

Regulations

Engine Buy Back

Where specified in the Supplementary, Technical and/or Championship Regulations, the following shall apply:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSC.

These Regulations apply in only in respect of the class designated in the Schedule of Particulars.

Claimant - Only competitors or (in the case of under 18 year olds) their Parent/Entrant, who are competitors in a race under these regulations are permitted to purchase another competitor's engine.

CoC - for the purposes of these Regulations shall include the Clerk of the Course or Race Director or their authorised Deputy who may be the Chief or Eligibility Scrutineer.

It is a condition precedent to acceptance of Registration for the Championship and Entry to each meeting that any driver competing shall have the right to purchase any other driver's engine(s) in accordance with the procedures set out herein.

Similarly, all drivers agree by "entering" to "sell" their engine(s) in accordance with the following.

In addition to commercially-prepared engines (see Schedule of Particulars), any privately prepared engine or an engine prepared commercially by an organisation who is not listed in the Schedule of Particulars, is eligible for use in the competition provided that it complies with the Technical Regulations and, if requested, the owner forfeits his engine at the Buy Back Price stated.

Notice of Intention to purchase an engine shall be in writing. The Claimant must state which engine he wishes to purchase by noting the driver (or team) name and Race No and the Claimant's (or team) name and Race No.

The Notice of Intention must be lodged with the CoC before the final race (for this class) of the day ends (whether by Chequered or "Red flag").

In the event that more than one Claimant wants the same engine then the CoC will decide by who lodged the earliest Notice of Intention and payment in full.

The Claimant may only claim one engine during any race meeting.
The engine purchased may only be subsequently used by the Claimant.

The CoC shall advise the other competitor (team) of the Claimants request as soon as reasonable but in any case before the karts leave parc fermé.

The Claimant shall lodge the “Buy Back Price” (stated in the Schedule of Particulars), in cash with the CoC, no later than thirty minutes from the end of the race (for this class and in which the Notice of Intention to purchase was issued).

The “Claimed” engine remains the property of it’s owner until such time as any post race scrutineering checks have been completed satisfactorily. In the event that there is any discrepancy found, then the CoC may decide not proceed with the “Buy Back” arrangement and return the cash deposited to the Claimant.

The Claimant understands that the engine purchased will be in it’s post race condition or (if inspected by the Scrutineers) may be disassembled partly or in total. It is the responsibility of the Claimant to reassemble and all costs associated are the Claimant’s.

If a driver (or team) refuses to hand over any engine, parts, (whether professed to be lost or stolen) or damages same, then the matter will be considered as an admission that the engine is not eligible and the driver shall be excluded from the results of that race meeting and forfeit all Championship Points accumulated to date. In such cases the Organisers may refuse any further entry to the competition or Championship.

It is expected that there will be a paper record of the transaction.

It will record the date and time of the first Notice,

The time that the money is lodged with the CoC,

The name of the Claimant,

The name of the engine owner

The unique Engine No

A statement to the effect that neither the Engine Owner or the Meeting Organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - ie “caveat emptor”. The paper record shall be signed by the Engine Owner, The Claimant and the CoC and copies provided to each and the Organising Club.

Schedule of Particulars

Class Honda Cadet Clubman

Engine type Honda GX160

A number of engine preparers have agreed to supply engines to these regulations and that will comply with the technical obligations set out herein. A list of preparers is set out below.

This list may not include all preparers that have agreed to participate as others may opt to take part since this document was published.

Engine Preparers who have agreed in principle to participate as at 1st January 2010:

Panther Motorsport. *To Add - address/contact details*

Prokart Engineering.

RPM.

Torque Power.

UFO

The "Engine" for the purposes of these regulations is complete but with the over engine fuel tank removed, pull starter rotated, governor mechanism removed, vacuum take off applied and cam gear optimised, bore prepared, appropriate valve springs and modified exhaust.

It shall be provided with an engine cover, fuel pump and relevant piping.

Oil, engine mounts, throttle linkage and clutch are not included.

The Technical Regulations governing the engine shall be the current or latest version of the Honda GX160 Technical Regulations as noted in the Class Technical Regulations.

Initial Purchase Price Max £ 395 (plus VAT) each

It is intended that this price remains fixed for the 2010 season and will not alter unless there is a significant change in the cost of the engine supplied by Honda

Buy Back Price £ 500.00 each