will end 5 (five) minutes before the time scheduled for the start of the race.

Any kart which has not taken its position on the grid at that moment shall no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the Stewards. All further work and/ or adjustment (with exception of tyre pressures) to the kart are strictly forbidden. Once on the pre-grid, karts are prohibited to return to the Servicing Park, except under exceptional circumstances left to the appreciation of the Clerk of the Course. The Mechanics will have to clear the Pre-Grid before the time scheduled for the start of the Race. If a driver is unable to start from the Pre-Grid after the display of the green flag and if he/she requests the intervention of a Mechanic, he will be authorized to leave the Pre-Grid only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of formation laps.

16.STARTING PROCEDURE

A Rolling Start will be used for the Heat, Pre-Final and Final.

The race will be started by means of lights, or by flags (if lights fail).

False Starts/ Jump Starts: the offender will be given a 10s penalty at the end of the race.

With reference to Article 2.20a of the FIA-KARTING General Prescriptions:

At the end of the Formation Lap, Drivers will proceed forward at a reduced speed of 30km/h minimum to 50kph maximum towards the Starting Line, lined up in two lines of karts.

Each line shall remain within the lanes marked on the track.

A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor.

A Driver over speeding during the approach to the start line is liable to be sanctioned by the stewards, on the basis of a time penalty of 1-10 second. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line.

If the Clerk of the Course is satisfied with the formation, he himself, or his Deputy, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, lights will remain red and marshal shows flag for extra formation lap, which means that another Formation Lap must be covered.

In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and red lights and inform the Steward, who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the FIA-KARTING General Prescriptions. A new starting procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

17. SUSPENDING A RACE OR PRACTICE

Should it be necessary to suspend the Race or practice due to an accident or any other conditions, making it unsafe to continue, the Clerk of the Course shall Red Flag the session.

As soon as the start has been given, racing conditions are applied and, regardless of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location. Hence, no mechanics are allowed on track at all times.

If the Red Flag is issued by the Clerk of the Course:

During Practice and Qualifying :

All karts shall immediately reduce speed to 50km/h max and go back slowly to the Pit Lane, and all karts abandoned on the track shall be removed. The session may resume or end based on the discretion of the Race Control.

During Race (Less than 2 lap):

- All karts shall immediately reduce speed to 50km/h, REMAIN ON THE TRACK and return to form up at start line. Only under unforeseen circumstance, karts will be directed back to the pit lane indicated.
- No one, aside from the driver and race marshals are allowed to touch the karts.
- The starting grid will remain the same as the original race; unoccupied places on the grid shall remain vacant.
- Karts that are not able to make it back to the grid/ pit lane under its own power will not be recovered. Only in the Pit Lane, under the supervision of the Chief Scrutineer, 1 mechanic is allowed to work on the kart.
- Karts in the pit lane, will only be allowed to resume from the pit lane. Other karts in the pit lane for whatsoever reason, will similarly only be allowed to restart from the pit lane.
- Karts starting from the pit lane will only be released after the field has passed the pit exit.
- If the Race can be resumed, a new start will be given within 30 minutes after the red flag.
- The length of the new race will be of the full original race distance, unless specified based on COC's decision after consultation with the stewards.
- The original start will be deemed null and void.

During the Race (More than 2 lap but less than 75% of the Race distance):

- All karts shall immediately reduce speed to 50km/h, REMAIN ON THE TRACK and return to form up at start line. Only under unforeseen circumstance, karts will be directed back to the pit lane indicated by a directional arrow sign shown at the pit entry.
- No one, aside from the driver and marshals are allowed to touch the karts.
- The starting grid position will be based on the order of Drivers crossing the Finish Line at the lap before the race was stopped.

