



MEMBER OF FIA



2025 ACADEMY INSTRUCTIONS

RSR



CONTENTS



INTRODUCTION	3
HOW DOES IT WORK	4
ENGINE COLLECTION	6
FLAGS	7
PRACTICE DAY GUIDELINES	9
SATURDAY - RACE DAY!	10
CONDUCT AND BEHAVIOUR	11
WHAT YOU NEED TO KNOW	12
SITRE MAP	14

INTRODUCTION



We're excited to have you join us for a week-end of competitive but friendly racing. The Academy Class has been created specifically for drivers who are still building their experience in karting, offering a structured and supportive platform to take the next step in their racing journey.

This category gives you the chance to learn and improve while competing under the same conditions as every other driver on the grid. With identical engines, clear technical regulations, and controlled equipment, the focus is entirely on developing your skills behind the wheel.

The Academy environment encourages close, respectful racing where every competitor can concentrate on mastering lines, improving lap times, and understanding race strategy without the pressure of chasing expensive mechanical advantages. It's an opportunity to learn the rules of the sport, practice good sportsmanship, and prepare for progression into higher-level classes with confidence.

Here, you can expect equal equipment, consistent guidance from our officials, and a commitment to fair competition—giving you the best possible foundation for your growth as a driver.



HOW DOES IT WORK



Engine Allocation

The Academy follows a different process to the National classes when it comes to engines. Instead of drawing engines on the day of competition, each driver is issued a randomly-selected engine from the official pool on Thursday evening. This early allocation ensures that everyone has enough time to fit their engine and carry out basic checks before heading out for Friday's practice sessions.

Why Thursday Night?

By issuing engines the night before practice, we give mechanics and drivers the opportunity to:

- **Mount the engine securely and correctly.**
- **Connect all necessary fuel, exhaust, and electrical components without rushing.**
- **Make sure the kart is ready to go first thing on Friday morning.**

This approach helps avoid last-minute issues that can disrupt practice and gives every driver a full, uninterrupted day on track.

Engine Specification & Fairness

All Academy engines are Vortex OK-J units prepared and maintained by our technical team. Every engine in the pool is checked, serviced, and sealed to the same standard before it's handed out. No private race engines are allowed, and no modifications beyond the permitted carburettor adjustments can be made. This keeps performance equal

across the grid and ensures the racing is decided by skill, not equipment.

Fitting & Setup Support

If you or your mechanic are new to fitting a Vortex OK-J engine, our technical team will be available on Thursday evening to provide guidance. We can assist with advice to:

- Correct mounting position.
- Securing the exhaust and airbox.
- Chain alignment and tension.
- Connecting fuel lines.

Practice Day Use

With your engine fitted and ready, Friday becomes a full day for track time. Use these sessions to:

- Get comfortable with your kart and engine combination.
- Work on driving lines and braking points.
- Adjust the kart's handling to suit your style and the circuit conditions.
- Test carburettor settings if needed (help is available if you're unsure).



HOW DOES IT WORK



Parc Fermé Rules & Inspections

Once issued, your engine must remain sealed at all times and may be inspected by officials throughout the weekend. Any tampering, opening of seals, or unauthorised modifications will result in penalties. The only permitted adjustments are those specifically allowed in the regulations, such as carburettor tuning. This ensures that every driver competes under the same mechanical conditions.

The Goal

The Academy's allocation system isn't just about fairness—it's about creating the best environment for learning. By knowing you have the same performance potential as everyone else, you can focus entirely on improving your driving, developing racecraft, and gaining experience without the distraction of equipment differences.



ENGINE COLLECTION



Entrant or Authorized Mechanic Signature

At the time of engine issue, the entrant must sign to confirm receipt of the allocated engine and associated components.

If the entrant is not present, an authorised mechanic may sign on their behalf. By signing, the mechanic confirms they are acting with the entrant's full authority and accept responsibility for the issued equipment.

The signature confirms that all items have been received in good condition and that the entrant or mechanic understands the return requirements at the end of the event.

Items Supplied with Your Engine

When you sign for your engine, you will receive the following:

- Engine (sealed)
- Engine mount
- Carburettor
- Airbox
- Airbox mount
- Airbox rubbers and clamp
- Exhaust
- Silencer
- Exhaust springs

All of these components are part of the issued package and must be returned together and in good condition at the end of the race weekend. This ensures accurate inventory control and prevents discrepancies.

Engine Mount Compatibility

If the supplied engine mount does not fit your kart chassis, you may use your own mount.

In this case, you must still return the original mount that was issued with your engine.

Failure to return the correct mount, or returning it in damaged condition without prior approval, may result in charges to replace the item.

Return Procedure

All issued engines and components must be returned immediately after the final race on Sunday.

The return point will be the Parc Fermé engine collection area, where a member of the technical team will check each item against your original sign-out record.

The engine and components must be clean and free from excessive dirt or grease to allow for inspection.

Once the return is complete and all items are accounted for, the entrant or mechanic will sign to confirm the hand-back.

Any missing, damaged, or substituted parts will be recorded, and replacement costs may be charged to the entrant.

