



*Championship Regulations
for*

*The 2009
Kent Kart Racing Club
Challenge*

Lisa Hilder - Championship Coordinator

*94 Leonard Road
Greatstone
Kent,
TN28 8RU*

Published Copy 9th April 2009



K E N T K A R T R A C I N G C L U B.
2009 Members Challenge
Sporting Regulations - General

1.1 TITLE AND JURISDICTION:

1.1.1 TITLE

Kent Kart Racing Club - 2009 Members Challenge

1.1.2 Jurisdiction:

The Kent Kart Racing Club Members Challenge is organised and administered by the Kent Kart Racing Club in accordance with both the General Regulations of the Royal Automobile Club Motor Sports Association (MSA), (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

| | |
|-----------------------------|-------------|
| MSA Championship Permit No: | CHK2009/046 |
| Status: | Nat. B. |
| MSA Championship Grade: | D |

1.2 OFFICIALS:

| | | | |
|-------|------------------------|---|-------------------------------------------------------------|
| 1.2.1 | Coordinator | - | Miss. Lisa Hilder |
| 1.2.2 | Eligibility Scrutineer | - | Mr. Roy Baker |
| 1.2.3 | Championship Stewards | - | Mr. Chris Hilder Mr. Paul Napolitano Mr. Chris Twiner |

1.3 COMPETITOR ELIGIBILITY:

- 1.3.1 Entrants must be fully paid up valid membership card holding members of the Kent Kart Racing Club. They must also be in possession of valid 2009 MSA Entrants Licences.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up, valid membership card holding, members of the Kent Kart Racing Club. They must be in possession of a valid MSA, National "B" (Novice) Kart Licence (or higher).
- 1.3.3 All necessary documentation must be presented for checking when "signing-on" for each round.

1.4 REGISTRATION:

Entry to the KKRC Members Challenge is free and automatic on a member's first entry to a qualifying round

1.5 CHAMPIONSHIP ROUNDS:

- 1.5.1 The Series will be held over nine (9) qualifying rounds as follows:

| DATE | VENUE | ORGANISING CLUB |
|---------------------------------|--------------|-----------------------|
| 12 th April 2009 | Lydd Raceway | Kent Kart Racing Club |
| 10 th May 2009 | Lydd Raceway | Kent Kart Racing Club |
| 14 th June 2009 | Lydd Raceway | Kent Kart Racing Club |
| 12 th July 2009 | Lydd Raceway | Kent Kart Racing Club |
| 9 th August 2009 | Lydd Raceway | Kent Kart Racing Club |
| 13 th September 2009 | Lydd Raceway | Kent Kart Racing Club |
| 11 th October 2009 | Lydd Raceway | Kent Kart Racing Club |
| 8 th November 2009 | Lydd Raceway | Kent Kart Racing Club |
| 13 th December 2009 | Lydd Raceway | Kent Kart Racing Club |



1.6 SCORING FOR THE CHAMPIONSHIP

- 1.6.1.1 Heats
Following the heats, points will be awarded to competitors based upon their starting (or grid) position for the final, as follows:
1st - 55; 2nd - 52; 3rd - 50; 4th - 49; 5th - 48; etc. Double points will be awarded at the final (December) round of the Championship.
- 1.6.1.2 Finals
Points will be awarded for the finals as follows:
1st - 55; 2nd - 52; 3rd - 50; 4th - 49; 5th - 48; etc. All competitors who come under starters orders and take the start will be classified as a finisher on a roll back of laps basis. Double points will be awarded at the final (December) round of the Championship
- 1.6.1.3 The final championship position for the Challenge will be determined by counting a competitors best seven (7) scores from the nine (9) rounds held. (In the event that for some reason a meeting or meetings are cancelled a competitors 7 best scores from the rounds actually held will count) In the event that a competitor is excluded from an event for any reason, their score from that round must be counted towards their final championship tally.
- 1.6.2 Resolving Ties

Should there be a tie, the championship result will be decided by counting the number of 1st places gained by each competitor in "finals". If still undecided the number of 2nd places will be considered, then 3rd places and so on.
- 1.6.4 Championship Points Appeal
Appeals arising out of a championship classification or the points awarded at any rounds should be made in accordance with section [C(d)] of the MSA Yearbook.

