



ROK CUP CALGARY V2 2020

1. GENERAL

1.1 Promoter, Intents. and General Undertakings

1.1.1 **Rok WCVLR** participating Clubs will promote and organizing the **Rok WCVLR** class according to the current rules regulating such events. At any time during Club races ASN Canada FIA Karting rules will set precedent. These regulations will form the basis of **Rok WCVLR** Championship for determination of **Rok the Rio** places.

1.1.2 The intent of **Rok WCVLR** is to provide safe racing, reasonable costs, and reliability.

1.1.3 All events shall be specifically regulated by ASN Canada FIA Karting Regulations and “Special Event Regulations,” when necessary, otherwise this Rule Book shall serve as the guidelines for fair competition.

1.1.4 All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, undertake to apply and observe the rules and regulations governing **Rok WCVLR**.

1.1.5 This Rule Book shall be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of ASN Canada FIA rules and regulations.

1.1.6 All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, participating in **Rok WCVLR**, agree, on behalf of themselves, their employees, agents, etc., to observe all the provisions of this Rule Book.

1.1.7 **Rok WCVLR** is governed by the rules and regulations of ASN Canada FIA and the contents included in this Rule Book.

1.1.8 “Special Event Regulations,” consist of modifications to these rules and regulations for a specific event of **Rok WCVLR**, due to force majeure or Organizer sole decision.

1.1.9 The right to associate **Rok WCVLR** with the name of a company, organization, or commercial make is exclusively reserved for **Rok WCVLR** and their promoters. The right to associate the name of a company, an organization or a commercial make to a specific Event is exclusively reserved for **Rok WCVLR**.

1.1.10 By entering participant areas, all participants agree that **Rok WCVLR** and its sponsors may use official photographs or video featuring participants for advertising, publicity and public relations purposes without restriction.

1.2 Safety

1.2.1 Racing is a dangerous sport. These rules and regulations are in no way a warranty or guarantee against injury, permanent injuries, or death to any of the parties concerned, including



but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other.

1.2.2 Safety is the primary concern of the Promoter, but racing karts, even if specifically designed and homologated, in specific facilities and by using specific and homologated protections, has inherent risks. All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, assume those risks when participating in any **Rok WCVLR** Event.

1.2.3 Even when the Promoter has taken all possible and known measures to reduce or avoid risk of injuries, permanent injuries, or death, the risk cannot be eliminated totally.

1.2.4 Although safety is the Promoter's main concern, the Promoter is not and cannot be responsible, by any means, for any injuries, permanent injuries, or death, that occurred to any and all the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other participating in any **Rok WCVLR** Event.

1.2.5 Track owners / Clubs will be directly responsible for the racing facilities, including personnel and equipment utilized for the event, ensuring conditions at the racing facility are maintained with high standards to prevent and reduce any risks, and will respond to any injuries, permanent injuries, or death if such instances occur.

1.2.6 Every driver must delegate an official Entrant for every **Rok WCVLR** event. The Entrant may be the Driver himself/herself assuming the Driver is at least 18 years of age at the time of the event or an authorized representative. This must be declared in writing, either by completion of entry form or at the event at the time of registration. The Entrant is the direct point of contact at the event with regards to any and all issues concerning the driver, on or off the track. No other person is allowed to discuss any matters concerning the driver with any Official or **Rok WCVLR** staff EXCEPT the Entrant. It is the Entrant's responsibility to ensure that every person concerned by his/her entry observes all the provisions of these rules and regulations. If an Entrant is unable to be present at the Event, he must nominate his representative in writing. The person in charge of an entered kart during any part of an Event is responsible jointly and separately with the Entrant for ensuring that the provisions are observed.

1.2.7 Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

1.2.8 By participating in **Rok WCVLR** Events, all Entrants are deemed to have understood, accepted, and complied with these rules and regulations.

1.2.9 All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other MUST, at all times, wear the appropriate identification credentials issued to them in the Sporting Checks.

1.2.10 Any person entering the pit area during a **Rok WCVLR** event must sign the "Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement." Drivers must register



themselves as “DRIVER” on the Agreement, all other must register themselves as “NON---DRIVER”.

1.2.11 The “Driver”, otherwise specified in writing by the Driver himself/herself, is the official “Entrant” in all **Rok WCVLR** Events. Drivers under 18 years of age are requested to present a completed “Parent Consent Waiver” form along with their parent and/or legal guardian who is present with them at the event.

2. ELEGIBLE KARTS AND EQUIPMENT

2.1 General

2.1.1 Rok 100 CC Western Canada VLR (**WCVLR**) is restricted to Vortex ROK engines (respecting the current year Homologation Fiche) ONLY.

2.1.2 **Rok WCVLR** is OPEN to any chassis 2 Stroke or 4 Stroke CIK/FIA Chassis homologation is not required.

2.1.3 **Rok WCVLR** is restricted to Vega Green Tires ONLY, unless otherwise indicated.

