ROK CUP TROPHY 2023

SPORTING REGULATION

(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)

Introduction

Although not expressly indicated in this Regulation, reference is made to the 2023 ACI Sport Karting Sporting Regulation and subsequent amendments and additions which are hereby fully reported.

1. PROMOTER

1.1 OTK Kart Group Srl, hereinafter "Promoter", upon the approval of ACI SPORT Direzione Centrale Sport Automobilistico, is organizing and promoting the Rok Cup Trophy, according to the current rules regulating such events.

1.2 The official source of information for the Rok Cup Trophy is the website www.rokcup.com where technical regulations, sporting regulations, additional regulations, attachments and erratum are published, all approved by ACI SPORT Direzione Centrale Sport Automobilistico. The Promoter will give communication of any different regulations or modification with reference to the present Regulations through specific official communication on the institutional www.rokcup.com website.

2. CATEGORIES

The Rok Cup Trophy will be scheduled on seven (7) competitive categories, as follows:

MINI ROK	with Mini Rok engine
JUNIOR ROK	with Rok GP engine
SENIOR ROK	with Rok GP engine
ROK EXPERT	with Rok GP engine
ROK EXPERT PLUS	with Rok GP engine
SUPER ROK	with Rok DVS engine
SHIFTER ROK	with Shifter Rok engine

3. ELIGIBLE DRIVERS AND LICENSES

It is also permitted to participate with a higher-level license, in compliance with the limits established by the reference legislation of the Brand Trophy.

CATEGORY	AGE	LICENCE
MINI ROK	**9-13 years old** (9 years turned and up to 14 years old not turned) * unless authorisation released at 8 years old	- K-Mini - National G - International G
JUNIOR ROK	**11-15 years old** (up to 16 years old not turned)	-K-Mini -National G -International G -National F -International F -National E* -International E* * up to 16 years old not turned
SENIOR ROK / SUPER ROK	**From 14 years old** (from 13 years old if 14 by the end of the current year)	-National E -National F -International F -International E
ROK EXPERT	**From 14 years old** (from 13 years old if 14 by the end of the current year) if the weight of the driver with helmet and racing suit is 85Kg or more. **From 32 years old** (from 31 years old if 32 by the end of the current year)	-National E -National F -International F -International E
ROK EXPERT PLUS	**From 45 years old** (from 44 years old if 45 by the end of the current year)	-National E -International E

SHIFTER ROK	**From 15 years old** (from 14 years old if 15 by the end of the current year)	-National E -International E

Eligible drivers: entrants and drivers holding a Karting entrant/driver licence released by ACI.
Entrants and drivers holding a licence released by a foreign ASN (National Sporting Authority) who want to participate in a national or international event organized in Italy (the events must be registered on the national sporting calendar with authorized foreign participation – ENPEA - and/or international sporting calendar) must hold the authorization/VISA of their own ASN, which released them the licence.
The authorization/VISA must be presented to the organizer who must request it.
The no-show of this document, if ACI or FIA are aware of this, is a violation of art.2.3.7.b and 3.9.4.c of International Sporting Code and implies applying the provided penalties .
Licences must be current and valid for the classes in which the registration is required.

4. CALENDAR

Calendar as attached.

5. TROPHY STRUCTURE

All the races can be open to foreign drivers' participation (ENPEA).
The Promoter has the possibility to organize other races on one or more days during the year.
The Promoter can also provide events with limited number of participants, prior ACI SPORT authorization.

5.1 ROK CUP ITALIA

The Rok Cup Italia is scheduled on 8 rounds (on one or more days), as per calendar attached to this regulation.

Determination of the Rok Cup Italia final ranking:

-in order to enter the Rok Cup Italia final ranking it is necessary to take part*, imperatively, in at least 5 (five) rounds of the same category.
- the best 5 results** out of 8 (3 excluded races) will be taken into consideration in the Rok Cup Italia final ranking; in case one competition is cancelled and there is no other chance to repeat it, the best 4 results out of 7 (3 excluded races) will be taken into consideration, and so on.
- In the race (or more races) where the driver is, eventually, excluded from the event, he will not be given any scores (zero scores) and the result will be considered in the final ranking without the possibility to exclude it, regardless of the race stage in which the driver will be excluded, even if before the qualifying practices. In this case, no additional scores (punti gettone) will be assigned.
- The driver will receive additional scores (punti gettone) for each round he takes part in as explained in art. 6.1a.

The winner of the Rok Cup Italia final ranking in each category will be awarded with the title of 2023 Rok Cup Italia Champion.

