ROK CUP TROPHY 2025

SPORTING REGULATION

Approved by ACI Sport on 20/01/2025

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ROK CUP TROPHY 2025

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 2025 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 eight (8) competitive categories, as follows:

MINI ROK U10	with Mini Rok U10 engine
MINI ROK	with Mini Rok engine
JUNIOR ROK	with Rok GP Junior engine
SENIOR ROK	with Rok SVR engine
EXPERT ROK	with Rok SVR engine
EXPERT PLUS ROK	with Rok SVR 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
ROK MINI	**Drivers born on 2014 or before, up to 14 years old not turned**	-National Mini -National G -International G
ROK MINI U10	**Drivers born on 2015 or later, but who are 9* years of age already or older** *it is also possible to be admitted at the age of 8, but the following requirements must be met: - in the case of an Italian licence: reference is made to RDSK 2025 Art. 4 - in the case of a foreign (non-Italian) national licence: this must be valid according to the regulations of the country that issued the licence for the category in which entry is made.	-National Mini
ROK JUNIOR	**12*-15 years old** (*from the age of 11 if they meet the requirements set out in RDSK 2025 Art. 4, or if the 12th year will be turned within the current calendar year, up to the age of 16 (16 not turned);	-National G -International G -National F -International F -National E* -International E* * up to 16 years old not turned

ROK SENIOR/ ROK SUPER	**From 14 years old** (from 13 years old if 14 by the end of the current year)	-National E -National F -International E -International F
ROK EXPERT	**From 32 years old** (from 31 years old if 32 by the end of the current year)	-National E -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
ROK SHIFTER	**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.

3.1 ENTRY FEE

ROK CUP ITALIA 2025
For Junior Rok, Senior Rok, Expert Rok, Super Rok, Shifter Rok categories, the ROK Cup Italia rounds will take place over two days:
-the entry fee for each single round of the Rok Cup Italia is € 240 VAT included;
-the fee for the unofficial free practice on the first day of the race is € 40 VAT included.
Mini Rok and Mini Rok U10 categories, the ROK Cup Italia rounds will take place over one day:
-the entry fee for each single round of the Rok Cup Italia is € 180 VAT included;
-the fee for the free practices of the day before the race amounts to € 75 VAT included.
The entry fee and the fee relating to the unofficial free practice could vary for some round of the ROK Cup Italia, where specified in the race specific regulations (RPG), defining the amount from time to time.
OTHER ROUNDS
The entry fee and the fee relating to the unofficial free practice for other Rok Cup Trophy events will be defined from time to time and specified in the race specific regulations (RPG).

4. CALENDAR AND TROPHY STRUCTURE

Calendar as attached.

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 to ACI SPORT authorization.

5 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 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. 6.1.a.

The winner of the ROK Cup Italia final ranking in each category will be awarded with the title of ROK Cup Italia Champion 2025.

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

5.1 MINI ROK and MINI ROK U10 CATEGORY REGULATIONS

ROK CUP ITALIA 2025
For the Mini ROK and Mini ROK U10 category the ROK Cup Italia 2025 rounds will be run with ENGINES provided and distributed (allocated) by drawing lots by the Promoter and will be reserved in a limited number. The maximum number of drivers admitted for each round and category will be of 54, however the total drivers admitted for the two categories, therefore Mini ROK + Mini ROK U10 category, is of maximum of 72.

So, for example,
-if the Mini ROK drivers are 54, the Mini ROK U10 drivers cannot be more than 18: (54 Mini ROK + 18 Mini ROK U10 = 72 drivers totally); or vice versa: (18 Mini ROK + 54 Mini ROK U10 = 72 drivers totally);
-if the Mini ROK drivers are 40, the Mini ROK U10 drivers cannot be more than 32: (40 Mini ROK + 32 Mini ROK U10 = 72 drivers totally); or vice versa: (32 Mini ROK + 40 Mini ROK U10 = 72 drivers totally);
-if the Mini ROK drivers are 15, the Mini ROK U10 drivers cannot be more than 54; or vice versa, if the Mini ROK U10 drivers are 15, the Mini ROK drivers cannot be more than 54.