- Karts that are not able to make it back to the grid/ pit lane under its own power will not be recovered. Only in the Pit Lane, under the supervision of the Chief Scrutineer, 1 mechanic is allowed to work on the kart.
- Karts in the pit lane, will only be allowed to resume from the pit lane. Other karts in the pit lane for whatsoever reason, will similarly only be allowed to restart from the pit lane.
- Karts starting from the pit lane will only be released after the field has passed the pit exit.
- Karts in the pit lane for repairs (provided the kart is deemed fit and approved by the Chief Scrutineer) when the red flag was shown will be eligible to take the restart from the Pit Lane.
- If the Race can be resumed, a new start will be given within 30 minutes after the red flag.
- The race will be resumed with the remaining amount of laps, unless specified based on COC's decision after consultation with the stewards.
- Point Standing accounted for 50%

During Race (75% or more of the Race distance):

- The karts shall be sent directly to the Parc Ferme and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped.
- Full points will be awarded.

18. RESUMING A RACE

Refer to article 2.22 of the FIA-KARTING General Prescriptions.

19. FINISH

Refer to article 2.23 of the FIA-KARTING General Prescriptions.

20. INCIDENTS

Refer to article 2.24 of the FIA-KARTING General Prescriptions.

21. GENERAL SAFETY

Refer to article 2.14 of the FIA-KARTING General Prescriptions.

22. KART SAFETY

Refer to article 3.1 of the FIA-KARTING Technical Regulations.

23. DRIVER'S SAFETY

Refer to article 3.2 of the FIA-KARTING Technical Regulations.

24. BRIEFING

Refer to article 2.18 of the FIA-KARTING Technical Regulations.

Drivers and Entrant Briefing is mandatory for all Drivers and Entrants.

A further Drivers Briefing may also be mandatory on Race Day under the discretion of the Clerk of the Course. It is the Drivers/ Entrants duty to enquire about any further Driver's Briefing.

Driver/ Entrants not attending the briefing will be liable to incur a fine to be paid to the ASN hosting the event, via the Stewards and according to the official fee indicated by the ASN.

Signing of the attendance list is mandatory.

25. CODE OF DRIVING CONDUCT

Observance of Signals

The instructions detailed in Article 2.15 of the General Prescriptions are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

Overtaking

During a race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up by a kart which is about to lap it, the Driver must allow the faster driver pass at the first possible opportunity.

If the Driver who has been caught does not seem to notice that another driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake.

Any Driver who does not take notice of the blue flag may be penalized by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.

Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track.

Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited.

The penalty inflicted for ignoring the blue flag will also be applied to Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.

Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

During all times 1 tyre need to be within the white line which marks the limit of the circuit, unless otherwise informed by Clerk of the Course during Driver Briefing.

26. CREW CONDUCT

The onus of responsibilities for the conduct of the service crews will at all times be on the Entrant.

Any misbehavior on the part of any service crews will not be tolerated and the driver will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the Meeting.

No service crew is permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the warm-up lap has commenced, all service crew must return to the Pits or Paddock.

The Organizer reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to exclusion from the event.

The drinking of any alcoholic beverages or intoxication by any other means (e.g. Narcotics) is absolutely forbidden during the event and any driver and/or crew found guilty of such offence will be immediately excluded from the competition and removed from the track. The organizer reserves the right to conduct doping tests as per CIK medical guidelines.

27. PROTEST AND APPEALS

The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice, and within 30 minutes after the posting of the classification of the races of the final phase. Protests shall be accompanied by a 10.000THB protest fee.

In the absence of the Clerk of the Course or of his deputy, they shall be addressed to the Stewards of the Event or to one of them.

The deposit will be refunded if the protest is judged founded.

In the event of incidents or protest, the event organizer shall proceed with the prize giving based on the provisional results. This is to ensure that the Steward panel is not time pressured in their deliberations and decisions.

TECHNICAL REGULATIONS

1. CLASSIFICATION AND DEFINITION

Classification: Refer to Article 1.1 of the FIA-KARTING Technical Regulations.

Definition: Refer to Article 1.2 of the FIA-KARTING Technical Regulations.

2. GENERAL PRESCRIPTION

Refer to Article 2.1 of the FIA-KARTING Technical Regulations.