** with to take part we consider: participating at least in the official qualifying practices of the race.*
***As result we consider: the scores gained throughout the whole race weekend, including qualifying heats, race 1 and race 2.*

5.1a MINI ROK CATEGORY REGULATIONS

For the Mini Rok category the Rok Cup Italia 2023 rounds will be reserved (limited number) to a maximum of 54 drivers, for each round they will use ENGINES provided and distributed (allocated) by drawing lots by the Promoter. The maximum number of drivers admitted may differ for some rounds of the Rok Cup Italia 2023 and in this case, it will be specified in the Specific Regulation (RPG).

The same procedure might be applied to further Rok Cup Trophy races, and the number of drivers admitted will be announced from time to time as per regulation.

5.2 ROK CUP SOUTH

The Rok Cup South is scheduled on 7 rounds (on one or more days), as per calendar attached to this regulation.

Determination of the Rok Cup South final ranking:

- in order to enter the Rok Cup South final ranking it is necessary to take part*, imperatively, in at least 3 (three) rounds of the same category.
- the best 5 results** out of 7 (2 excluded races) will be taken into consideration in the Rok Cup South final ranking; in case, due to circumstances beyond our control, one competition is cancelled and there is no other chance to do the race in other dates/tracks, with reference to the Rok Cup South Ranking, the best 4 results** out of 6 (2 excluded races) will be taken into consideration, and so on.
- In the race (or more races) where the driver is, eventually, excluded from the event, he will not be given any scores (zero scores) and the result will be considered in the final ranking without the possibility to exclude it, regardless the race stage in which the driver will be excluded even if before the qualifying practices. In this case, no additional scores (punti gettone) will be assigned.
- The driver will receive additional scores (punti gettone) for each round he takes part in as explained in art. 6.1a.

** with to take part we consider: to participate at least in the official qualifying practices of the race.*
*** As result we consider: the scores gained throughout the whole race weekend, including qualifying heats, prefinal and final.*

5.3 ROK CUP CHALLENGE

The Rok Cup Challenge is scheduled on several rounds (on one or more days), as per calendar attached to this regulation.
All results* of each driver in each Rok Cup Challenge round will be taken into consideration in the ROK CUP CHALLENGE final ranking. The driver will receive additional scores (punti gettone) for each round he takes part in as explained in art. 6.1a.

In the race (or more races) where the driver is, eventually, excluded from the event, he will not be given any scores (zero scores) and the result will be considered in the Trophy final ranking regardless the race stage in which the driver will be excluded even if before the qualifying heats. In this case, no additional scores (punti gettone) will be assigned.

**As result we consider: the scores gained throughout the whole race weekend, including qualifying heats, prefinal and final.*

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6. SCORES

According to the order of arrival in the official rankings of race-2 (prefinal) and race-1 (final) of each round, the drivers entering the ranking will be assigned the following scores:

Position	Scores race-1*	Scores race-2*	Qualifying heats scores
	Final scores	Prefinal scores	
1°	50	25	6
2°	40	20	-
3°	32	16	-
4°	26	13	-
5°	22	11	-
6°	20	10	-
7°	18	9	-
8°	16	8	-
9°	14	7	-
10°	12	6	-
11°	10	5	-
12°	9	4	-
13°	8	3	-
14°	7	2	-
15°	6	1	-
16°	5	-	-
17°	4	-	-
18°	3	-	-
19°	2	-	-
20°	1		-

**Scores assigned according to the race format of the Rok Cup Italia*

Rok Cup Italia format

In case the number of drivers taking part in the event exceeds the maximum number of drivers admitted on track and the heats are necessary (and race-2 will not be run), the scores usually assigned for race-2 will be assigned to the first fifteen (15) drivers occupying the first fifteen (15) positions of the starting grid of race-1.

In case, for any reason, race-2 will not be run, the scores usually assigned for race-2 will be assigned to the first fifteen (15) drivers occupying the first fifteen (15) positions of the starting grid of race-1.

Rok Cup South and Rok Cup Challenge Format

In case the number of drivers taking part in the event exceeds the maximum number of drivers admitted on track and the heats are necessary, the scores usually assigned for prefinal will be assigned to the first fifteen (15) drivers occupying the first fifteen (15) positions of the starting grid of the final.
In case, for any reason, the final will not be run, the scores usually assigned for prefinal will be assigned to the first fifteen (15) drivers of the qualifying practices. The scores usually assigned to the first twenty (20) classified drivers of the final will be assigned to the first twenty (20) classified of the prefinal.