2.1.4 **Rok WCVLR** will use Motul Grand Prix 2 T oil ONLY. Gas will be 92 Octane mixed 4% / ltr minimum.

2.1.5 The Entrant must enter the same chassis and engines for the whole Event. No change of chassis and/or engine shall be accepted after the Technical Checks.

2.1.6 Each Driver will be entitled to submit for Technical Checks the following equipment: –
Number of chassis: 1 – Number of engines: 2

2.1.7 Changing engines, chassis, chassis/engine unit, fuel, and tires between the various Drivers is forbidden.

2.1.8 Any kind of modification to chassis, tires, and/or engines is forbidden if it is not explicitly authorised by an article of these rules/regulations or by an article of the “Special Event Regulations.”

2.2 Engines

2.2.1 **Rok WCVLR** is restricted to Vortex ROK engines (respecting the Homologation Fiche)

2.2.6 Exhaust MUST remain intact, as provided by the manufacturer, until technical inspection. No cracks and/or welding is permitted. No grinding Polishing or Coating permitted.

2.2.7 **Rok WCVLR** Technical Officials have the right to requests that the Drivers, at any time during the event and without any particular reason, demonstrate on---board engine starting.

2.2.8 Any kind of auxiliary starters are not allowed.

2.2.9 On---board batteries are intended for engine starters ONLY.

2.2.10 One battery per kart ONLY.

2.2.11 Starter batteries must be firmly and safety secured to the main left rail of the chassis.

2.2.12 Starter batteries must be of sealed and dry cell type ONLY, as provided by the manufacturer.



2.2.14 In the case that engine sealing is declared for the event the competitor must present the motor with one of the head nuts drilled for the seal wire before qualifying. If so declared every entrant must have their engines sealed.

2.2.15 In the case that sealing of engines is NOT declared conventional marking of engines may be done after qualifying by the Technical Inspectors.

2.2.16 Each driver will be allowed to use one engine per race.

2.2.17 If an engine needs to be repaired the entrant or his/her mechanic, may take all necessary steps to replace damage parts, within the Tech Area and in presence of a Tech Official, until the engine is again suitable for competition. In this instance, the Driver will retain their current position for the next competitive event.

2.2.18 The Entrant, if they are unable or unwilling to take all necessary steps to repair or replace damaged parts in the engine, within the Tech Area and in the presence of a Tech Official, until the engine is again suitable for competition, will be allowed to replace the damaged engine with a new engine for competition only if the engine has been declared before qualifying and has been presented for inspection to the Technical Inspector. However, in this instance, the Driver will be required to start from the back of the field during the next competitive event. In the case that this happens in qualifying, the Driver will start all three heats from the back of the field.

2.3 Engine Claim Rule

2.3.1 Any engine taking part in any **Rok WCCLR** Event can be bought by any competitor taking part at least at three **Rok WCCLR** Events for the retail price at that moment in time plus a fee of \$500 (five hundred Cdn dollars). Refusal to sell the engine will result in disqualification from the **Rok WCCLR** Championship.

2.3.2 Proper "ENGINE CLAIM RULE FORM" must be filled in writing and submitted to the Race Director before Technical checks are finished.

2.3.3 Engine Claim Rule fees and Canadian engine retail price MUST be paid in full in the form of Canadian Dollars, in **CASH** to the competitor it is being claimed off.

2.3.4 **ROK WCCLR** has the right IF PROVEN That a motor has been irreversibly altered thus making it illegal to confiscate it without compensation. Regardless that motor will no longer be valid for competition.

2.3.5 Chassis

2.4.1 **Rok WCCLR** is OPEN to any chassis 2 Stroke or 4 Stroke with or without CIK/FIA homologation. Push Back bumper is mandatory.

2.4.2 For safety reasons the following parts MUST be secured with drilled nuts and/or bolts and/or screws locking plate or Nyloc nuts. Drilled nuts, or drilled bolts, or drilled screws MUST be safely secured with wire, circlips, or snap ring. – Brake pedal to chassis. – Brake rods (both ends). – Master cylinder to chassis. – Brake disc to brake hub. – Weights, bolted as per ASN Canada FIA Book 2 Technical Regulations. – Steering column to chassis. – Steering wheel hub. –



Steering wheel hub to steering column – Kingpins. – Spindle to wheels. – Throttle pedal to chassis.

2.4.3 Any method of adding or fixing material or parts is forbidden if it is not expressly authorised by an article of these Rules and Regulations. Rebuilding the frame geometry, following an accident, is authorised by adjunction of the materials necessary for the repairs (additional metal for welding); other parts which may be worn out or damaged may not be repaired through addition or fixation of material, unless an article of these rules and regulations authorises it explicitly.

2.4.4 Maximum diameter for rear axle is 50mm, 1,9 mm minimum thickness. Rear axle MUST be magnetic steel.

2.4.5 Bumpers are compulsory for front, rear, and side protection. Front and side bumpers MUST be made of magnetic steel; rear bumpers MUST be plastic. For all categories, they MUST be homologated with the bodywork.

