



2011

**49th AUSTRALIAN NATIONAL SPRINT
KART CHAMPIONSHIPS**

Proudly sponsored by The Australian Karting Association in conjunction with the
Australian Karting Association WA and the host club Tiger Kart Club.

To be held at
COCKBURN INTERNATIONAL RACEWAY
GEMMA ROAD
HENDERSON.

FRIDAY APRIL 22nd
SATURDAY APRIL 23rd
SUNDAY APRIL 24th

49th AUSTRALIAN NATIONAL SPRINT KART CHAMPIONSHIPS

SUPPLEMENTARY REGULATIONS

AUTHORITY:

This meeting will be held under the International Sporting Code of the FIA, the General Standing Regulations and National Competition Rules of the AKA and any further addendums and bulletins to the regulations.

Permit Number: AKAN02/2011

Organisers:

Australian Karting Association in conjunction with Karting WA and the host club, Tiger Kart Club.

Date of Meeting:

22nd / 23rd / 24th April, 2011.

Place of Meeting:

Cockburn International Raceway,
Gemma Road, Henderson, W.A.

Track Direction:

Clockwise

Track capacity:

40

Track length:

1070 metres

OFFICIALS OF THE MEETING:

CLERK OF COURSE:

Graeme Monds

ASSISTANT CLERK OF COURSE:

Dianne Scoble

ASSISTANT CLERK OF COURSE:

Brian Sparrow

CHIEF STEWARD:

TBA

INTERSTATE STEWARDS:

Fran Kelsall (VIC), Peter Thomas (QLD),
Brenton Taylor (NT) Howard Whitehouse.(NSW)
Sandra Walker, John Wishart, Lyn Polkinghorne,
Kim Light, Alison Pitt.

STEWARDS:

Kim Light

STATE OFFICIALS COORDINATOR:

Michelle Lino, Pam Arnett

STEWARDS SECRETARIES:

RACE SECRETARY:

Pam Arnett

STARTER:

Phil Pitt

ASSISTANT STARTER:

Tom Lawson

GRID MARSHALLS:

Mike Cogan

ASSISTANT MARSHALL:

Warrick Butterwork

ANNOUNCER:

Brad Cross

CM:S CHIEF TIMING OFFICIER:

Gary Chivell

LAP SCORER:

Rhonda Kilgallon, Renae & Kerry Summerfield

SCALE MARSHALL:

Greg Peers, Peter Allison, Terry Mott and Craig Bai

FUEL TESTER:

Steve Atkinson (AKA Fuel tester)

INTERSTATE TECHNICAL OFFICERS:

Les Allen (NSW), Harold Arnett (VIC)

STATE TECHNICAL OFFICER:

Ken Seeber

TECHNICAL OFFICERS:

Max Kilgallon, Rob O'Grady, Rob Mitchell

CHIEF SCRUTINEER:

Bruce Purdie

SCRUTINEERS:

Kevin Jackson and Jeff White, Bruce Purdie

TYRE DISTRIBUTORS:

Jeff White and Greg Adams

CHIEF BAR CODING OFFICER:

Penny Sheehan

JUDGES OF FACT:

Refer to rule 4.17(a)

PIT SPOT CO-ORDINATORS:

Michael Rock

PIT ENTRY MARSHALL:

Michael Clarke

FLAG STATION LIGHT CONTROLLERS:

Mark Nicholson and Nicholas Nicholson

FIRST AID ATTENDANTS:

Advanced Life

CLASSES TO COMPETE:

Junior National Light	120Kg	Junior National Heavy	140Kg
Junior Clubman (air)	135Kg (water)140Kg	Senior National Light	140Kg
Senior National Heavy	155Kg	Clubman Super Heavy	180Kg
Leopard Light	160Kg	Clubman Light	140Kg
Leopard Heavy	180Kg	Clubman Heavy	160Kg

Maximum Kart weight for JNH, SNH, CH, CSH, is 88Kg,
Maximum Kart weight for LH is 100Kg.

ENTRY FEE:

The Fee for Entry will be \$230.00 per class including GST and practice fees, **plus** the cost of 1 set of the relevant class tyres as set out below.