3. KART AND EQUIPMENT SAFETY

Kart Safety: Refer to Article 3.1 of the FIA-KARTING Technical Regulations.

Equipment Safety: Refer to Article 3.2 of the FIA-KARTING Technical Regulations.

4. GENERAL PRESCRIPTION FOR GROUP 2 KARTS

Chassis: Refer to Article 5.1 of the FIA-KARTING Technical Regulations.

5. SCRUTINEERING

A mandatory check will be carried out before the start of qualifying every Round. It must be possible to identify the homologated equipment using the technical descriptions (drawings, dimensions, etc.) on the homologation form. For any used equipment, which has been homologated, each competitor shall be able to submit the relative homologation forms to identify the homologated equipment. For identification and control, it must be possible to identify the homologated equipment.

Chassis Homologation

Rok Cup Thailand is open to any chassis with either the current FIA-KARTING homologation of the previous period (including brakes and bodywork) and in compliance with FIA-KARTING Technical Regulations.

No front brakes allowed in any of the categories.

Amount of Chassis

Drivers are only allowed one (1) chassis only.

However, if damage occurs to a chassis previously scrutinized for the Event, and if it is the opinion of the Scrutineer that it is impractical for such damage to be repaired in

time, one alternative chassis of the same make and model as the damaged chassis may be scrutinized in order to continue the Event.

Amount of Engines

Two (2) engines are allowed for each driver and category for Scrutineering and use per Event.

6. ENGINES

Engines must be run as supplied by the manufacture. No modification or components substitution is allowed, unless specified in the “Technical Bulletin”.

Scrutineers have the right to inspect any engine or components at any point of time during the event and without particular reason.

Scrutineers have the right to request, at any time during the event and without any particular reason, to have competitors exchange parts of the engine (i.e. but not limited to clutch, exhaust, carburetor, coil wiring loom, ignition etc.) with an identical part.

Refusal to submit to inspection and/or exchange parts will result in disqualification from the event.

Engine seal

Engines will be sealed by the organizer prior to the Event.

The original engine seal must remain intact throughout entirety of the race event.

Exhaust

Exhaust system must remain intact, as provided by the manufacturer.

No sandblasting, treatment or thermo wrapping of any kind is allowed.

Internal dimensions may not be altered because of rust.

No modifications allowed to the silencer end cap.

Air box

Original air box as supplied with the engine need to be used.

Air box must not contain any additional holes.

No external form of air ducts forcing air inside the air box is permitted.

Plastic protection under rain conditions is mandatory.

No modification on the inlet cone is allowed.

Starting system

Brand of starter motor for both Mini Rok and ROKGP engine is free.

Scrutineers have the right to request that the drivers, at any time during the event and without any particular reason, demonstrate on-board starting.

Auxiliary starters are not allowed.

On-board batteries are intended for engine starters and data loggers only.

Only one (1) battery is allowed per kart.

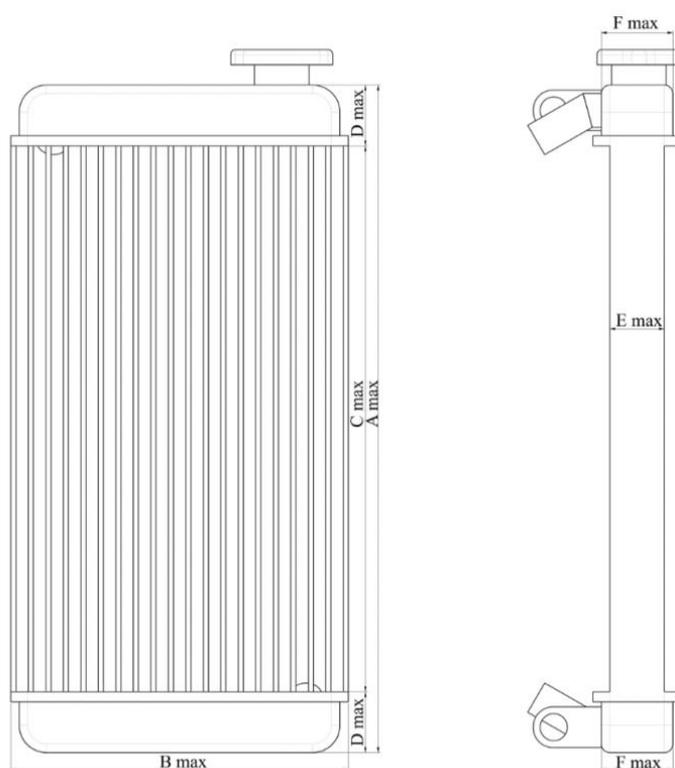
Batteries must be firmly and safely secured to one of the main rails of the chassis.