2.4.6 The use of the CIK/FIA homologated rear protection is mandatory.

2.4.7 The Floor Pan MUST be made of rigid material, and it must span from the central strut of the chassis frame to the front rail of the chassis frame. MUST be laterally edged to prevent the driver's feet sliding off the floor pan. ONLY fixation holes allowed. ONLY one hole of maximum 35 mm allowed for steering column access.

2.4.8 Bodywork MUST have a valid CIK/FIA homologation.

2.4.9 Transmission MUST be only to the rear wheels via a chain. Any kind of differential is prohibited.

2.4.10 Chain guard is required. Full protection totally covering front and rear sprockets and chain is mandatory.

2.4.11 Any kind of suspension devise or suspension system is prohibited.

2.4.12 Brakes MUST have a valid CIK/FIA homologation.

2.4.13 Steering MUST be controlled by a steering wheel with no angles. The main rim of the steering wheel MUST be a metallic structure, made of steel or aluminium. Plastic main rim steering wheels are prohibited. Steering column MUST be magnetic steel.

2.4.14 Seat MUST be designed to prevent the driver from moving to the sides or front when cornering or braking. Seats supports MUST be mounted by using nuts, bolts, and a metal or aluminum washer with a minimum diameter of 35 mm and 1,5 mm thickness to eliminate seat supports break through.

2.4.15 Both pedals MUST NOT protrude forward of the chassis (including the bumpers) and MUST be mounted in front of the master cylinder. Brake pedal MUST have a double linkage to the master cylinder. Accelerator pedal MUST be equipped with a return spring if a throttle return spring is not being used.

2.4.16 In case sealing of chassis is declared for the event, it must be sealed before qualifying. In this case every entrant must have their chassis sealed.



2.4.17 In case sealing of chassis will not be declared, conventional marking of chassis will be employed.

2.4.18 It is forbidden to replace the chassis during any Event. Each driver will be allowed to use one chassis per race. If the chassis is irreparably damaged during the Event, the chassis may be replaced if and only if the Rok WCCLR Technical Inspector in the spirit of continued competition and after verification that the original chassis is beyond use, provide their express permission. The broken chassis should be delivered to the Rok WCCLR Technical Officials until the Event is finished.

2.4.19 The replacement chassis MUST be of the same manufacturer and model.

2.5 Tires

2.5.1 **Rok WCCLR** is restricted to Vega Max 1 Green Tires on 6" rims ONLY. Rain tires: Vega Max 1 W5.

2.5.2 Any kind of tire treatment or modification is forbidden. Heating or warming tires in the pits and/or pre grid is FORBIDDEN.

2.5.4 At the sole decision of the Race Director and/or Technical Inspector one front and 1 rear tire if damaged may be replaced without penalty ... worn tires do not constitute a valid reason for change.

2.5.5 Drivers are forbidden from replacing tires during the Event after Qualifying unless damaged.

2.5.6 It is acceptable to relocate tires from side to side provided that the rotational arrows on the tires are in the correct rotational direction. This of course pertains to tires that have been previously used in the event.

2.5.7 All rain or dry tires must be submitted for marking and/or scanned at tire desk, if requested,

2.6 Apparel

2.6.1 ONLY Helmets Conforming to ASN Canada FIA Book 2 with the following standards are allowed.

2.6.2 Racing Suits Overalls: mandatory, with a current CIK/FIA valid homologation ONLY.

2.6.3 Gloves: for racing purposes with a high degree of abrasion resistance.

2.6.4 Footwear: MUST cover full ankle and MUST be designed and manufactured for racing purposes.

2.6.6 Neck Protection: mandatory for **Junior Rok WCCLR**. Seniors optional. Loss or lack of neck protection during practice, qualification, heats, pre---final, and/or final will result in a black flag.

2.6.7 Chest Protection: is recommended for Junior drivers.

2.7 Fuel / Oil

2.7.1 **Rok WCCLR** will use Motul Grand Prix 2 T or Rotax XPS ONLY.

2.8 Fuel



- 7 2.8.1 **Rok WCVLR** will declare a local brand of fuel 91 Octane only.
- 2.8.2 Fuel/oil is the ONLY combination allowed minimum 4%.
- 2.8.3 **Rok WCVLR** Technical Officials have the right to do any kind of fuel tests to any competitor at any time during an event as part of specific or random technical checks.
- 2.8.4 Fuel test will be carried out by comparison. The Entrant should declare the type of oil and percentage used if requested by **Rok WCVLR** Technical Officials.
- 2.8.5 Fuel Test Procedure: The Digatron DT-15 fuel tester will be set at -75 in Cyclohexane. The competitor's mixed gas and oil must read zero or negative to be legal (+1 is illegal). This rule does not allow the use of performance additives, only gasoline and oil may be used. Spec gasoline the fuel must register +/-10 points on the Digatron DT-15 fuel tester after that meter has been zeroed on that gas as mixed with the specified oil(s) if required by class regulations. Competitor's fuel samples will be taken from the kart's gas tank, fuel line to the carburetor or carburetor bowl.
- 2.8.6 Failure to pass fuel test will result in disqualification.
- 2.8.7 Results of fuel tests are final and can not be protested.
- 2.8.8 At the sole decision of the Race Director and/or **Rok WCVLR** Technical Inspectors, Fuel Parc Fermè can be imposed.