The maximum number of drivers allowed may differ for some rounds of the ROK Cup Italia 2025 and in this case, it will be specified in the Race Specific Regulations (RPG).
Depending on the number of drivers verified in the two categories, they may be grouped together for some stages or compete together for the whole event. In the latter case they will compete with different rankings.

OTHER ROK CUP TROPHY COMPETITIONS
This procedure could also be applied to any other ROK Cup branded trophy events if specified in the Race Specific Regulations (RPG) by defining the maximum number of drivers allowed on each occasion.

5.2 RACE FORMAT

ROK CUP ITALIA 2025
The race procedure of the Rok Cup Italia includes

a) official free practice: each driver will be given the opportunity to run at least 3 laps of the track.

b) official qualifying:
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 heats, 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.

c) Running of the competition:
At the end of the official qualifying:

-If the number of drivers does not exceed the capacity of the track, the following procedure takes place:
Final stage:
-race-1
-race-2

Final stage:

CATEGORY	RACE-1	RACE-2
MINI ROK	12 Km	10 Km
MINI ROK U10	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

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

Race 2:
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 exceeds the maximum number of drivers admitted on track, the race format is as follows:
- qualifying heats
- Final stage:

-race-1
-race-2 optional

Qualifying heats:
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 (Ranking made on the base of the sum of the penalties). 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 stage:

CATEGORY	**RACE-1**	**RACE-2**
MINI ROK	12 Km	10 Km
MINI ROK U10	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

Race 1:
The starting grid for race 1 is determined by the penalty sum classification drawn up at the end of the qualifying heats by adding up all the penalties scored by each driver.

Race 2, optional:
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).

The Race Specific Regulations (RPG) of each single race of the ROK Cup Italia 2025 can have different race procedures and formats.
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).

OTHER ROK CUP BRAND TROPHY EVENTS
The race procedure of the other Rok Cup Brand Trophy events may have the same or different procedures than those of the ROK CUP ITALIA events described above. These procedures and race formats will be specified and described in the Race Specific Regulations (RPG) of the events in question.
According to the Organiser of each single ROK Cup Brand Trophy event, it is possible to organise a B Final, reserved for drivers excluded from the final. In this case, the event must be included in the Race Specific Regulations (RPG).

Depending on the number of drivers registered, the categories may be joined (with separate classifications) to categories of the same ROK Cup Brand Trophy with similar characteristics.

5.3 ROK CUP ITALIA SCORES
On the basis of the order of arrival of the official classifications of race-2 and race-1 of each round of the Rok Cup Italia, the classified drivers are awarded the following points:

Place	Scores race-1	Scores race-2	Scores official qualifying heats
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		-

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.

5.4 ROK CUP ITALIA ADDITIONAL SCORES ("PUNTI GETTONE")
The driver will receive 10 additional scores for each round of the ROK Cup Italia attended, to be added to the scores gained during the race. 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, will not be given any score (even additional scores).

5.5 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. In case of a further ex-aequo, the highest number of best positions gained in the prefinal or in race-2 is decisive.

6. ROK CUP SUPERFINAL
The ROK Cup Superfinal is a one-round competition, scheduled on several days with limited number and reserved seats; the registrations are managed upon invitation.
Italian and foreign drivers, as well as qualified drivers (with reserved seat having received a prize/recognition by the Promoter) and Wild Card drivers, selected by the Promoter upon its own criteria, will take part in this race.
WILD CARD drivers wishing to attend the ROK CUP SUPERFINAL 2025, will be admitted only if:

- they have attended* at least 5 races of ROK Cup Italia 2025;

or

- they have attended* a official 2025 ROK Cup Championship recognised by the Promoter (the minimum number of race which have to be attended* is decided by the Championship Organizer).

** attend means: to take part at least in the official qualifying heats of the competition*

Please note that:
-possession of the admission requirements does not guarantee participation in the event, which is subject to the limited number of entries for each category.
-the Promoter, at any time and at its sole and unquestionable discretion, has the right to reserve or refuse registrations and/or entries without the obligation to provide any reasons.

The Race Specific Regulation (RPG) of the ROK CUP SUPERFINAL may provide for different provisions with respect to the present ROK Cup Trophy Sporting and Technical Regulation.

7. 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 attended.

The Race Specific Regulation (RPG) of the ROK CUP WINTER TROPHY may have different provisions compared to the present ROK Cup Trophy Sporting and Technical Regulation.