Batteries must be sealed and only dry cell type batteries are allowed.

Radiators

Only one (1) radiator (except for Mini ROK) is allowed and must be mounted on the left side of the driver and placed above the chassis frame. Radiator must be complying with the dimensions indicated in following table:

	A	B	C	D	E	F
ROK GP	480	210	395	45	32	45



When tape is applied to block off a portion of the radiator, the tape must wrap around the radiator and must not be removed during any on track activities.

Only OTK W866 thermostat is allowed and its use is optional.

Only water and no other additives are allowed for cooling.

Radiator shields, either adhesive or mechanical are allowed but should not be removable when the kart is in motion.

No form of heat exchange is allowed on the water hoses.

No form of water heater or engine heater is allowed.

Battery

Use of aftermarket starter batteries is allowed and must be contained in the supplied battery support.

LIPO battery is allowed.

Fuel system

Fuel filter is optional for all engines and must be installed between the fuel tank and fuel pump.

Spark plugs

Only the following spark plugs, strictly original and without any modification, are allowed:

- NGK B10EG (Minirok / ROKGP)

The spark plug must be installed with its original gasket.

Cylinder heads

The cylinder head has to be strictly original. Only the thread repairing by means of an M14x1, 25 helicoil of the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

7. CHASSIS DECLARATIONS

The event is open to any chassis with either the current FIA-KARTING homologation or the FIA-KARTING homologation of the previous period (Including brakes and bodywork) and in compliance with FIA-KARTING technical regulations.

Chassis

All chassis tubing must be from magnetic steel.

Mini Rok

ONLY (chassis homologated by FIA-KARTING, ACI/CSAI (Italy), FFSA (France), MSA (UK), MSB (Germany), WKA (US), RFE (Spain), are accepted.

Wheelbase minimum 900 mm and maximum 1000 mm

Maximum overall width including all bodywork 1270mm

Maximum rear track width 1100mm

Axle: 30 mm

Rims size: 110 +/- 2mm

All other categories

Minimum wheelbase 1020mm

Maximum wheelbase 1070mm

Minimum width of rear protection system under all conditions is 1340mm

Maximum rear track width 1400mm

Axle

Rear axle must be of one piece design.

Axles must be constructed from magnetic iron or steel based design. Aluminium, stainless steel, titanium and carbon fibre axles are not allowed.

Maximum diameter for Mini Rok rear axle is 30mm and a minimum thickness of 4.9mm.

Maximum diameter for all other classes rear axle is 50mm and a minimum thickness of 1.9mm.

Bodywork

Bodyworks, and rear bumper homologated by FIA-KARTING ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), WKA (US), RFE (Spain) are requested.

Bumpers are compulsory for front, rear, and the side protection.

The use of FIA-KARTING homologated rear protection is mandatory.