2.9 Miscellaneous

- 2.9.1 If ballast (weight) is mounted to the seat, 35 mm minimum diameter aluminum or steel washers should be utilized to prevent the seat from breaking.
- 2.9.2 It is mandatory, for safety reasons, that ballast (weight) be painted white or a bright florescent colour.
- 2.9.3 Racing numbers MUST be displayed on all four sides of the kart. Numbers MUST be easily readable and in block style. Yellow background and black number is used for US races.
- 2.9.4 Composite materials are banned, except for the seat and floor pan.
- 2.9.5 Data acquisition devices capable of recording and displaying data ONLY are allowed.
- 2.9.6 Any system capable of modifying fuel ratio mixtures, traction, throttle, ignition timing, etc is forbidden.
- 2.9.7 More than one Camera may be safely mounted to a Chassis.
- 2.9.8 If the mounting of any device is considered dangerous by **Rok WCVLR** Technical Officials, the **Rok WCVLR** Technical Officials may request that such devices be removed.
- 2.9.9 Communication to/from Driver and/or data acquisition devices via radio/telemetry or any other system is forbidden.
- 2.9.11 Carbon brake pads are NOT allowed.
- 2.9.12 Any kind of carbon/carbon braking system is prohibited.
- 2.9.13 No fluid spillage of any kind on the tarmac is allowed at any time. Catch bottles are highly recommended and are not a "tech item," as far as not being considered dangerous for the user and other competitors. Fluid spillage of any kind will result in a black flag.



2.9.14 Transponders should be located as per ASN Canada FIA Book 2 positioning: On back of seat at a height of 25cm +/- 5cm from tarmac.

2.9.15 Transponders will be MANDATORY for Morning warm up onwards. It is the responsibility of the Driver to ensure the transponder is properly mounted on the rear of the seat with the black part facing down, with no obstruction to the asphalt. If the transponder does not work in any competitive event, the Driver will start from the rear of the field for the next competitive event.

2.9.16 No lighting of any kind may be added to any kart for any official or unofficial on track session. The illumination of any data screen must be as supplied by the manufacturer and may not be altered in any way.

2.9.18 Numbers: should be White, minimum 15 cm high and 2 cm thick stroke, over GREEN (Junior) BLUE (Senior) RED (Masters) background. Class numbers as follow:

Rok WCVLR Junior 600 -699

Rok WCVLR Senior 700---799

Rok WCVLR Masters 800--899

3. DRIVERS

3.1 General

3.1.1 Drivers should demonstrate their driving skills to the approval of the Clubs Race Director during the official practice sessions. The Race Director has the final authority to remove an Entrant a Driver from competing at an Event if considered not suitable.

3.1.2 In a case where a Driver is not allowed to compete in a Rok WCVLR race, the entry fee may be refunded in whole or in part at the sole discretion of the Club in line with their Club regulations.

3.1.3 The age of a Driver will be determined by the age to be attained during the racing year when the driver desires to compete on. For example, a driver turning 15 by December 31 of the racing year could race in a class requiring age 15 at any time during that year. Official government proof of age may be required upon the discretion of the Race Director and/or the Promoter of any official event. Failure to show proper official government documented proof of age will likely result in class ineligibility until such proof is given to the proper authorities.

3.1.4 Junior Rok WCVLR minimum age is 12 years old in that year.

Senior Rok WCVLR minimum age is 15 years old in that year.

Master Rok WCVLR minimum age is 32 years old. There is no body weight rule for younger overweight drivers.

A driver may request a move from Junior to Senior no more than one year earlier than specified as long as it is agreed on by at least 75% of the Senior Class and the Series Organiser and can demonstrate he has the ability to compete safely in that class. He will not be eligible for Series Championship Prizes (ROK The RIO Seat) If a driver chooses to move up a class based on competition eligibility age, and compete in an OFFICIAL TIMED SESSION of any verifiable karting



competition event, then he or she will be INELIGIBLE move back down to a lower class. For example, if a Driver chooses to transition from the JUNIOR ROK class to ANY senior class in ANY verifiable karting competition event and participate in an official timed session (practice, qualifying, heat, pre---final, final, etc.) where the minimum competition eligibility age is at least 15 years of age or agreed step up early age, then that driver will ONLY be eligible for the SENIOR ROK class from that point forward.

3.1.5 All drivers MUST hold a current year Competition License issued by their appropriate club. All Western Clubs are to recognize the credentials from another Club as verified.