Tyre pooling as per Rule 23.11 will be used at this meeting.

Tyre cost and Entry fee - 2011 AKA Manual.

Dunlop SL1A	\$242.00 per set plus entry fee \$230.00 =	\$472.00
MG AZ Red	\$235.00 per set plus entry fee \$230.00 =	\$465.00
MG FZ Yellow	\$255.00 per set plus entry fee \$230.00 =	\$485.00

ENTRIES:

You can enter the event by using either of the systems below:

1. Entry Registration Form;

Fill out the attached Entry Registration Form, attach payment, and mail it to;

Entry Coordinator,
National Sprint Kart Championships,
Post Office Box 131, Golden Square, Victoria, 3551

Payment for Entry and Tyre costs **MUST** be included, otherwise the entry will be returned.

Money Order or Cheque to be made payable to the "*Australian Karting Association*".

*If paying by credit card a **\$4.00 credit card fee will apply.***

2. AKA Online Entries :

Log on to your driver information via [://www.karting.net.au/](http://www.karting.net.au/) using your ID number and password.

Under 'My Details' functions, choose 'Pre Enter Race Meeting', select the meeting to enter and type in your details.

Credit card payment MUST be used when entering online.

FAXED ENTRIES WILL NOT BE ACCEPTED UNDER ANY CIRCUMSTANCES.

CLOSE OF ENTRIES:

Mail entries close postmarked up to and including Friday 1st April, 2011.

Online entries close at 5.00pm on Friday 1st APRIL, 2011.

LATE ENTRIES CANNOT BE ACCEPTED

Eligibility is limited to drivers who are holders of a current A or B Grade AKA licence. The NKC may approve other licence holders outside of the AKA (i.e. International Drivers).

C grade or D grade provisional licence holders are not eligible to enter.

Contact numbers:

For enquiries in regards to entries, please DO NOT CONTACT the Tiger Kart Club:

Contact the Race Secretary on 03 54496362 or 0409334175

Refusal or acceptance of entry as per Rule 1.15 of the 2011 AKA Manual.

Confirmation of entries will be published on the website, [.kartingwa.com.au](http://kartingwa.com.au) as received.

Entries will only be eligible for refunds if entry is cancelled in writing before Close of Entries, or if classes are cancelled as per rule 20.11(c) of the AKA Manual.

MINIMUM ENTRIES:

The minimum starters in each class will be 14 genuine entries. If less than 14 genuine entries are received, drivers entered for the class will be notified ASAP and entry fee returned, as per rule 20.11(c) of the AKA Manual.

FORMAT OF RACING:

**UNDER-SUBSCRIBED CLASSES. - as per rule 18.01 of the AKA Manual.
(2 x timed qualifying, 2 heats, pre-final and final)**

(a) **Timed Qualifying**

Timed Qualifying to be as per rule 16.05(c) 2), 3), 4) & 5)

2 x 4 minutes qualifying sessions.

First qualifying session, lowest kart number to grid 1 and so on.

Second qualifying session, highest kart number to grid 1 and so on.

(b) **Heats**

Heat 1;

Grid positions as per qualifying, fastest time to grid one, and so on.

To be run over a distance of 7 km minimum. (7 laps)

Heat 2;

Grid positions as per qualifying, fastest time to grid one, and so on.

To be run over a distance of 7 km minimum. (7 laps)

(c) **Pre-final**

One pre-final. Lowest accumulated points from heats one and two to grid one, and so on. Pre-final to be run over a distance of 11km minimum. (11 laps)

In the event of a tie on points, the lower grid position will be awarded to the driver with the faster original timed qualifying.

(d) **Final**

One Final: The finishing order from Pre-Final determines grid positions for the final. Winner of pre-final to grid 1, second to grid 2, and so on. Non finishers in the pre-final will be gridded at the rear of the field in order of laps completed, then grid position from pre-final.

Final to be run over a distance of 16 kms. minimum. (15 laps)

Finishing order of the final determines the winning positions in each Championship Class.

(e) All competitors must register a qualifying time and compete in the first heat to be eligible for grid positions for the Pre-Final and the Final.

