



VORTEX ROK DVS ENGINES ANNOUNCED FOR AUSTRALIA FROM 2016

As announced recently by Karting Australia, the Vortex Rok DVS engine will be introduced for competition in Australia from January 2016.

The new Vortex Rok DVS engine uses the same principles of the new generation OK engines that will be introduced into CIK-FIA from 2016. Unlike CIK-FIA approved engines, the Vortex Rok DVS engine on offer for Australian Karting competition will remain the same throughout the life of the engine and will not have the added cost of ongoing evolutions.

The Vortex Rok DVS engines ticks all the boxes for cost effectiveness:

- Meets Karting Australia's "Pathway Engine" requirement (able to be used with low upgrade costs from Junior to Senior Competition);
- Long racing component life;
- No ongoing evolution costs;
- No need for engine rebuild after every race meeting;
- Stable platform and will suit the Karting Australia high performance engine needs for at least the next decade.

Competitors in both the Junior KA2 (formerly KF3) and Senior KA1 (formerly KF2) high performance classes will be a part of the pathway for the future of Karting in Australia from 2016.

Australian Vortex distributor Paul Feeney Group has completed extensive testing of the Vortex Rok DVS engine in both junior and senior configurations. Top runner in the 2015 Australian KF2 Championship Scott Sorenson was suitably impressed with the engine. "The Vortex Rok DVS engine will revolutionise Karting in Australia. It is an amazing engine and once you drive one you'll be jumping out of your skin for more, it is just that good! If introducing the new Vortex Rok DVS engine does not fix the KF2 class, nothing will."

OTK/Vortex Export Manager Mario Pazos says "Vortex is proud to be a part of the Australian Karting future. The new Vortex Rok DVS engines will appeal to the competitors as the direct drive OK DVS engines have a completely different feel. I believe the decision to use the Vortex Rok DVS engine in Australian competition will definitely benefit both the KA1 and KA2 classes."

As an introductory offer all current competitors who have competed in two or more rounds of the 2015 Australian Kart Championship in the KF2 or KF3 classes will be eligible to receive a \$1,500.00 (inc GST) trade-in for their current KF2 or KF3 engine on the purchase of a new Vortex Rok DVS engine for competition in 2016, for all orders placed prior to Monday December 21 2015.

Trade in Offer is limited to one engine per driver. Terms and conditions apply.

Recommended Retail Pricing

Engine kit for KA2 Junior competition \$4,190.00 (inc GST)

Engine kit for KA1 Senior competition \$4,390.00 (inc GST)



Each Vortex RoK DVS engine kit comes with the following

- Complete DVS engine with Ignition
- Ibea carburetor
- Arrow intake silencer
- Rok DVS Exhaust system

Track Side service program

PFG will supply a trackside service at each round of the Australian Kart championship which will include the following:

- A professional pit set up
- A service facility including engine bench stand and tooling capable of rebuilding a complete Vortex Rok DVS engine
- Technical service staff on hand to offer advice from jetting right through to a complete engine rebuild if necessary
- A full range of spare parts for both KA1 and KA2 Vortex Rok DVS Engines
- Vortex Merchandise

Prizes

Vortex engines will invite (commencing 2016 and for the term of the agreement with Karting Australia) the Australian Karting Champion in both KA1 and KA2 classes to compete at the Rok Cup International Final held in October each year at the South Garda Karting Complex located in Lonato, Italy.

The Champion will be supplied with:

- Free airfare (Competitor, Australia to Italy return)
- Free hotel accommodation for the competitor for the event
- Free use of complete Kart for the duration of the event
- Free entry fee for the event
- Free fuel for the event
- Free Bridgestone tyres for the event
- Free use of a pit tent at the event



ROK DVS DATA SHEET:

Single-cylinder 2 stroke engine

Displacement 125 cc

Reed valve intake in the crankcase

Liquid-cooled through external pump

Push-to-start system with decompression valve (auto closing)

Mixture-lubricated

Selettra Analogic Ignition

IBEA Rok DVS Ø 24mm carburettor

Arrow intake silencer

Bore and stroke 54x54mm

Cast iron made cylinder with one-piece exhaust power valve (power valve KA1 only)

5/3 transfer ducts intake

Oval exhaust and 2 boosters (all ports CNC worked)

Piston ring L type

28HP at 10,000 RPM (KA2) (formerly KF3)

38HP at 11,000 RPM (KA1) (formerly KF2)

Max 14,000 RPM (KA2)

Max 16,000 RPM (KA1)

Balance shaft

Rok DVS exhaust with integrated silencer

Max Torque 21 Nm at 11,000 RPM

Radial main bearings C4



For enquiries please contact:

Paul Feeney

Email: pfeeney@pfginfo.com.au