3.1.6 In the case that a Driver has any physical or mental conditions that the Driver is aware of that may limit his/her ability to safely compete in the Event, the Driver is not allowed to take part in the Event.

3.1.7 The Driver is responsible for actions carried out by his/her pit crew.

3.1.8 There is a "No Tolerance" policy on any retaliatory actions or unsportsmanlike gestures displayed towards another driver during Qualification, Heats or Finals. ANY unsportsmanlike actions displayed by a competitor towards another one may be grounds for immediate disciplinary actions including expulsion from the event. These decisions are at the sole discretion of the Race Director and are final with no available protest.

3.1.9 Driver Briefing: Driver briefing is mandatory for all drivers entered in the event

3.1.10 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.

3.2 Flags

3.2.1 All Drivers MUST know and respect the flag meanings as per ASN Canada FIA publications.

4. EVENT REGULATIONS

4.1 Safety

4.1.1 It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race.

4.1.2 During the event, Drivers may use the track only and MUST at all times observe the dispositions of the International Code relating to driving on circuits.

4.1.3 During the Event, a kart that stops MUST be removed from the track as quickly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers.

4.1.4 Except for medical or safety reasons, the Driver MUST stay close to his kart until the end of the practice session, qualifying session, heat, pre final, or final with their helmet on.



4.1.5 In the case of a practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part MUST be taken back to the Repairs Area (If in use) during the interval and may participate in the second part of practice.

4.1.6 Any repairs with tools are banned outside the Repairs Area (If in use). It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the "Special Event Regulations" or during the Briefing. The only persons allowed to intervene on a kart are the driver himself and his appointed mechanic, holder of the appropriate pass.

4.1.7 If refuelling is authorised, it may be carried out only in an area provided for this purpose.

4.1.8 Except in cases expressly provided for by the "Special Event Regulations," no one except the Driver and/or Officials are authorised to touch a stopped kart unless it is in the Repairs Area (If in use).

4.1.9 When the track is closed by the Race Director during and after practice and after the finish, no one is allowed to be on the track, with the exception of Officials carrying out their duties and Drivers when they are driving, until all concerned karts, whether they are mobile or not, have arrived at the Parc Fermé.

4.1.10 During the Event, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area (If in use). The Driver may not receive any outside help on the track during the running of the Event, except in the Repairs Area (If in use), which he may reach only by his own means. Outside Assistance is forbidden for all Classes.

4.1.11 A speed limit may be imposed in the pit lane and in the Repairs Area (If in use) during practice and the formation laps. Any Driver breaking this speed limit will be issued a penalty by the Race Director.

4.1.12 If a Driver is experiencing mechanical problems on the track during the Event, he MUST exit the track as soon as possible for safety reasons.

4.1.13 If a Driver is involved in a collision, he MUST NOT leave the circuit without the Officials' agreement.

4.1.14 No Driver may leave the Repairs Area (If in use) without having been invited to do so by the Officials.

4.1.15 Official instructions will be transmitted to the Drivers by means of the flag signals, as per International Code. All parties involved in the event MUST not use flags similar to these ones in any way whatsoever.

4.1.16 Any Driver who intends to leave the track, to return to the Repairs Area (If in use), or to stop in the Repairs Area shall demonstrate his intention in due time, by raising one arm, and shall ensure that he or she may do so safely.

4.1.17 During the Event and at the order of the Race Director, a Driver who faces technical problems, except during the final lap, must stop in the Repairs Area (If in use) and remedy the breach before re-joining the track.



4.1.18 When participating in the Event, Drivers MUST at all times wear the full equipment defined under section 2.6 of this Rule Book.

4.1.19 In the case of a wet race (conditions signalled by the Race Director), the choice of tires will be left to the discretion of the drivers. The Race Director reserves the right to use the black flag if he/she deems that a Driver's kart is fitted with the wrong set of tires and that the Driver is too slow and/or dangerous for other Drivers.

4.1.20 Fire Extinguisher: Competitors are required to have a fully serviceable, minimum 8---pound, ABC rated fire extinguisher in their pit at all times. Failure to have this item could result in monetary fines and/or exclusion from the event.

4.1.21 Penalties will be issued at the discretion of the Race Director for throwing any object from the go---kart on to any part of the track, whether intentional or not, including but not limited to: tape, plastic, zip ties, metal, etc.

4.2 Officials

4.2.1 Race Director: is the head Official of the Event. The Race Director will make all decisions including, but not limited to, safety, competition, disciplinary action, rule interpretation, legality, timing and scoring, equipment conformity, etc.

4.2.2 Technical Director: is the head official for technical meanings and in charge of all the Technical Officials. He will take all decisions including, but not limited to, safety, pre and post race inspections, equipment conformity, technical advice, and guidelines. He reports any and all infractions regarding safety and/or technical to the Race Director.

4.2.3 Starter: is in charge of starting the race.

4.2.4 Grid Officials: supervise all operations on the Pre grid.

4.2.5 Other Officials: it is the sole decision of the Race Director to appoint other officials such as, but not limited to, pit area, race surface, timing, scrutineering, registration, etc.