(f) Karts underweight will be excluded as per rule 5.03.2, except during timed qualifying when rule 16.05(e) applies.

(g) Point Score System for Heats:

1st - 0 Points

2nd - 2 Points

3rd - 3 Points and so on with one point being added for each place.

Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.

**OVER-SUBSCRIBED CLASSES - as per rule 18.04 of the AKA Manual.
(2 x timed qualifying, 2 heats, pre-final, final.)**

(a) **Timed Qualifying**

Timed Qualifying to be as per rule 16.05(c) 2), 3), 4) & 5)

2 x 4 minutes qualifying sessions.

Over-subscribed classes will be split into two qualifying groups by the Chief Timing Officer, based upon their race numbers.

First qualifying session for the class, group 1 will precede group 2, both groups with lowest kart numbers to the front.

Second qualifying session for the class, group 2 will precede group 1, both groups with highest kart numbers to the front.

After qualifying, drivers will be split into 3 groups, A, B or C

Fastest qualifier to group A, 2nd fastest to group B, 3rd fastest to group C, 4th fastest to group A, 5th fastest to group B, 6th fastest to group C, etc until all drivers are allocated a group.

(b) **Heats:**

Each group will race against each other group over two heats.

Fastest qualifier (1st in A group) will race from pole position in the 2 heats.

2nd fastest qualifier (1st in B group) will race from pole position in 1 heat.

Heats to be run over a distance of 7 kms minimum. (7 laps)

Heat A, Group A v C (grid as per qualifying order) A's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc

Heat B, Group B v C (grid as per qualifying order) B's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc

Heat C, Group A v B (grid as per qualifying order) A's grids 1, 3, 5, 7, etc, B's grids 2, 4, 6, 8, etc

(c) All competitors must register a qualifying time and compete in two heats to be eligible for a grid position in the pre-final and final.

(d) Point Score System for Heats:

1st - 0 Points

2nd - 2 Points

3rd - 3 Points and so on with one point being added for each place.

(e) Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.

(f) **Pre-final:**

One pre-final. Grid positions for the pre-final will consist of the lowest point's scorer from the heats to grid one, second lowest point's scorer to grid 2, and so on until the grid is filled to track capacity. In the event of a tie on points, the lower grid position will be awarded to the driver with the faster original timed qualifying.

In the event of any withdrawals from the qualified capacity grid for the pre-final, competitors will be moved up and vacant grids filled with the next available qualifier, up to track capacity.

To be run over a distance of 11km minimum. (11 laps)

(g) **Final:**

One Final: The finishing order from Pre-Final determines grid positions for the final.

Winner of pre-final to grid 1, second to grid 2, and so on.

Non finishers in the pre-final will be gridded at the rear of the field in order of laps completed, then grid position from pre-final.

Final to be run over a distance of 16kms minimum. (15 laps)

Finishing order of the final determines the winning positions in each Championship Class.

(h) Karts underweight will be excluded from the relevant section of their event (refer R5.03) except during timed qualifying when rule 16.05(e) of the AKA Manual applies.

MECHANICAL BREAKDOWN LANE will not be in use at this meeting.

KART RETREIVAL:

Pit Crew with trolley's will NOT be given access to the circuit during qualifying and racing.

BLUE & RED DOUBLE DIAGONAL FLAG:

The blue and red double diagonal flag as detailed in Rule 15.13 will be used throughout this meeting.

ABONDONMENT OR POSTPONEMENT:

The Organisers reserve the right at their sole discretion to abandon, postpone, or cancel any event(s), subject to rule 1.25.

INSURANCE:

Has been affected for this Meeting in accordance with Chapter 3 of the 2011 AKA Manual.

PARC FERME , IN & OUT GRID ENTRY:

From Friday 22nd April, 2011, entry to the out-grid will be restricted to ONE pit crew per driver for all classes except Clubman Super Heavy, which will be allowed TWO pit crew per driver. All nominated pit crew entering the "In-Grid or Out- Grid" areas must have on display at all times a current Pit Crew Photo ID as per rule 1.11 of the AKA Manual, or a colored wrist band purchased from the event organizers. Entry to the In-Grid or Out-Grid areas will be denied if the correct pass is not displayed.