FIA-KARTING Drop bumper / front fairing

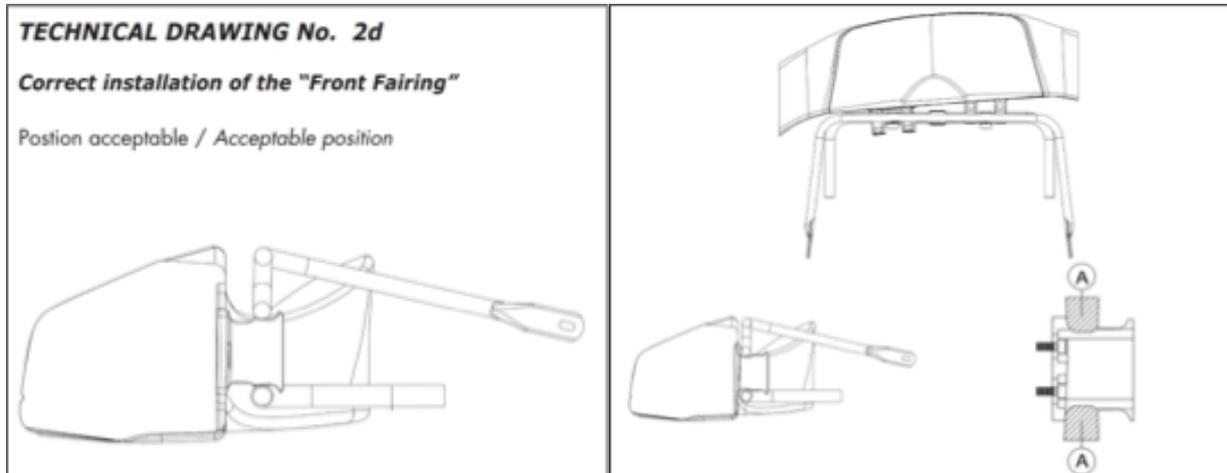
All chassis in all categories are required to install the FIA-KARTING Drop Down Nose Bracket Kit onto their front bumpers.

From Qualifying until the Final, each Driver must enter the Start Servicing Park with the front fairing detached from the kart.

The Mechanic or Driver himself must mount the front fairing in the Start Servicing Park under the supervision of a Scrutineer.

The front (using the front fairing mounting kit) must be in the correct position at all times during the Event (refer to FIA-KARTING Technical Drawing No. 2d).

The Black Flag with an Orange disc will not be shown to a driver if his front fairing is no longer in the correct position. Drivers will be penalized if any part of the tubes of the front bumper are in the marked areas (A) as shown in the drawing.



Brakes

Brakes must have a current or previous period FIA-KARTING homologation.

Brake discs must be made from steel, stainless steel or cast iron. Carbon and ceramic brake discs are not allowed.

Brake system homologated by CIK/ FIA-KARTING, ACI/CSAI (Italy), FFSA (France), MSA (UK), DMSB (Germany), WKA (US), RFE (Spain) is mandatory.

Front brakes are not allowed in any category

Chain

Transmission must be carried by chain only to the rear axle. Any kind of differential is prohibited. Chain guard is required. Full protection totally covering front and rear sprockets and chain is mandatory.

Tyres

Only tyres described in Sporting Regulations or Supplementary Regulations are allowed to be used. Running in of wet tyres on a dry track is prohibited.

It is not allowed to:

- Tamper any tyre.
- Alter the hardness or composition of the rubber or to change the construction of the tyre carcass by any means except through normal karting use.
- Apply any substances including tyre treatment/ tyre softener.
- Use heating sources, including heat guns or lamps on the tyres.

Miscellaneous

Composite materials are banned, except for the seat, floor pan and chain guard.

Data acquisition devices capable of recording and displaying data only are allowed.

Any system capable of modifying fuel ratio mixtures, traction, throttle, ignition timing is forbidden

Any kind of suspension device or system is prohibited.

Communication to/from driver and/or acquisition devices via radio/telemetry or any other system is forbidden.

No fluid spillage on the tarmac is allowed at any point of time. Catch bottles are highly recommended. Fluid spillage will result in a black flag.

8. VORTEX MINI ROK TECHNICAL APPENDIX

Any modification or adjunction on the engine and its accessories, if not expressly authorized, is forbidden. The Organizer considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility are strictly forbidden. The Entrant is liable for the conformity of their equipment.