4.2.6 Doctor/Paramedics: in charge of all medical assistance during the event.

Doctor/Paramedics are the ONLY ones authorized to take care of Drivers who have been involved in any accident.

4.2.7 If any driver disregards the instructions of a Race Official, they will be subject to a penalty.

4.3 Class Structure

Class	Junior Rok WCVLR	Age	11 - 15	Weight	300 lbs
	Senior Rok WCVLR	Age	14 - UP	Weight	340 lbs
	Masters Rok WCVLR	Age	32 - UP	Weight	375 lbs

4.4 Points System



4.4.1 Points are awarded as per club points system. For Championship Races Qualifying for tickets to **Rok the Rio** points system used by Calgary Kart Racing Club will be used regardless of the Location of the race.

4.4.2 The two races with the fewest points for each driver will be “dropped” from the points calculation. Clubs may use their own Points systems with drops if required.

4.4.3 It is not possible to “drop” a race where the driver has been disqualified or suspended.

4.4.4 Participating clubs will declare their own **Rok WCVLR** Champions in the 3 classes.

4.4.5 From 2021 Participation in the **Rok the Rio** event will be determined by a single Championship event over a double weekend at a circuit to be determined each year.

4.4.6 The Driver who completes the Championship race with the most points in their class, will be awarded the “Championship ticket to **Rok the Rio**”

4.4.7 Points for the Championship Race will be awarded as determined by Calgary Kart Racing Clubs Supplementary Regulations for that year.

4.4.8 All positions will gain points all the way down to 1Point. Drivers get points per their finishing position.

4.4.9 Possible ties between two or more Drivers will be settled according to their position in Qualifying Session at the last race of the Championship.

5. RACE PROCEDURES

5.1 General

5.1.1 The Event format will include official practice which will set the position for Race 1 of 6 Laps, pre---final 10 Laps, and final 12 Laps, unless otherwise specified by the “Special Event Regulations.” Timetable as per “Special Event Regulations.”

5.1.2 At the sole discretion of the Race Director, for safety reasons if a maximum grid is achieved (34) the Race Director will split qualifying into two groups. Groups will be divided into equal numbers if possible, through a selection process using the top half and bottom half of morning warm up times. If there is an odd number, the faster group will have less drivers.

5.1.3 Final Qualification list will be compiled by cross population of individual times of drivers from one group to the other.

5.1.4 If no time is taken into account for a Driver, he shall take the start at the rear of the grid. If several Drivers are in that situation, their starting positions shall be decided through a randomized selection process. If a Driver stops in the Repairs Area or in the Servicing Park (If in use) , it will be final. He/she will not be allowed to restart.

5.1.5 At the end of Qualifying Practice, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be at the discretion of the Race Director. As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in



Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.

5.1.6 Each group will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

5.1.7 For Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.

5.1.8 If a Driver does not take the start in a Heat, he will receive a number of points equal to the number of participants plus 1.

5.1.9 If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 2.

5.1.10 Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

5.1.11 At the end of the Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in Final Qualifying as per 5.1.3 The classified Drivers, according to the maximum capacity of the track, will be qualified for the final phase. The non-qualified Drivers may participate in a Consolation Final.

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.

5.1.13 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 official's 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.

5.1.14 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.

5.1.15 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.

5.1.16 1 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 no protest can be submitted. The



Law of Nature rules apply. No delay in proceedings will be entertained other than the 15-minute rule for Dry to Wet tire changes. Race Director's decision is final and cannot be protested.

5.1.17 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. The track is defined between the white lines, and will not be raced outside of these lines. If ANY driver uses more than the defined track limits to gain an advantage, the driver will be subject to a penalty up to 10 seconds or position penalties at the discretion of on track officials.

5.1.18 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.

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

5.1.20 If two or more drivers are on the track under their own power, and do not complete a full lap, their finishing order will be determined from the grid order after the DNF has been applied.

5.1.21 If two or more drivers are not able to finish the race and break down on the same lap, they will finish by last lap crossing.

5.1.22 Progressive heats: All heats are progressive; your finishing order in the first heat will determine your starting order for the next heat. Your points will be totaled up from all heats and will determine your starting position in the pre final.

5.2 Qualification

5.2.1 ONLY one Qualifying session will be held for each group unless otherwise specified by the "Special Event Regulations." This may be negated by the Practice only Rule.

5.2.2 Any Driver that crosses the line drawn at the exit of the start area will be considered to have started, and his completed lap time will be taken into account, whatever the circumstances. Once a driver crosses from the grid line onto the track their timed laps will begin at the first crossing of the timing loop. If the driver cannot complete their laps in that single attempt the fastest of their timed laps will be considered. No hot grid whatsoever. Any lap fully covered is counted. The time retained is that of the best lap covered. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

5.2.3 The final classification of the Qualifying session will be drawn up as follows: If there is only one group of Drivers, the grid will be drawn up in the order of the fastest time achieved by each Driver. If there are two groups or more, the classification will be determined by alternating the groups' times, starting by the fastest time achieved.