GREEN SAFETY VEST:

From Thursday 21st April, 2011, all pit crew MUST supply and wear their own green safety vest to gain

entry to the in-grid, out-grid and racetrack area.

NOISE LEVELS:

Maximum Noise levels shall be in accordance with Chapter 24.

CONTROLLED FUEL:

As per rule 22.03.7, the following controlled fuel requirements will be in place for this meeting.

The only fuel to be used at this meeting is PULP and must only be purchased from the BP CONNECT THOMSONS LAKE, Cnr Beeliar Dve and North Lake Rd, Success WA 6164.

“Controlled fuel” MUST be used from Friday 22nd April 2011 to Sunday 24th April 2011 inclusive.

Random samples of competitor’s fuel will be taken during the course of the meeting and tested for conformity with samples taken from this supplier between these dates.

Competitors are reminded that fuel tank and drums should be empty prior to being used for fuel purchased for use at this meeting. No dumping of fuel will be allowed on site.

SCRUTINEERING:

Scrutineering for this race meeting will be as per rule 12.01 of the 2011 AKA Manual.

As per rule 1.16, each kart shall have affixed to it a correct scrutineering sticker or identifying mark supplied for the meeting. This signifies that the driver has confirmed their entry for the meeting and completed a Scrutineering Form relevant to the entry.

From Thursday 21st April, 2011 the Grid Marshal / Scrutineers shall not allow any kart that does not display a correct scrutineering sticker or identifying mark to practice, time qualify or race.

Failure to comply will result in the driver being excluded from the Meeting. Refer to rule 12.0 1(a).

ENGINE SEALING AND CHASSIS TAGGING:

As per rule 1.30.9 of the 2011 AKA Manual.

All motors must be fitted with solid sealing nuts appropriate for the respective type of engine unless specifically noted in class regulations. A maximum of one nut must be used per stud. A Sealing Nut is an extended head, cylinder or exhaust nut that has a minimum 3mm hole through one end that will allow the fitting of an engine seal/tag. The nut must not be able to turn or be removed once fitted with a seal.

As per rule 1.30.10 of the 2011 AKA Manual,

- a) All engines must have provision for sealing in accordance with rule 1.30.9
- b) AKA bar coded engine seals and chassis tags to be supplied, fitted and recorded by officials of the meeting prior to commencement of competition.
- c) It is the competitors responsibility to check their engine seals and chassis tags for loss or damage prior to leaving the in grid / scales area after each event.
- d) Competitor shall be deemed not to have fulfilled their duty to manage their seals / tags should there be a loss or damage to after leaving the in-grid / scales area after each event, or failure to produce the correct seals / tags when requested.
- c) Tails on plastic seals to be left at full length.

TIMING:

Timing for this race meeting will be undertaken using an AMB TRANX 160 Transponder in conjunction with the AKA Competition Management System.

It will be compulsory for all competitors to have an AMB TranX160 transponder fitted to their karts for the purposes of lap timing and / or lap scoring recording in all qualifying sessions and racing.

It is the competitors responsibility to ensure that their “transponder identification number” (7 digit number) has been correctly entered on their race entry form and confirmed with the appropriate race meeting officials at race entry confirmation.

As per rule 16.05(b) of the 2011 AKA Manual, Competitors will be responsible at all times for the correct fitting (rule 25.30), maintenance and operation of the transponder in all sections of events contested.

Competitors who fail to comply with this rule will be automatically excluded from the section of the event to which the offence relates, unless rule 16.05 (d) applies, or, the fault is with the organisers of the event. Action will be taken by the issue of a Penalty Notification Form which will be issued without an Officials Hearing and signed by at least one Steward and the Chief Timing Officer (Judge of Fact).

TRANSPONDER FITTING INSTRUCTIONS:

AMB TranX transponders must be mounted in the appropriate bracket on the side pod of the kart, no more than 30cm above the track surface and approximately 30cm behind the king pin line of the front of the kart. It is recommended that the transponder is mounted vertically and that there be no metal or carbon fibre between the bottom of the transponder and the track surface.