The following original homologation form of the engine is an integral part of these Technical Regulations:

- ✓ VORTEX Mini ROK 60cc Technical Fiche (www.rokcupth.com -> downloads)
<https://rokcupth.com/en/download>

Fuel system

All fuel system components must be utilized as supplied

A plastic "Y" for the fuel return is optional.

The use of a fuel filter is optional.

The fuel line must be of standard fuel line material and may not be restricted or reduced in any way.

Carburettor

Dell'Orto PHBG 18 BS carburettor will be provided together with the engine. At all time original carburetor need to be used.

Any change or modification is not allowed to the carburettor except for:

- Main jet: Minimum 96,
- Needle clip position
- Airscrew

Standard Dell'Orto PHBG 18 BS Set Up:

- Slide: #40
- Needle: W23
- Outer pilot: #60
- Inner pilot: #50
- Emulsion tube: 266AN
- Floats: 4gm
- Maximum venturi size: 18mm.

Carburettor airbox clamps must be used as supplied

Squish gap

Minimum squish gap of 0.8mm

Copper Head Gasket

Copper head gasket is allowed

Exhaust manifold

Only the original exhaust manifold header is allowed as supplied with the engine and must be kept in compliance with the homologation form, therefore no modification in structure or in dimensions is allowed.

Exhaust manifold headers cannot be cracked or leaking.

A template gauge will be used to control exhaust manifold headers.

Cleaning the manifold with fuel or sandpaper is allowed as long as the dimensions remain as stated in the homologation form.

Clutch

Clutch engagement speed (maximum) is at 3500 RPM.

Each driver is responsible for the wear status of the clutch padding material and friction parts cleaning.

Clutch components **MUST** not contain significant amounts of any kind of oil or grease.

Installation of clutch housing plate is mandatory.

Engine Bearings

As per technical fiche

9. VORTEX ROK GP TECHNICAL APPENDIX (Junior/Senior/Master/Expert)

Any modification or adjunction on the engine and its accessories, if not expressly authorized, is forbidden. The Organizer considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility are strictly forbidden. The Entrant is liable for the conformity of their equipment.

The following original homologation form of the engine is an integral part of these Technical Regulations:

- ✓ VORTEX ROK GP Technical fiche (www.rokcupth.com -> downloads)
<https://rokcupth.com/en/download>

Fuel system

All fuel system components must be utilized as supplied

A plastic "Y" for the fuel return is optional.

The use of a fuel filter is optional.

The fuel line must be of standard fuel line material and may not be restricted or reduced in any way.

Reed valve

Must be standard as supplied by Vortex , according to Technical Fiche.

Minimum thickness: 0.29 mm.

Carburettor

Dell'Orto VSH 30 carburettor will be provided together with the engine.

Any change or modification is not allowed to the carburettor except for:

- Needle clip position

Standard Dell'Orto VSH 30 Set Up:

- Slide: #40

- Needle: K33

- Needle valve: 250 or 270

- Outer pilot: #60

- Inner pilot: CD1

- Emulsion tube: DP268

- Floats: 4gm

- Maximum venturi size: 30mm.

Squish Gap

Minimum squish gap of 1.0mm

Copper Head Gasket

Copper head gasket is allowed

Clutch

Clutch engagement speed (maximum) is at 4000 RPM.

Each driver is responsible for the wear status of the clutch padding material and friction parts cleaning.

Installation of clutch housing plate is mandatory

Engine Bearings

As per technical fiche

Exhaust manifold

Manifold need to be original supplied by Vortex.

Size and dimensions:

Junior Rok GP: 25mm

Senior Rok GP/ Master/Novice: 38mm

Exhaust manifold headers cannot be cracked or leaking.

A template gauge will be used to control exhaust manifold headers.

Cleaning the manifold with fuel or sandpaper is allowed as long as the dimensions remain as stated in the homologation form.

AIR BOX

Air box must not contain any additional holes.

No external form of air ducts forcing air inside the air box is permitted. Plastic protection under rain conditions is mandatory.

No modification on the inlet cone is allowed.

Only the airbox as shown is allowed.

