ROK CUP TROPHY 2026

Extract from ROK CUP SPORTING REGULATION Valid for ROK CUP SUPERFINAL 2026

ROK CUP TROPHY 2026 Sporting Regulation
Approved by ACI SPORT on 20/01/2026

The updates are indicated in the table:

UPDATE HISTORY

UPDATE	APPROVAL DATE	PAGE
Addendum Rok Cup Superfinal Articles: 2, 3, 6.1, 6.2, 6.3, 6.4	22/06/2026	

(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 2026 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~~ ten (~~8~~ 10) 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
VLR ROK	with VLR Rok engine
VLR JUNIOR ROK	with VLR Junior Rok engine

VLR Rok and VLR Junior Rok categories are exclusively admitted for the Rok Cup Superfinal 2026 only.

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 2015 or before, up to 14 years old not turned**	-National Mini -National G -International G
ROK MINI U10	**Drivers born on 2016 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 2026 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/ **VLR JUNIOR ROK**	**From the age of 12*-16 years old not turned** * It is also possible to be admitted at the age of 11, but the following requirements must be met: - in the case of an Italian licence: reference is made to RDSK 2026 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 G -International G -National F -International F -National E* -International E* * up to 16 years old not turned
ROK SENIOR/ **ROK SUPER/** **VLR ROK**	**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.

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 2026, will be admitted only if:

- they have attended* at least 5 races of ROK Cup Italia 2026;

or

- they have attended* a official 2026 ROK Cup Championship recognised by the Promoter (the minimum number of races 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.

6.1 MINI ROK-MINI ROK U10 CATEGORIES REGULATIONS

For the Mini Rok and Mini Rok U10 categories, the Rok Cup Superfinal will be reserved (limited number of drivers) and will be run with ENGINES provided and distributed (allocated) by drawing lots by the Promoter.

6.2 ROK VLR – ROK VLR JUNIOR CATEGORIES REGULATIONS

For the VLR Rok and VLR Junior Rok categories the ROK Cup Superfinal 2026 entries will be by invitation only and will be reserved to a limited number of drivers. The maximum number of drivers admitted for each category will be of 36.
The categories VLR Rok and VLR Junior Rok will be run with ENGINES provided and distributed (allocated) by drawing lots by the Promoter.
The maximum number of drivers allowed may differ for some rounds of the ROK Cup Italia 2026 and in this case, it will be specified in the Race Specific Regulations (RPG).

6.4 ROK CUP SUPERFINAL RACE PROCEDURE

The race procedure of the Rok Cup Superfinal includes:
Unofficial free practices, official free practices, official qualifying practices, qualifying heats, pre-final and final.
The practice rounds, the order of entry of the admitted classes and categories and the timetable of the event are established by the Race Director and notified at the end of the pre-race checks by means of posting on the "physical" and "virtual" Official Notice Board.

The groups into which the drivers will be divided for the unofficial free practice and official free practice will be defined by drawing lots and will also remain unchanged for the qualifying and warm-up sessions. The warm-up sessions on Saturday will be only for drivers participating in the pre-finals.

According to the number of drivers registered in the Expert Rok and Expert Rok Plus categories, these categories may be merged for unofficial free practice, official free practice and warm-up sessions.

a) unofficial free practice: during their performance the given health emergency plan is compulsory as well as the presence of track personnel for the surveillance of the track. In order to attend the non-official free practices drivers must be duly registered for the race.

b) official free practice: each driver will be given the opportunity to drive at least 3 laps of the track. During these practices no more than 45 karts will be allowed on the track at the same time. From the official free practice onwards the use of the transponder is compulsory.

c) qualifying practices (timed): they are carried out, for each class and category, with the single session system of maximum 10' (ten minutes) (RDS Sporting Karting 2026).

For each group it is expected a session of official qualifying practices of 6 minutes.

Each driver is required to complete a minimum of 3 (three) timed laps (out-3-lap-in). Any driver who fails to complete the minimum of 3 timed laps will be penalized by having their best lap time cancelled. Any driver who is unfair and obstruct another driver, will be penalized and all times recorded during the qualifying session will be cancelled. In the event of rain or a wet track, the Stewards, after consulting with the Race Director, may reduce the minimum number of mandatory timed laps for each driver by 1 (one) lap. A driver who has

not completed the minimum number of laps and/or has not recorded a valid time will be assigned the last position in the standings. In the event that multiple drivers have not completed the minimum number of laps and/or have not recorded valid times, positions will be determined by drawing lots.

