



Notice of Intention to Purchase of a Honda Cadet Clubman Engine

To be completed by the Claimant

I (The Claimant), ....., being the Entrant of Honda Cadet Clubman Competitor Race No . . . . . wish to purchase the engine of competitor Race Number . . . . .(the owner) I enclose £575.00 in cash. I confirm that I have read and will abide by the Honda Cadet Clubman Buyback Regulations (In particular that offers may be made on the same engine from multiple Claimants and that once completed the original Owner may not use the engine for three consecutive HKC race meetings)

I understand and agree that neither the Engine Owner nor the Meeting Organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise – i.e. “caveat emptor”.

Date and Time of Notice issued to the CoC (or other designated official) .....

Claimant Particulars

- o Name of Competitor and Race Number: .....
o Name of Entrant (PG) wishing to purchase: .....
o Entrants Licence Number: .....
o Serial No. or Identifier of claimed engine (if known): .....

To be completed by the CoC or other designated official.

Owner Particulars

- o Name of Competitor and Race Number: .....
o Name of Entrant (PG): .....
o Entrants Licence No.: .....
o Serial No of claimed engine:.....
o Name of CoC (or other designated official): .....
o CoC (or other designated official) MSA Licence Number: .....
o Notice of Intention to Purchase and money received at (time) .....
o Confirmed that the engine has been marked by Scrutineer: Y / N
o Time completed .....

To be completed by the CoC or other designated official, the claimant and the owner

We sign below to confirm that the purchase has been completed in accordance with the regulations

- o Claimant (PG Entrant): .....
o Owner (PG Entrant): .....
o CoC (or other designated official): .....
o Time of sale / purchase conclusion: .....



## Honda Cadet Clubman Buyback Regulations

The Honda Cadet Clubman class regulations are as per the current MSA Kart Race Yearbook regulations for the Honda Cadet.

The only exception is that the engine unit from any kart can be purchased by another competitor for £575 during the race meeting having followed the procedure detailed below.

For ease a form is provided on the last page of this document which meets the criteria required in these regulations when putting forward a Notice of Intent to purchase an engine.

The principle behind the class is to provide cost effective competitive racing without the need for expensive 'Selected Parts' engines that dominate the Honda Cadet class.

## Engine Buy Back –Regulations

### A General

1. Where specified in the Supplementary or Technical and/or Event Regulations, the following shall apply.
2. The following Commercial Undertakings are NOT subject to the judicial procedures of either the Championship Stewards and/or the MSA/MSA.
3. These Regulations apply in only in respect of the class designated in the Schedule of Particulars.
4. Claimant – Only competitors or (in the case of under 18 year olds) their Licensed Entrant, who are competitors in a race under these regulations are permitted to purchase another competitor's engine. The organising club may also, at its own discretion, exercise the option to purchase an engine.
5. CoC – for the purposes of these Regulations shall include the Clerk or their authorised Deputy or in their absence, the Chief or Eligibility Scrutineer.
6. It is a condition precedent to acceptance of Registration for HKC events in this class that any driver competing in this class shall have the right to purchase any other driver's engine in accordance with the procedures set out herein. Similarly, all drivers agree by "entering" to "sell" their engine(s) in accordance with the following rules.
7. 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.



## B Procedure

1. Notice of Intention to purchase an engine shall be in writing. The Claimant must state whose engine they wish to buy by noting the Owner's Race No. If known the Claimant may also include the engine race number or other unique "Identifier" of the engine (e.g a sticker etc.).
2. The Notice of Intention must be lodged with the CoC or other designated official before the final race (for this class) of the day ends (whether by Chequered or "Red flag").
  - a. In the event that more than one Claimant wants the same engine then multiple Notice of Intentions may once lodged correctly including payment in full will be accepted.
  - b. In the case that multiple Notice of Intention have been made towards the same engine the CoC or other designated official will decide on the basis of a draw.
  - c. A Claimant may make claims on more than one engine during the race meeting. E.g. both engines of a particular competitor, or any combination.
3. The CoC or other designated official shall advise the other competitor / Owner of a Claimant's request as soon as reasonable (but in any case before the karts leave parc fermé, after the last race of the day).
  - a. The first notice of the request may be in the form that the competitor / entrant / owner take their engine(s) to Scrutineering for marking.
  - b. When informed the entrant / Owner, MUST make available to Scrutineers their engine(s) for identification and marking. Failure to do so will result in the risk of MEETING EXCLUSION.
  - c. It is also possible that the engine is in use on track at the time the Notice of Intent is made, in which case the engine (if it is the one identified) will be marked before it leaves Parc Ferme.
  - d. It is also possible that the Claimant cannot or has not identified the engine, in which case the engine claimed and marked before it leaves Parc Ferme will be the engine the entrant / owner
    - i. Is using in the current ongoing heat / final, or
    - ii. Uses in the next heat / final
    - iii. The names of those making claims on engines will be published or made available in race control.



4. The Scrutineers will be informed so that the engine claimed can be marked as soon as is practically possible.

a. Marking will include, but not be limited to, the engine case, cylinder head, exhaust and carburettor mountings /nuts and spark plug to ensure they are not removed.

b. Should an Owner wish to open / remove these components before the completion of the Buy Back, they must do so ONLY with the express permission of the Eligibility Scrutineer or risk MEETING EXCLUSION.

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

6. The “Claimed” engine remains the property of its 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.

7. For the avoidance of doubt, the “claimed” engine remains the property of the owner until the end of race day and completion of the matters set out in the above paragraph.

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

a. It will record the date and time of the first Notice.

b. The time that the money is lodged with the CoC or other designated official

c. The name of the Claimant.

d. The name of the engine owner.

e. The unique Engine No. (once confirmed)

f. The paper record shall be signed by the Engine Owner, the Claimant and the CoC or other designated official and copies provided to each and the Organising Club.

9. The Claimant and Owner understands:

a. That the engine purchased will be in its 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.

b. The “Claimed” engine will be supplied as raced with only the engine mount, clutch and throttle linkage removed.



c. By entering into this arrangement the Claimants understand and agree that neither the Engine Owner or the Meeting Organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise – ie “caveat emptor”.

d. 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 meeting. In such cases the Organisers may refuse any future entry to the competition or championship.

e. Should a Claimant subsequently sell the engine back, or otherwise allow its use, to the Owner; the Owner may not compete with or enter the engine on the scrutineering card for three consecutive HKC race meetings.

### C Schedule of Particulars

1. Class Honda Cadet Clubman
2. Engine type Honda GX160
3. 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.
4. Engine Preparers who have agreed in principle to participate as at 1st January 2015: Dartford Karting, D. G. Power Prokart Engineering. RPM, UFO, ASM
5. 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.
6. 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.

### D Prices

The “Buy Back Price” is **£575.00 (inclusive of VAT)**