1.7 Awards

- 1.7.1 Per Round
Trophies will be awarded in the rate of 1 trophy for each 5 entries per class or in accordance with the host clubs published policy
- 1.7.2 Overall Championship
The winner of each class/division will receive a Championship Trophy.
- 1.7.3 Discretionary Awards
At the Club's discretion awards may be given for second and third places etc., overall in each class of the championship, if there are sufficient entries. Trophies will be awarded in the ratio of one per 5 entries in each class/division. These will be notified by official championship bulletin

1.8 Competitors Obligations

- 1.8.1 It is mandatory for all competitors to attend any drivers briefing, organised by the Clerk of the Course.
- 1.8.2 Title of Awards
In the event of any provisional result or championship tables being revised after any provisional presentation and any such revisions effect the distribution of awards, the competitors concerned must return such awards to the Kent Kart Racing Club in good condition within 7 days.

2. JUDICIAL PROCEDURES

2.1 Judicial Procedures

For both individual rounds and the Championships as a whole, will be in accordance with the 2009 MSA Yearbook and as follows:

2.2 Round Penalties

Where necessary, penalties in accordance with Paragraph 6; Section [C(d)] of The MSA Yearbook may be applied.

2.3 Championship Penalties

In the event of a competitors exclusion from the result of any round, whether for a Technical Infringement or following Judicial Action, the provisions of MSA Regulations Section [C(d)] Paragraph 39 (a). & (b). only, will apply.



3. TECHNICAL REGULATIONS

2009 MSA Specific Karting Technical Regulations (including any amendments issued and coming into force during the period of the Championship) apply together with the Regulations contained within the 2009 MSA Kart Race Yearbook (The Gold Book) and the individual event Supplementary Regulations

3.1 Eligible Vehicles

Karts complying with the following classes as described in the 2009 MSA Kart Race Yearbook (The Gold Book) will be eligible to take part.

| | | |
|--------------------------------|--------------------------|---------------------------|
| Formula Cadet (Comer W60/S60); | Honda Cadet; | Honda Cadet Clubman* |
| Formula TKM 4 Stroke | Formula Rotax Junior UK; | Formula Rotax Mini Max; |
| Prokart | Formula Rotax 125 Max; | Formula Rotax 125 Max/177 |

* See Appendix A

3.2 Chassis

Only one chassis may be used at an event. However should the chassis that has been scrutineered be damaged beyond repair it may be replaced at the discretion of the Clerk of the Course

3.3 Engines

Engines for each class are to be as detailed/listed in the 2009 MSA Kart Race Yearbook (The Gold Book).

3.4 Tyres

Tyres are to be as detailed/listed for the class in the 2009 MSA Kart Race Yearbook (The Gold Book). Competitors should note that only one set of Dry Tyres (Slicks) will be permitted for each round of the challenge. A competitor may be allowed to use one additional front and/or one additional rear tyre in the event of damage to a tyre from the original set. This will be at the discretion of the Chief Scrutineer whose permission must be obtained prior to substitution of a tyre. To assist in the monitoring of the tyres used by a competitor, tyres may be marked prior to the commencement of racing.

4. CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

4.1 Entries:

Supplementary Regulations and Entry Forms will be available in sufficient time to allow entries to be made prior to the closing date for each round.

4.1.1 Competitors are responsible for ensuring that their entries are made on the correct entry form, properly completed and accompanied by the correct entry fee. Entries should be received prior to the closing date for each event. Closing dates for events will be as indicated in the appropriate supplementary regulations.

4.1.2 Entries will only be acknowledged by request and providing a S.A.E. is enclosed with the entry for that purpose.

4.1.3 The entry fee for each event will be as indicated in the appropriate Supplementary Regulations.

4.2 Grid Positions:

4.2.1 The maximum grid for any race will be limited to 26 competitors.

4.2.2 For all classes, grid positions will be allocated in the order of receipt of entry unless specified otherwise in the appropriate Supplementary Regulations for each event, which will take precedence.

4.3 Races

4.3.1 Race duration at each event will be as specified in the appropriate Supplementary Regulations for that meeting.

4.3.2 The duration of heats and finals may be reduced in the event of bad weather or unforeseen circumstances and will be advised to competitors on the dummy grid prior to a race. Changes in duration may also be made for reasons of safety



4.4 Starts

4.4.1 Will be as MSA specific karting regulations. Penalties may be imposed on the pole position driver for speed considered too fast or too slow. Penalties may also be imposed on drivers considered to have broken formation prior to the start line. Drivers who fail to take up their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid.

4.4.2 Excessive weaving to warm up tyres is prohibited.

4.5 Scrutineering

4.5.1 All competitors will be issued with a scrutineering card at signing-on. They have SOLE responsibility to fill it in correctly and hand it in to the scrutineer at pre race scrutineering. The completed card must contain the following information:

Drivers Name; Class; Race Number; The Chassis Unique Number/Numbers and the Chassis Manufacturer; Each Engine's Unique Number and the Manufacturer and Model Number.