TYRE POOLING:

Tyre pooling will occur at this meeting as per rule 23.11. Tyres will be available at the designated times. It is the drivers responsibility to collect his/her tyres between the stated times. All tyres supplied by the promoting club will be scanned with the AKA Barcode Scanning System or marked with the race number and class they are to be used in prior to the start of competition for the race meeting.

It is the driver's responsibility to ensure that at least one barcode per tyre remains scannable at any time for the duration of the race meeting. Any damaged or unreadable tyre barcodes must be reported to the scrutineers prior to leaving the in-grid / impound area. These tyres will be stamped internally then externally marked with class and racing number and dually recorded before leaving the in-grid / impound area. Any deterioration to the control markings on the tyres, after fitting tyres, must be reported to the scrutineer immediately for rectification. Damaged or worn tyres (by way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area. Replacement(s) will be at the competitors cost.

Drivers receiving replacement(s) will be required to start at the rear of the grid in the next heat / final of that event as per Rule 23.11.

NB. All competitors to supply their own wet weather tyres and must present them for marking to the nominated area when directed.

VEHICLE / TRAILER ACCESS:

No vehicles (excluding transporters and trailers) will be permitted in the Pit area during racing.

Limited trade areas will be made available to Traders on application at the discretion/ approval of the Organisers.

SECURITY:

Security will be provided from Monday 18th April to Sunday 24th April 2011 Security will be on site from 7.00pm to 7.00am.

CAMPING:

No Camping at the track

PIT AREA CONTROLS:

No smoking or welding allowed in the pit areas.

No dumping of Fuel on site.

No dumping of tyres on site.

Scooters, skateboards and pushbikes not allowed in pit area or on the grid. (Disabled excluded)

No motorised scooters allowed at the track. (Disabled excluded)

PIT CREW ATTIRE:

Pit crew shall be required to wear suitable attire, including "covered in" shoes, and observe any other requirements on protective clothing in these rules. This is to be the driver's responsibility – Refer R1.05.

PIT SPACES:

Spaces are available in the Pit / Paddock area and bookings are essential. Bookings may be made by returning the attached Pit Allocation Form with Entry Form. The pit space size per entry is 3m x 3m. Trailer pitting will be available. For teams wishing to erect marquees it is necessary to indicate your requirements early so as sufficient space will be made available.

Please contact: Michael Rock on 0421 615 670 or como@poolwerx.com.au.

TIMETABLE:

Track will be Closed for practice on Saturday 16th & Sunday 17th APRIL 2011.

Sunday 17th Pit allocations:

Pit marshal will be near Stewards Room to assist with your allocation from 9.00am till 5.00pm.

Monday 18th April, Tuesday 19th April, Wednesday 20th April

Track will be open for practice between 6.00am and 5.00pm

Confirmation of entry/scrutineering

Wednesday 20th April - 10.00am – 5.00pm in Grid office

NOTE: Only karts that have been scrutineered / confirmed entry will be allowed to participate in Official Practice on Thursday 21st April 2010.

Thursday 21st April

Gates Open:	6.00am
Official practice:	9.00am to 5.00pm
Confirmation of entry/scrutineering :	8.00am to 5.00pm
Tyre Pickup:	9.00am to 5.00pm
Gates closed:	8.00pm

Friday 22nd April

Gates Open:	6.00am
Tyre Pickup:	7.00am to 7.30am
Confirmation entry/scrutineering :	7.00am to 7.30am
Carby Session:	8.00 am to completion
Drivers Briefing:	upon completion of carby session
Timed Qualifying:	at completion drivers briefing
Racing commences	at the end of time qualifying
Gates closed	8.00pm

Saturday 23rd April

Gates open:	6.00am
Carby Session:	8.00am to completion
Driver Briefing:	completion of carby session
Racing (Heats and Pre finals):	completion of drivers briefing
Gates Closed:	8.00pm

Sunday 24th April

Gates open:	6.00am
Carby session:	8.00am to completion
Drivers briefing:	completion of carby session
Racing:	completion of drivers briefing

Presentation:

At the completion of each **class final**, trophies will be presented to 1st, 2nd , 3rd, 4th & 5th places and the Fastest Qualifier.

