



2025

MINI ROK RACE DAY INSTRUCTIONS

VKC



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INTRODUCTION



Welcome to the Mini ROK and Mini Under 10 classes! We're glad to have you with us for a weekend of proper, hard-fought racing—and a great step forward in your karting journey.

Both categories use the Vortex Mini ROK engine, a proven and balanced platform built *specifically* for young drivers. The engine setup gives young drivers a steady and reliable platform to build on. It lets them focus on learning how to manage throttle, find a rhythm, and hold their own in tight, competitive racing.

In this class, the focus is on developing confidence and real driving ability. Since everyone runs the same engine and works within the same set of rules, there's no room for engine advantages—just honest racing where effort, skill, and smart choices make the difference. **Parents, mechanics, and teams: your role is key in helping keep things positive, calm, and fair in the paddock.**

Let's work together to make this a safe, fun, and competitive race day the kids will remember for all the right reasons.



HOW DOES IT WORK



MINI U/10 AND MINI ROK - ENGINE DRAW & HANDLING

For 2025, the Mini ROK class will follow a fully sealed engine and carburettor system to keep racing fair and simple. Here's how it works:

ENGINE COLLECTION

You'll draw your engine once on Saturday morning only.

You'll receive a fully sealed engine and carb. These units are pre-prepared, inspected, and identical in performance.

Because the engines and carbs are sealed, no adjustments, tuning, or opening is permitted at any point.

NO TUNING REQUIRED

In Mini ROK, the carburettors are set from the factory and sealed before issue.

There is no carb tuning allowed, and any tampering will be treated as a breach of technical regulations. If you believe something isn't running correctly, report it to the technical team immediately—do not try to fix it yourself.

This format keeps the racing consistent and lets the drivers focus on learning, improving, and enjoying competitive wheel-to-wheel racing.

By sticking to this process, you're helping us maintain a fair environment and letting every driver compete on equal terms. If you're unsure about anything, speak to a race official—we're here to help.



ENGINE DRAW NOTES



IMPORTANT - MINI ROK & MINI ROK U/10 ENGINE COLLECTION PROCEDURE

PLEASE NOTE THAT FOR BOTH THE MINI ROK AND MINI ROK U/10 CLASSES, COMPETITORS WILL BE REQUIRED TO MOUNT THEIR ENGINES INSIDE PARC FERMÉ DURING THE OFFICIAL ENGINE COLLECTION SESSION.

YOU MUST THEREFORE ATTEND ENGINE COLLECTION ON FRIDAY MORNING WITH YOUR KART AND THE NECESSARY TOOLS TO COMPLETE THE FITMENT.

NO ENGINE WILL BE SIGNED OUT OR CONSIDERED COLLECTED UNTIL IT IS PHYSICALLY MOUNTED AND APPROVED BY THE PARC FERMÉ OFFICIAL. ONLY ONCE YOUR INSTALLATION HAS BEEN CHECKED AND CLEARED WILL YOU BE PERMITTED TO PROCEED.

THIS PROCESS IS COMPULSORY AND APPLIES TO ALL COMPETITORS IN THESE CLASSES.

ENTRANT OR AUTHORIZED MECHANIC SIGNATURE

- An entrant's signature is required at the time of the engine draw.
- If a mechanic is present on behalf of the entrant, the technical team will assume the mechanic is acting with the entrant's full authority to sign for and receive the engine. Please ensure mechanic knows the name, number and class of driver they are collecting for.

ITEMS INCLUDED WITH YOUR ENGINE:

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

- Engine
- Engine mount
- Carburetor
- Airbox
- Mount for airbox
- Exhaust
- Silencer
- Exhaust springs

All these items must be returned together at the end of the race weekend



SITE MAP



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.

Thanks for doing your part to keep the competition fair.



REPORTING ENGINE ISSUES



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.

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.



NOTE 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.

RUNNING IN AN ENGINE



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.

If the engine you receive has a “RUN-IN” tag on it, it is mandatory to follow the above instructions for at least two ten-minute sessions.