5.2.4 If no time is taken into account for a Driver, he/she shall take the start at the rear of the grid. If several drivers are in that situation, their starting positions shall be decided through a randomized selection process.

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.

5.2.6 Qualifying Procedure: Qualifying position will be based on lap time. If you are not on the formed grid when the karts are released, you will not be allowed to take the track to qualify. You may not delay your departure from the grid for tactical positioning. If you do not go out when prompted to do so you will start the Pre Final from last place with a 3 position penalty also applied to your finishing position for the Pre Final.

5.2.7 In qualifying, if a driver has a lap impeded by another driver, that driver will be subject to penalty. It is the driver's obligation to be fully aware of the flags.

5.3 Starting Grids

5.3.1 At the end of the final Qualifying Session, the list of qualified Drivers, as well as the starting grids, will be officially published. Only these Drivers will be allowed to take the start of the final phase, pre---final, and final.

5.3.2 Any Entrant whose kart is unable to start for any reason whatsoever or who has good reasons to believe that his kart will not be ready to start MUST inform the Official in charge of the Pre Grid Area, who should in turn advise the Race Director as soon as he/she has the opportunity.

5.3.3 The pole position Driver of each grid will start the race from the grid position designated by the Race Director.

5.3.4 The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Race Director as soon as he/she reaches the pre grid Area. This choice will ONLY modify the first row.

5.3.5 Access to the grid will end two minutes before the time scheduled for the start of the race. Any kart that has not taken its position on the grid at that time shall start in the back and may not advance to their original position for the start.

5.3.6 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.

5.3.7 No karts will be allowed out of the grid area on to the track once the start signal has been given and the race has begun, even if the start is aborted.

5.4 Starting Procedure



- 5.4.1 The start signal shall be given by means of lights or green flag upon the sole discretion of the Race Director or the Starter.
- 5.4.2 To give the start, the Starter MUST be placed in a safe position.
- 5.4.3 A line shall be painted 25m ahead of the Start Line. Drivers are forbidden to accelerate before crossing that line. For rolling starts, this line will also be represented by a row of soft cones (1 cone on each side of the track).
- 5.4.4 As soon as the Driver leaves the grid, the Drivers are «under the orders of the Race Director» and may no longer receive any outside help. Any Driver who has not placed himself «under the orders of the Race Director» in time with his kart in working order will be allowed to leave the Grid Area only at the orders of the Race Director or of the Official in charge of the Grid Area.
- 5.4.5 Karts will cover at least one Formation Lap before the start is given. It is forbidden to overtake another driver during the Formation Lap, and will result in a penalty issued by the Race Director.
- 5.4.6 If a Driver stops for any reason during the Formation Lap, he/she will not be allowed to re--start the Formation Lap in his/her spot in the grid. The Driver MUST start the race from the back of the formation or will result in a penalty issued by the Race Director.
- 5.4.7 In case of “Rolling Starts,” a driver who is delayed will have the possibility of regaining his grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the formation line which will be shown on the track and indicated by the Race Director at the briefing.
- 5.4.8 If a Driver has been damaged as a result of another Driver’s mistake, the Race Director may stop the Formation Lap and start the starting procedure again on the basis of the original grid, or allow the impeded Driver to regain his position.
- 5.4.9 The Starter will give the start as soon as he/she is satisfied with the formation.
- 5.4.10 In the case of repeated false starts or of incidents during the formation lap(s), the Race Director, may stop the starting procedure by means of the red flag. The Race Director is entitled to issue a penalty on the offending drivers. A new procedure will begin either immediately and the appropriate laps lost will be deducted from the race length.
- 5.4.11 Any attempts to jump the start or delay will be sanctioned according to ASN Canada FIA Penalties.
- 5.4.12 As soon as the start has been given, racing conditions are applied and, irrelevant 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.
- 5.4.13 Rolling Starts: At the end of the formation lap, drivers will proceed, at a reduced speed, towards the starting line, lined up in two lanes of karts. When the karts are approaching, karts MUST maintain their position until the start signal is given by green flag/light. If the Starter is not satisfied with the procedure, he will switch on the yellow flag/light, which means that another formation lap must be covered.



5.4.14 Race Director may use any video or electronic system likely to help him make a decision. Race Director decisions are final. Any infringement to the provisions relating to the starting procedure may entail the exclusion of the Driver concerned from the Event or any other penalty decided by the Race Director.

5.4.15 Videos or any electronic system presented by competitors as a proof of infractions by other Drivers will NOT be taken in consideration. Video requested by the race director MUST be turned over or sanctions may apply.

5.4.16 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.