Where metal seals are used to seal chassis and/or engines, the seal numbers must be written alongside the individual engine and chassis numbers on the Scrutineering Card

The scrutineering card must be signed by the competitor and, if under 18, by a parent or guardian. At any post race scrutineering the Chassis and Engine Numbers must be those stated on the Scrutineering Card. Should either be found to be incorrect, it will be considered **A Matter of Fact** for which there is no appeal. As the Scrutineering Card is used to ensure that a competitor is using, at all times, the equipment declared and presented by him/her at pre-race scrutineering, it is stressed that a competitor must ensure that the details entered on the card are correct.

4.5.2 Post race scrutineering will take place after heats and finals and all results are deemed provisional until all karts are released by the Scrutineers and/or after the completion of any Judicial or Technical Procedures, including the testing of fuel, which may take several days.

4.5.3 It is the responsibility of the competitor to make available their Engine Log Book upon the request of an official

4.6. Results

Event results will be posted at the event. They will become final 30 minutes after being posted.

All Championship results will be posted on the Club website (www.kkrc.org) as soon as possible after the completion of an event and or championship. They will become final 7 days after posting provided there are no outstanding appeals or tribunals that may affect those results. Any changes to the original provisional results will be published. The time scale for appeals against championship points is 7 days as dictated by [C(d)] of the General Regulations.



2009 CHAMPIONSHIP PERMIT

Kent Kart Racing Club

2009 Kent Kart Racing Club Members Challenge Championship

Championship Permit Number (Grade): CHK2009/046 (D)

**Mr C Hilder
94 Leonard Road
Greatstone
Kent
TN28 8RU**

Please note that you will be invoiced separately for permit fees, as necessary (Article 7 of Competition Fees – Appendix 3). Please advise MSA if your details, such as prize monies change, as a re-assessment will be necessary.

It is a condition of the issued Permit that you supply a copy of the published regulations, which must bear the words, in red ink, "PUBLISHED COPY" and be signed and dated by the Championship Co-ordinator, to the undersigned.

Please note that in holding these regulations on file or by issuing a Championship Permit no approval of these Regulations by the MSA is either given or implied. The purpose of holding a copy of the regulations on file is to ensure that there is a definitive record of the regulations applicable to a particular championship.

Note: K5 Approval in respect of Honda Cadet Clubman Class is attached.

CHERYL LYNCH
Race, Speed & Kart Executive



08 April 2009



THE ROYAL AUTOMOBILE CLUB MOTOR SPORTS ASSOCIATION LIMITED

MOTOR SPORTS HOUSE, RIVERSIDE PARK, COLNBRICK, SL3 0HG, ENGLAND

TEL: 01753 76 5000 FAX: 01753 68 2938 WEB: www.msauk.org

REGISTERED OFFICE: AS ABOVE REGISTERED NUMBER: 134624 ENGLAND



Published Copy 9th April 2009



K3/5 Approval (2009)

Ref: K3/5-2009-033

The MSA can confirm that Kent Kart Racing Club has been granted permission to run the Honda Cadet Clubman Class in the 2009 Kent Kart Racing Club Challenge, under MSA Competitors' and Officials Yearbook regulations K3 & K5.

Details:

Regulations as attached.

Date Approved: 7th April 2009

MSA Stamp & Signature:



John Ryan
Technical Executive



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MOTOR SPORTS HOUSE, RIVERSIDE PARK, COLNBROOK, SL3 0HG, ENGLAND

TEL: 0175 376 5000 FAX: 0175 368 2938 WEB: www.msauk.org

REGISTERED OFFICE AS ABOVE. REGISTERED NUMBER 1344825 ENGLAND

A member of the



Published Copy 9th April 2009



Appendix A, Honda Cadet Clubman Buy-Back Regulations

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

A.1 Scope

These Regulations apply in only in respect of the Honda Cadet Clubman class

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. 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.

A. 2. 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 2009:

Panther Motorsport.; Prokart Engineering; RPM; Torque Power; and 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 <u>£ 395</u> (plus VAT) each |
|------------------------|----------------------------------|

It is intended that this price remains fixed for the 2009 season and will not alter unless there is a significant change in the cost of the engine supplied by Honda

| | |
|-----------------------|-----------------------------|
| Buy Back Price | <u>£ 500.00</u> each |
|-----------------------|-----------------------------|