



2025 OK-N RACE DAY INSTRUCTIONS

VKC



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INTRODUCTION



Welcome to the OK-N class. We're excited to have you here and looking forward to a proper weekend of close racing.

In this category, all drivers run with Vortex VTN engines. These engines are solid, consistent, and proven in competition. To keep things fair, everyone will be using engines from the same pool—no private engines are allowed.

The reason is simple: when all drivers have access to the same equipment, it levels the field. No one can win because of tuning, prep, or special parts. Every motor in the pool is checked, sealed, and maintained to the same standard. So when you go out on track, you know the fight is about driving—not horsepower.

That's what this class is all about. It's an opportunity to show what you can do in a kart that's equal to the next one.

Thanks for being here, and let's make it a clean, competitive race weekend.



HOW DOES IT WORK?



For 2025, we're rolling out a new engine draw system to make your race weekend smoother and more consistent. Here's how it's going to work:

ENGINE COLLECTION

You'll collect your engine once during the weekend—once on Saturday morning.

CARB TUNING

You're free to tune the carburettor to suit your setup and driving style.

Just a heads-up: incorrect adjustments **will** cause damage, so take care when making changes.

Keeping the same engine all weekend means you can build on what you learned the day before—one less variable to worry about.

If you are not comfortable with tuning the carb please do not adjust, we have someone available to you to assist on Friday practice with getting the carb setup to your liking.



ENGINE DRAW



OK-J - ENGINE DRAW & HANDLING

For 2025, we're rolling out a new engine draw system to make your race weekend smoother and more consistent. Here's how it's going to work:

ENGINE COLLECTION

You'll collect your engine once on Saturday morning.

CARB TUNING

You're free to tune the carburettor to suit your setup and driving style.

Just a heads-up: incorrect adjustments can cause damage, so take care when making changes.

If you do not know how to tune a butterfly carb we suggest you do not make any changes and make use of our engine specialist on Saturday to assist with setup.

Keeping the same engine all weekend means you can build on what you learned the day before—one less variable to worry about.

By following these steps, you're helping us deliver a fair and enjoyable race experience for everyone. If you have any questions or need help, feel free to ask one of our team members. Let's make this race weekend a success!



ENGINE DRAW NOTES



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.

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
- Rubbers and clamp for airbox
- Exhaust
- Silencer
- Exhaust springs

All these items must be returned together at the end of the race weekend to ensure everything is accounted for.

IMPORTANT NOTES ON ENGINE MOUNT COMPATIBILITY

- If the engine mount is not compatible with your kart chassis, you may change the mount in your pits.
- Please remember to return the engine with the same mount it was issued with to avoid any discrepancies.



SITE MAP



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.

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.