6.1.a ADDITIONAL SCORES ("PUNTI GETTONE")

The driver will receive 10 additional scores for each round of the Rok Cup Italia, Rok Cup South, Rok Cup Challenge he takes part in, to be added to the scores gained during the round. If the driver does not gain any scores in the race, he will receive these 10 additional scores anyway. Of course, these additional scores will be summed to the scores of the ranking this race is included in. In order to receive the additional scores, the driver

must race the official qualifying practices at least. The 10 additional scores gained on the occasion of each race attended cannot be deleted, they will be considered totally (they cannot be discarded).
Drivers excluded from the event upon Race Stewards' decision, will not be given any score (even additional scores).

6.1.b. EX-AEQUO.
In case of ex-aequo between two or more drivers within the same ranking, the highest number of best positions gained in the final or in race-1* is decisive (*for the Rok Cup Italia rounds). In case of a further ex-aequo, the highest number of best positions gained in the prefinal or in race-2* is decisive (*for the Rok Cup Italia rounds).

7. ROK CUP SUPERFINAL
The Rok Cup Superfinal is a one-round competition, scheduled on several days; the registrations are managed upon invitation.
Italian and foreign drivers, coming from each single Rok National Trophies or others, qualified (having received a prize/recognition by the Promoter) and Wild Card drivers will take part in this race.
For Wild Card drivers with Italian licence the admission requirement to the Rok Cup Superfinal is the following:

- to take part in at least 5 races of Rok Cup Italia 2023;

or

- to take part in at least 4 races of Rok Cup Sud 2023.

An official announcement with all the details will follow.

The Promoter has the authority to reserve or reject any registrations and/or entries at any time in the ways and terms provided by the National Sporting Regulation.
The Race Specific Regulation (RPG) of the ROK CUP SUPERFINAL may have different provisions compared to the current Rok Cup Trophy Sporting and Technical Regulation.

8. ROK CUP WINTER TROPHY
The Rok Cup Winter Trophy is a single race, on one or more days.
The winner of this race will gain the title of Winner of the ROK CUP WINTER TROPHY of the category.
The race specific regulation (RPG) of the ROK CUP WINTER TROPHY may have different provisions compared to the current Rok Cup Trophy Sporting and Technical Regulation.

9. ROK CUP FESTIVAL
The Rok Cup Festival is a single stage race, over one or more days.
The winner of this race will be awarded the title of Winner of the category ROK CUP FESTIVAL.
The Specific Regulation (RPG) of the ROK CUP FESTIVAL Competition may have different provisions compared to the current Rok Cup Trophy Sporting and Technical Regulation.

10. PRIZES
In each single round of the Rok Cup Trophy, the first three classified drivers in each category will be awarded with honour prizes.
The Specific Regulation (RPG) of each single round can assign further prizes.
The final awards of the 2023 Rok Cup Championships are still to be defined and will be announced later on and however, if foreseen, prior to the first race for Rok - Cup, - Challenge, Rok 2023 single rounds.

11. ADVERTISING
This regulation foresees advertising guidelines concerning karts and sportswear of drivers attending each race of the Rok Cup Trophy. Failure to comply with these provisions will result in the adoption of the sanctions provided by the Race Stewards.

11.1 ADVERTISING ON CHASSIS

For each race of the Rok Cup Trophy all drivers and competitors have to provide advertising spaces on the bodyworks of all karts, in order to promote partners/sponsors of the Trophy, specifically **Vortex**, **LeVanto** and **OMP**.

Therefore, it is forbidden to all competitors and drivers to place on the chassis the brands of any opponent of the Rok Cup abovementioned partners-sponsors.

This ban applies to the entire period of each single event (race, drivers' presentation and award ceremonies).

11.2 ADVERTISING ON RACING SPORTSWEAR (HELMET INCLUDED)

It is forbidden to all competitors and drivers to place on any technical racing sportswear (helmet included) the brands of any opponent of the Rok Cup partners-sponsors, specifically **Vortex's** and **LeVanto's**.

This ban applies to the entire period of each single event (race, drivers' presentation and award ceremonies).

12. RACE FORMAT

Rok Cup Italia Format

If the number of drivers taking part in the event does not exceed the maximum number of drivers admitted on track, the race format is as follows:

-free practices
-qualifying practices
-race-1
-race-2

CATEGORY	RACE-1	RACE-2
MINI ROK	12 Km	10 Km
JUNIOR ROK	20 Km	16 Km
SENIOR ROK	20 Km	16 Km
EXPERT ROK	20 Km	16 Km
SUPER ROK	20 Km	16 Km
SHIFTER ROK	20 Km	16 Km

The starting grid of race-1 is determined by the result of the qualifying practices.