8. ROK CUP FESTIVAL

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

9. 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 final awards of the 2025 ROK Cup are still to be defined and will be announced further on and however, if foreseen, prior to the first ROK Cup race, ROK 2025 single rounds.

The Race Specific Regulation (RPG) of each single round can assign further or different prizes than the specified.

10. ADVERTISING

This present Regulation provides 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.

10.1 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 OMP and BELL**.
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).

10.2 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).

11. FAILURE TO COMPLY WITH SPORTING CONDUCT

All entrants, drivers, and their respective companions attending Rok Cup races are required to behave in accordance with the principles of courtesy and mutual respect for the entire duration of the event.
OTK Kart Group S.r.l., as Promoter of the Rok Cup Brand Trophy, reserves the right, at its sole discretion, to refuse the registration of an entrant and/or driver in one or more races of the aforementioned Trophy if the latter, or their companions, have behaved — during a race promoted by OTK Kart Group S.r.l. — in an unsportsmanlike, offensive manner, contrary to the principles of fairness and correctness, or in any way damaging the image, good name, or reputation of both OTK Kart Group S.r.l. and the Rok Cup Brand Trophy.

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

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

SPECIFICATION OF ART. 9 *AWARDS* OF THE *ROK CUP SPORTING REGULATION 2025*

ROK CUP ITALIA

-Single race:

In each single race of the ROK CUP ITALIA, for each category, the following drivers will be awarded with honour prizes:

- the first 3 classified drivers in RACE 1
- the first 3 classified drivers in RACE 2*

*in case RACE 2 won't be run, the related prizes will not be awarded.

Extra prize award

On the occasion of all ROK Cup Italia events, an extra prize for the best three drivers of each category (Mini ROK, Mini ROK U10, Junior ROK, Senior ROK, Expert ROK, Super ROK, Shifter ROK), on the basis of a dedicated ranking which will be drawn up by summing the results obtained by each driver in race-1 and race-2.

The scores awarded in race 1 and race 2 will be the same. The scores chart reported in art. 5.3 of the Sporting Regulations of the ROK Cup Trophy 2025 will be used with the only difference that for both races the scores usually awarded in race 2 will be assigned.
In case race-2 is not run, the points usually attributed to race-2 will be assigned to the first fifteen (15) drivers occupying the first fifteen (15) positions of the starting grid of race-1.
The scores chart is the following:

POSITION	SCORES (same score for Race 1 and Race 2)
1	25
2	20
3	16
4	13
5	11
6	10
7	9
8	8
9	7
10	6
11	5
12	4
13	3
14	2
15	1

In case of ex-aequo between two or more Drivers, the best position in the final ranking of the qualifying practices will be considered decisive.

Prizes awarded in each category:
- 1st classified: 3 sets of LeVanto tyres and 12lt ENI KART 2T Racing Oil
- 2nd classified: 2 sets of LeVanto tyres
- 3rd classified: 1 set of LeVanto tyres

The prizes not personally collected during the awards ceremony will not be awarded.

-Championship

The final classification of the ROK CUP ITALIA Championship of each category (Mini ROK, Mini ROK U10, Junior ROK, Senior ROK, Super ROK, Expert ROK, Shifter ROK) will have the following awards:

1st classified: trophy and participation in the ROK CUP SUPERFINAL 2025 as Qualified Driver in the Rok category the driver races in; the Qualified Driver to ROK CUP SUPERFINAL is entitled to: free entry and slick tyres voucher for the race; 2 overnight stays in a partner hotel and ticket lunch.
2nd classified: trophy
3rd classified: trophy

ROK CUP WINTER TROPHY

The final ranking of the ROK CUP WINTER TROPHY will have the following award prizes for each category (Mini ROK, Mini ROK U10, Junior ROK, Senior ROK, Super ROK, Expert ROK, Shifter ROK):

1st classified: trophy and participation in the ROK CUP SUPERFINAL 2025 as Qualified Driver in the ROK category the driver races in; the Qualified Driver to ROK CUP SUPERFINAL is entitled to: free entry and slick tyres voucher for the race; 2 overnight stays in a partner hotel and ticket lunch.
2nd classified: trophy and 3 sets of LeVanto slick tyres
3rd classified: trophy and 2 sets of LeVanto slick tyres