FLAGS



Green flag indicates the circuit is clear. This will be displayed during the first lap of qualifying or practice or will be displayed at pit exit indicating that the circuit is now open.



Blue Flag – This indicates to a driver that a faster car is approaching. The driver should take caution and not make any unpredictable moves. Stay on line and do not fight.



Yellow Flag indicates danger. This can be waved or stationary depending on the severity of the incident. Stationary yellow escalating to waved then to double waved.



Change of surface – this indicates that the track surface has changed. Either rain, oil or debris. Take caution when passing.



Red flag – The race is stopped due to a severe accident. Follow the leader around the circuit to the start/finish line slowly and stop immediately. Watch for marshal instructions.



Blue flag with red cross – ***You are about to be lapped, due to the pace difference please enter the pits at your next passing. [Accompanied by a number board]***

FLAGS



Reform Flag – During the formation lap, if the start is aborted, the lights will remain on and the reform flag will be displayed. Stay in formation and get ready to start on the next passing.



Black flag – The driver is disqualified from the session. Come into the pits and go to the COC immediately. [Displayed with a number board]



Black & Orange – Something broke on your kart and you need to come into the pits to fix it. If you ignore this flag you will receive a black flag on your second passing



Chequered Flag – The session is over. Return to the pits in an orderly fashion. Do no race after the chequered flag and raise your hand upon entering the pits.



Black & White – You have been observed transgressing the sporting regulations and are being watched by officials. If you continue to transgress the sporting regulations this will escalate to a black flag. You must see the COC after the session. [Displayed with a number board]

PRACTICE DAY GUIDELINES



Friday is your first opportunity to run with your allocated Academy engine on track. This day is vital for fine-tuning your kart setup, building confidence, and learning the circuit before racing begins.

Purpose of Practice Day

- Get familiar with your allocated engine's feel and performance.
- Adjust kart setup to suit track conditions and your driving style.
- Build consistency in lap times and lines.
- Identify and resolve any mechanical issues early.

Track Access & Sessions

- The practice schedule will be posted on the official notice board and may be updated throughout the day – check it regularly.
- Only drivers entered in the Academy class and fitted with their allocated, sealed engine will be permitted on track.
- Late arrival to the dummy grid may result in missing a session, so plan your timing carefully.

Engine Care During Practice

- Follow the warm-up procedure advised by the technical team before pushing to full speed.
- Monitor engine temperature – overheating can cause performance loss and damage.
- Keep your chain clean and correctly tensioned; an overly tight chain can damage bearings and reduce power.

- *Use the same attention to detail in practice as you would in a race – mechanical care is part of learning to be a complete driver.*

Data & Feedback

- Keep track of lap times and any changes you make to the kart.
- If possible, have your mechanic record observations from each session so you can review patterns.
- Communicate clearly with your team – small details can make a big difference to your overall pace.

End of Day Checks

Before leaving on Friday:

- Inspect your kart for loose bolts, worn parts, or leaks.
-
- Make sure your engine seals are intact – any breakage must be reported immediately.
-
- Review your notes to plan any setup changes for Saturday morning.

SATURDAY - RACE DAY!



Saturday is race day for the Academy class. All official on-track sessions take place today, including qualifying and heats. This is where it all counts — so be organised, stay sharp, and treat every session with full focus.

Daily Schedule

- The complete timetable is posted on the official notice board — check it first thing in the morning and throughout the day for any updates.

The Academy class will participate in the following sessions:

- 1 x Practice
- 1 x Qualifying
- 3 x Heats

Each session runs to a strict schedule. If you miss your call-up, you may not be allowed to participate in that session. No exceptions.

Drivers' Briefing

- A mandatory Drivers' Briefing will be held in the morning before the first session.
- Attendance is compulsory for all Academy drivers.
- You must arrive signed on — no parents or representatives in place of the driver.
- Important safety information, schedule changes, and race procedures will be covered.
- Failure to attend may result in being excluded from the day's racing until cleared by the officials.

Pre-Race Reporting (Pre Grid)

- You must report to the pre grid on time for every session.
- Final checks (transponder, suit, helmet, neck brace, gloves, etc.) are done at the pre grid before entry to the circuit.
- Late arrival may result in being held back from the session or losing your grid slot.
- ***Treat this area with discipline — it's part of race control.***

Between Heats

Return your kart to your pit bay immediately after each heat unless instructed otherwise.

Use the time between sessions to:

- Re-check the kart (chain, tyres, fuel, nuts and bolts).
- Clean the radiator and remove any debris.
- Check your fuel for the next run — don't leave it until the last minute.
- Discuss improvements calmly with your mechanic — don't panic between sessions.



CONDUCT & BEHAVIOUR

The ROK Academy is more than just a race — it's a place to build good habits, earn respect, and develop as a complete competitor. *How you carry yourself on and off the track matters.*

On-Track Conduct

- Drive with control, awareness, and respect for your fellow competitors.
- Aggressive or reckless behaviour will not be tolerated — clean racing is the expectation, not the exception.
- Know your flags, listen to marshals, and respond immediately to any signals.
- If you make a mistake or cause an incident, take responsibility. We're here to learn.