The first eight positions of the starting grid of race-2 are obtained by the reversal of the arrival order of race-1: the 1st (first) classified driver in race-1 starts eighth in race-2, the 2nd (second) classified driver of race-1 starts seventh and so on until the 8th (eighth) classified driver, who will start in first position.

In case two or more categories are incorporated in the same race, the reversal is done according to the first eight positions obtained (without considering the different categories they are from).

If the number of drivers taking part in the event exceeds the maximum number of drivers admitted on track, the race format is as follows:

-free practices
-qualifying practices*
-heats or qualifying heats
-race-1
- race-2 optional

Rok Cup South and Rok Cup Challenge format

The race format, as well as the number of laps are decided by the Race Specific Regulation (RPG) of each single race and by the Karting Sporting Regulation.

- Free practices
- Qualifying practices
- Prefinal or, if necessary, heats or qualifying heats
- Final

*The format for the qualifying practices is as follows:
For each class it is expected a session of official qualifying practices.
The drivers take part to the official qualifying practices and if it is necessary, they are divided by the marshals in two or three series. In each session, a number of drivers not exceeding the capacity of the track is allowed on the track at the same time. Each driver chooses when to start in his session and the start of his session is considered valid if the driver has passed the line of no return drawn at the exit of the pre-grid; the lap counts as valid if it is completed. The valid qualifying time is the best one acquired during one's practice session. In case of ex-aequo, the 2nd best time is considered and so on.
The final ranking of the qualifying practices is determined as follows:

- in case of a single series the grid is determined by the ranking of the qualifying practices, realized according to the increasing order of the best lap time achieved by each driver.
- In case of two or more series the ranking is determined as follows:
  (case of two series) 1st place goes to the winner of the 1st series (fastest time in general); 2nd place goes to the winner of the 2nd series; 3rd place goes to the second classified of the 1st series; 4th place goes to the second classified of the 2nd series; the 5th place goes to the third classified of the 1st series; and so on;
  (case of three series) 1st place goes to the winner of the 1st series (fastest time in general); 2nd place goes to the winner of the 2nd series; 3rd place goes to the winner of the 3rd series; 4th place goes to the second classified of the 1st series; 5th place goes to the second classified of the 2nd series; and so on.
  And in the same way, following the same system if there are other series.
  If a driver has no valid time, he is assigned the last position in the standings. In the case of multiple drivers without valid time, the positions are determined by drawing lots. Mechanics are not allowed to help their drivers if they have crossed the line of no return drawn at the exit of the pre-grid. A driver who stops in the repair area or in the parc fermé is forbidden from starting again.

Final B: Upon the decision of the Organizer of each single round of the Rok Cup Trophy it is possible to organize the Final B, restricted to the drivers excluded from the final (or race-1). Such possibility must be mentioned in the Race Specific Regulation (RPG).

Races are scheduled on one or several days; specification to be mentioned in the Race Specific Regulation (RPG).

The Race Specific Regulations (RPG) of each single race of the Rok Cup Trophy can have different race procedures and formats.

According to the number of registered drivers, categories can be incorporated (with separated rankings) in categories of the same Rok Cup Trophy with similar characteristics.

For anything not specified in the Rok Cup Trophy Sporting Regulation, refer to the ACI SPORT RNS, RDS Karting Sporting Regulation.

CLARIFICATION AND ADDITION TO ART. 12 *RACE FORMAT* of the *ROK CUP TROPHY SPORTING REGULATION 2023*

As clarification and addition to Art. 12 *Race Format* of the ROK CUP TROPHY Sporting Regulation 2023, the parts in red are added.

12. RACE FORMAT

Rok Cup Italia Format

If the number of drivers taking part in the event does not exceed the maximum number of drivers admitted on track, the race format is as follows:

- free practices
- qualifying practices*
- race-1
- race-2

CATEGORY	RACE-1	RACE-2
MINI ROK	12 Km	10 Km
JUNIOR ROK	20 Km	16 Km
SENIOR ROK	20 Km	16 Km
EXPERT ROK	20 Km	16 Km
SUPER ROK	20 Km	16 Km
SHIFTER ROK	20 Km	16 Km

The starting grid of race-1 is determined by the result of the qualifying practices.
The first eight positions of the starting grid of race-2 are obtained by the reversal of the arrival order of race-1: the 1st (first) classified driver in race-1 starts eighth in race-2, the 2nd (second) classified driver of race-1 starts seventh and so on until the 8th (eighth) classified driver, who will start in first position.
In case two or more categories are incorporated in the same race, the reversal is done according to the first eight positions obtained (without considering the different categories they are from).