In each session, a number of drivers not exceeding the number 36 is allowed on the track at the same time. Each driver chooses when to start in his session; the start of his session is considered as 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 group 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 groups the ranking is determined as follows:
(case of two groups) 1st place goes to the winner of the 1st group (fastest time in general); 2nd place goes to the winner of the 2nd group; 3rd place goes to the second classified of the 1st group; 4th place goes to the second classified of the 2nd group; the 5th place goes to the third classified of the 1st group, and so on;
(case of three groups) 1st place goes to the winner of the 1st group (fastest time in general); 2nd place goes to the winner of the 2nd group; 3rd place goes to the winner of the 3rd group; 4th place goes to the second classified of the 1st group; 5th place goes to the second classified of the 2nd group, and so on.
And so on, following the same system in case of 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.

d) qualifying heats and pre-final:
The **qualifying heats** and the **pre-finals** are managed as follows:

d.1) <u>If the number of drivers is less than or equal to 36:</u>

At the end of official qualifying practices, drivers will run 3 (three) or 4 (four) qualifying heats. (10 laps for the Senior Rok, Super Rok, Shifter Rok, Expert Rok, Expert Rok Plus, VLR Rok classes; 8 laps for the Junior Rok, VLR Junior Rok, Mini Rok and Mini Rok U10 classes.

The starting grid for the first heat is determined by the final ranking of the official qualifying practices.
The starting grid for the second heat is determined by the final ranking of the first heat.
The starting grid for the third heat is determined by the final ranking of the second heat, and so on.

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 plus one.
-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 plus two.
At the end of the qualifying heats a ranking will be drawn up by adding up all the penalties given to each Driver (ranking including the sum of 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 36 drivers classified after the qualifying heats are admitted to the pre-final. (10 laps for the Senior Rok, Super Rok, Shifter Rok, Expert Rok, Expert Rok Plus, VLR Rok classes, 8 laps for the Junior Rok, VLR Junior Rok, Mini Rok and Mini Rok U10 classes).
The starting grid for the prefinal is determined by the ranking at the end of the qualifying heats (ranking including the sum of penalties).

The following penalties will be assigned according to the arrival order of the pre-final:
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 pre-final, will be classified according to the number of laps he has actually completed.
-If a Driver does not take the start in the pre-final (no matter for what reason), he will receive a number of penalties equal to the number of participants of the pre-final plus one.
-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 pre-final plus two.

At the end of the pre-final an overall ranking will be drawn up by adding up all the penalties given to each Driver in the pre-final and the qualifying heats. In case of ex-aequo between two or more Drivers, the best position in the final ranking of the official qualifying practices will be taken into consideration.
The 36 drivers classified in the overall ranking will be admitted to the final.

d.2) <u>If the number of drivers taking part in the event exceeds the number of 36:</u>
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.; with a maximum of 18 Driver for each group) example in case of 4 groups, as follows:
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 (10 laps for the Senior Rok, Super Rok, Shifter Rok, Expert Rok, Expert Rok Plus, VLR Rok classes, 8 laps for the Junior Rok, VLR Junior Rok, Mini Rok and Mini Rok U10 classes) 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 (ranking according to the sum of penalties) 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 first 72 Drivers of the ranking drawn up at the end of the qualifying heats (according to the sum of penalties) will be admitted to the A and B pre-finals. (10 laps for the Senior Rok, Super Rok, Shifter Rok, Expert Rok, Expert Rok Plus, VLR Rok classes and 8 laps for the Junior Rok, VLR Junior Rok, Mini Rok and Mini Rok U10 category). The first 72 classified Drivers will be distributed as follows: the first classified Driver starts in the A pre-final, the second in the B pre-final, the third in the A pre-final, the fourth in the B pre-final, the fifth in the A pre-final, the sixth in the B pre-final etc.

The following penalties will be assigned according to the arrival order of each pre-final:
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 any of the pre-finals (no matter for what reason), he will receive a number of penalties equal to the number of participants of the pre-final plus 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 pre-final plus 2.

At the end of the pre-finals an overall ranking will be drawn up by adding up all the penalties given to each Driver in the pre-final and in the qualifying heats. In case of ex-aequo between two or more Drivers, the best position in the final ranking of the official qualifying practices will be taken into consideration. The first 36 drivers classified in the overall ranking are admitted to the final.

e) Final stage
Final:
The starting grid of the final will be determined by the overall ranking, drawn up at the end of the pre-finals and obtained by adding up all the penalties of the pre-final and qualifying heats given to each Driver. In case of ex-aequo between two or more Drivers, the best position in the final ranking of the official qualifying practices will be taken into consideration.

- As for the Senior Rok, Expert Rok, Expert Rok Plus, Super Rok, Shifter Rok, Rok SVR and VLR Rok classes the final is scheduled on 20 laps.
- As for the Junior Rok and VLR Junior Rok classes the final is scheduled on 16 laps.
- As for the Mini Rok, Mini Rok U10 class the final is scheduled on 12 laps.

The starting grid is expected to be with pre-grid on the track.

The Race Specific Regulations of the Rok Cup Superfinal may provide different race procedures and formats.

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 please refer to the Rok Cup 2026 Trophy Sporting Regulations.