Off-Track Conduct

- Maintain a professional attitude in the paddock, whether you're in first place or last.
- Loud, aggressive, or confrontational behaviour — from drivers, mechanics, or parents — reflects poorly on your team and the event.
- Respect the officials, the technical team, and your fellow competitors. Everyone is here to support the sport.
- Keep your working area tidy and your equipment organised. A clean pit is a sign of a focused driver.

Support Team Expectations

- Mechanics and parents play a huge role — please lead by example.
- **Let the drivers take ownership of their performance; your role is to support, not to escalate.**
- Only registered mechanics are allowed in the designated areas.

Remember Why You're Here

This class exists to help young drivers grow — in skill, attitude, and maturity. How you behave is just as important as how you drive. Every race weekend is a chance to learn, to improve, and to carry yourself like a future champion.

WHAT YOU NEED TO KNOW



TIMETABLE:

All competitors are required to consult the official event timetable and ensure they are present at the designated engine distribution point at their scheduled time. Engines will be issued strictly according to this timetable, and it is essential that these engines are fitted to your kart prior to the start of official practice.

The time slot shown on the official event timetable is how long it is expected to take to hand out all the engines, please ensure you are present for collection from the time the collection slot opens to avoid delays.

If you miss your allocated collection window, you may be required to wait until all other scheduled slots have been completed before you are able to collect your engine. This will almost certainly result in you missing a session. Please do not put pressure on the engine distribution team if you were late—wait patiently and understand that scheduled competitors will be prioritised.

There will be no exceptions or alternative collection times, so please take responsibility for knowing your slot and being ready.

TAMPERING POLICY

Once your engine has been drawn and handed over, it's yours to look after until it's returned. That includes using it as supplied—no opening, tampering, or modifying allowed under any circumstances.

If an entrant is found to have interfered with their engine in any way, a non-negotiable fine of R10,000 will apply, and exclusion from the event is highly likely. This rule is firm and enforced to protect the fairness of competition for every driver on the grid.

LOOKING AFTER YOUR ENGINE

Treat the engine with care and respect—it's sealed, inspected, and trusted to deliver equal performance.

If something doesn't feel right or you spot a problem, report it straight away to the officials. Don't try to fix or open anything yourself.

You're fully responsible for your engine from the moment it's issued to you, right up to the moment you hand it back. This system keeps the racing clean and focused on what really counts—driver skill, smart decisions, and track performance.

ENGINE ISSUE REPORTING - WHAT TO DO IF YOU SUSPECT A PROBLEM

If you think something's not right with your engine during the event, bring your kart—with the engine still fitted—to the technical team in parc fermé straight away.

The tech staff will carry out a full check to see if there's a fault or anything out of spec. In some cases, you might be asked to share data from your logger to help with the investigation.



WHAT YOU NEED TO KNOW



WHY THIS MATTERS

Getting ahead of a possible issue helps you avoid bigger problems later in the event. It keeps the competition fair and avoids delays or disputes.

Reporting early gives the technical team time to work with you and keep the event running smoothly.

If something doesn't feel right, speak up sooner rather than later. Your cooperation helps us maintain the standard of racing we all expect—and it gives you the best shot at a clean and competitive weekend.

STEP-BY-STEP: REPORTING AN ENGINE ISSUE

Do not remove the engine.

Leave the engine fitted to the kart exactly as it came off the track.

Head straight to parc fermé.

Make your way directly to the technical team without delay.

Report the issue to a race official.

Let them know what the problem is—be clear and specific.

Allow the technical team to inspect the engine.

They'll carry out checks to diagnose the issue. Be patient—it takes time to do it properly.

Be ready to share data.

You may be asked to supply data from your logger to assist in the assessment.

Wait for official feedback.

Do not refit, swap, or attempt repairs unless instructed by an official.

NOTES ON ENGINE SWAPS

During National Championship events, competitors may be requested to swap engines from the start of official practice. The number of engine swaps or changes for an event is not limited to two (2) and may vary at the sole discretion of the organiser and/or promotor. Competitors may also request one (1) engine change during the event at their own discretion. A charge of R3,000 will apply for Mini Rok and R5,000 for OKJ/OKN categories. If, upon inspection by the technical team, the engine is found to be problematic or faulty, this fee will be refunded in full.

Only one such competitor-initiated engine change is permitted per event.

A maximum of three (3) spare engines per category will be reserved and kept on standby for such changes. Availability is on a first-come, first-served basis, and once all standby engines have been allocated, no further changes will be allowed unless approved by the organiser and/or promotor under exceptional circumstances.

IF YOUR ENGINE HAS A RUN-IN TAG

The running-in process is essential for optimal engine performance and longevity. It should not be conducted too slowly. Instead, the engine should be gradually stretched to ensure all components expand and settle properly under the correct conditions. For best results, the engine should be run within a 5000–9000 RPM range for two ten-minute sessions.



SITE MAP