If the number of drivers taking part in the event exceeds the maximum number of drivers admitted on track, the race format is as follows:

- free practices
- qualifying practices*
- heats or qualifying heats**
- race-1
- race-2 optional

Rok Cup South and Rok Cup Challenge format

The race format, as well as the number of laps are decided by the Race Specific Regulation (RPG) of each single race and by the Karting Sporting Regulation.

- Free practices
- Qualifying practices*
- Prefinal or, if necessary, heats or qualifying heats**
- Final

*The format for the **qualifying practices** is as follows:
For each class it is expected a session of official qualifying practices.
The drivers take part to the official qualifying practices and if it is necessary, they are divided by the sporting marshals in two or three series. In each session, a number of drivers not exceeding the capacity of the track is allowed on the track at the same time. Each driver chooses when to start in his session and the start of his session is considered valid if the driver has passed the line of no return drawn at the exit of the pre-grid; the

lap counts as valid if it is completed. The valid qualifying time is the best one acquired during one's practice session. In case of ex-aequo, the 2nd best time is considered and so on.
The final ranking of the qualifying practices is determined as follows:

- in case of a single series the grid is determined by the ranking of the qualifying practices, realized according to the increasing order of the best lap time achieved by each driver.
- In case of two or more series the ranking is determined as follows:
  (case of two series) 1st place goes to the winner of the 1st series (fastest time in general); 2nd place goes to the winner of the 2nd series; 3rd place goes to the second classified of the 1st series; 4th place goes to the second classified of the 2nd series; the 5th place goes to the third classified of the 1st series; and so on;
  (case of three series) 1st place goes to the winner of the 1st series (fastest time in general); 2nd place goes to the winner of the 2nd series; 3rd place goes to the winner of the 3rd series; 4th place goes to the second classified of the 1st series; 5th place goes to the second classified of the 2nd series; and so on.
  And in the same way, following the same system if there are other series.
  If a driver has no valid time, he is assigned the last position in the standings. In the case of multiple drivers without valid time, the positions are determined by drawing lots. Mechanics are not allowed to help their drivers if they have crossed the line of no return drawn at the exit of the pre-grid. A driver who stops in the repair area or in the parc fermé is forbidden from starting again.

If the number of drivers taking part in the event exceeds the maximum number of drivers admitted on track, **the format for the **qualifying heats** is as follows:
At the end of the official qualifying practices, a final ranking of the official qualifying practices will be drawn up for each category based on what previously specified. According to this ranking, the drivers of each category will be divided into different groups as follows (A, B, C, etc.; number of drivers for each group equal to, at most, half the capacity of the track) example in case of 4 groups:
group A: 1st, 5th, 9th … classified
group B: 2nd, 6th, 10th … classified
group C: 3rd, 7th, 11th … classified
group D: 4th, 8th, 12th … classified
and so on…

Each group must compete with all groups, one by one, as follows:
- A with B
- C with D
- A with C
- B with D
- A with D
- B with C

And so on, according to the number of groups defined.
The starting grid for each qualifying heat is always determined by the final ranking of the official qualifying practices.

The following penalties will be assigned according to the arrival order of each heat:
0 for 1st place; 2 for 2nd place; 3 for 3rd place and so on, adding one penalty point for each additional place.
- Any Driver who, after the start, has not completed all the scheduled laps, even if he has not finished the heat, will be classified according to the number of laps he has actually completed.
- If a Driver does not take the start in a heat (no matter for what reason), he will receive a number of penalties equal to the number of participants of the heat A<>B plus 1 (A+B+1).
- If a Driver has been black-flagged or excluded by decision of the sporting marshals, he will receive a number of penalties equal to the number of participants of the heat A<>B plus 2 (A+B+2).

At the end of the qualifying heats a ranking will be drawn up by adding up all the penalties given to each Driver. In case of ex-aequo between two or more drivers, the best position in the final ranking of the qualifying practice will be taken into consideration.
The classified Drivers, until reaching the maximum capacity of the track, will take part in the final phase of the race.

Final B: upon the decision of the Organizer of each single round of the Rok Cup Trophy it is possible to organize the Final B, restricted to the drivers excluded from the final (or race-1). Such possibility must be mentioned in the Race Specific Regulation (RPG).

Races are scheduled on one or several days; specification to be mentioned in the Race Specific Regulation (RPG).

The Race Specific Regulations (RPG) of each single race of the Rok Cup Trophy can have different race procedures and formats.

According to the number of registered drivers, categories can be incorporated (with separated rankings) in categories of the same Rok Cup Trophy with similar characteristics.