5.4.17 The off pole may not start in front of the pole sitter, until the start signal is given.

5.4.18 A 2---position penalty will be issued for 2 wheels out; a 5---position penalty will be issued for 4 wheels out.

5.4.19 If the off pole sitter crosses the starting line first, he/she will be penalized as many positions as is gained. (Minimum 2 Positions).

5.4.20 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, or may be instructed to be replaced with the row behind.

5.4.21 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.

5.4.22 Video evidence: A driver cannot request to see the images but officials may, as a courtesy, show the images supporting their decision to the driver.

5.5 Stopping a Race

5.5.1 Should it become necessary to stop the race, heat, qualification, or practice because the circuit is blocked by an accident or due to weather or other conditions that make it dangerous to continue, the Race Director shall order a red flag to be shown on the Start/Finish line. Simultaneously, red flags will be shown at Officials' posts provided with these flags. The decision to stop the race or practice may be taken ONLY by the Race Director.

5.5.2 If the signal to stop racing is given during practice sessions or qualification, all karts should immediately reduce speed and go back slowly to the Start Finish line, and all karts abandoned on the track should be removed. Direction will follow from the Race Director after the emergency situation having caused the red flag is attended to.

5.5.3 If the signal to stop racing is given during the heats or pre final race, all karts should immediately reduce speed go back slowly to the Finish Line. Direction will follow from the Race Director after the emergency situation having caused the red flag is attended to. The



classification of the heat or pre final will be the classification at the end of the lap prior to that during which the signal to stop was given.

5.5.4 If less than 50% of the distance scheduled for the heat or pre final (rounded up to the nearest higher whole number of laps) was completed, the heat or pre final should be restarted, if possible. Re---starts will be in a single line. If 50% or more of the distance scheduled for the heat or pre final (rounded up to the nearest higher whole number of laps) was completed, karts will go to the Parc Fermé, and the heat or pre final will be considered completed.

5.5.5 If less than 50% of the distance scheduled for the final (rounded up to the nearest higher whole number of laps) was completed, the final should be restarted, if possible. Re---starts will be in a single line. If 50% or more of the distance scheduled for the final (rounded up to the nearest higher whole number of laps) was completed, karts will go to the Parc Fermé, and the final will be considered completed.

5.5.6 If for any reason the race could not be completed at the distance scheduled for the final, Drivers will be awarded with the full amount of points for the Championship as if the race has been completed the total distance originally scheduled.

5.5.7 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

5.5.8 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.

5.5.9 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, no tuning adjustments are allowed. Changed parts must be "like for like" 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.

5.5.10 If less than 2 laps have been completed by the entire field, and the race is stopped, a complete restart will take place, if possible. Grid will be lined up side by side. If More than 2 laps



have been completed, and the race is stopped, restart will be single file based off last completed lap.

5.6 Restarting a Race

5.6.1 Working on karts is forbidden, unless otherwise decided by Race Director.

5.6.2 Refueling is not allowed.

5.6.3 If less than 2 laps have been covered, a new start may be given within 30 minutes of the presentation of the red flag. The length of the new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as the original race.

5.6.4 If less than 2 laps have been covered, those drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart in their original kart.

5.6.5 Unoccupied places on the grid shall remain vacant.

5.6.6 If more than 2 laps have been covered, a new start will be given within 30 minutes of the presentation of the red flag. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered prior to the red flag.

5.6.7 If more than 2 laps have been covered, those Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped when the red flag was shown, will be allowed to take the restart.

VLR SUPPLEMENTARY RULES

- The compliance of the parts can always be compared to known stock parts.
- The consumables such as bearings, seals, O rings and gaskets may be replaced with equivalent from aftermarket suppliers.
- Ceramic or Exotic material coatings are forbidden motor must be as supplied OEM.
- Cylinder base gasket thickness is non-tech and can be changed to adjust port timing.
- Copper head gasket thickness to adjust squish is permissible, gasket is a non-tech item. but the shape of the combustion chamber must be original OEM.
- Minimum squish is 0.0394" (1mm) the original from factory squish is 0.0433 (1.10mm).
- Ignition timing is non-tech, only OEM timing plates may be used.
- The only Reeds allowed are OEM VORTEX with the OTK Logo.
- Any external or internal modifications (porting, grinding, polishing that permanently alters the OEM characteristics) are prohibited and will make the motor illegal for competition.



- Any fuel filter (if fitted) must be fitted between the carburetor and fuel tank and no other additional components are permitted to be fitted.
- The only Carburetor allowed is the Tillotson HW38A as supplied OEM. Jet needle extension is permitted.
- The only Airbox allowed is the “As supplied OEM Arrow Type C 0225.GLA22” UNALTERED. In sandy conditions a filter may be placed inside if required. Cutting of the Trumpets is forbidden. During wet conditions a wet box may be attached to the Airbox to stop water ingress.
- Any make of spark plug may be used but can not be reworked or modified from the original and must have a maximum length of 18.5mm including washer or lead.
- Clutch test RPM IS 6000 rpm maximum and the drum and the components after the race must not contain any significant amount of grease or oil.