Green number plates will be awarded to the 1st place position only.

A listing of provisional winners will be posted at the completion of each final, as per rule 1.26(c) of the 2011 AKA Manual.

Note:

The trophy presentation preceding each final will be the only presentation of trophies for each class: As placings will still be provisional, trophies presented will be a generic set of trophies, to be handed back after each presentation.

The actual class trophies may be collected from an official in the club canteen area after all engine checking and any steward's hearings are cleared for that class.

Time frame for collection of trophies will be approximately one hour after the completion of the final of that class.

CANTEEN TIMES:

Monday	18 th April	12.00pm – 4.00pm
Tuesday	19 th April	10.30am – 5.00pm
Wednesday	20 th April	6.30am – 6.00pm
Thursday	21 st April	6.30am – 6.00pm
Friday	22 nd April	6.30am - 8.00pm
Saturday	23 rd April	6.30am - 8.00pm
Sunday	24 th April	6.30am - close

Breakfast will be available each day.

NATIONAL SPRINT KART CHAMPIONSHIPS

APRIL 22/23/24th, 2011

PIT SPACE ALLOCATION DETAILS

(Please Complete and forward with your Entry Form)

The pit space size per entry is nominally 3m x 3m.

Your Name

Classes Entered

Your Preference (circle one) *If requesting a Hard Covered Pit Bay, please nominate your second choice*

Hard Covered Pit Bays

‘Pop Up’ space

Marquee space

Trailer space

Hard Covered Pit Bays are approx 3m x 2m and very close to the In and Out Grids. Approx 40 of these will be available. Trailers are to be removed after unloading.

‘Pop Up’ spaces are in prime position very close to the Out Grid on crushed limestone base. These are marked out at one 3m x 3m space for each kart entered. Supply your own pop up pit shelters, no outside walls allowed during the day, dividing walls / screens between competitors are acceptable. Trailers are to be removed after unloading.

Marquee Spaces are available behind the Pop Up area. These are ideally suited to large groups / teams and must be arranged by email/fax requests to the Tiger Kart Club. Supply and erection of marquees is the entrant’s responsibility. Trailers are to be removed after unloading.

Trailer Spaces will be available to entrants who wish to operate from their trailer (or van, not both) to fill the remaining pit area. Please provide details of your trailer and shelter area required (dimensions in metres) and how many karts you will be supporting.

If you intend pitting with other entrants, please provide their details here and ensure their form agrees with yours:

Name..... Classes

Name..... Classes

Name..... Classes

Name..... Classes

Name..... Classes

Name..... Classes

Name..... Classes

POLO SHIRT ORDER FORM

A limited number of Event Polo's will be available for purchase at the circuit during the event.

To ensure you don't miss out a pre-order and payment form is listed here. You may include this with your entry fee as a total package.

Please fill out the form below and return with your entry form.

KIDS POLO	\$40	<input type="checkbox"/>	8	<input type="checkbox"/>	10	<input type="checkbox"/>	12		
LADIES POLO	\$50	<input type="checkbox"/>	10	<input type="checkbox"/>	12	<input type="checkbox"/>	14	<input type="checkbox"/>	16
MEN'S POLO	\$50	<input type="checkbox"/>	S	<input type="checkbox"/>	M	<input type="checkbox"/>	L		
		<input type="checkbox"/>	XL	<input type="checkbox"/>	2XL				

NAME: _____

Phone number: _____

Method of payment: circle one

With this entry as a total package	Yes/No	Separate	Yes/No
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C/C Number:
EXP date:
Name on card:
TYPE OF CARD:

2011 - 49TH AKA NATIONAL CHAMPIONSHIPS

PLEASE PRINT CLEARLY.

Licence Number: V.....Transponder number:.....

Sponsor/s:.....

Club:.....

Contact Number:.....

EMERGENCY NUMBER:.....

Pit crew Name:.....

Please forward entry to: Entry Coordinator, National Sprint Kart Championships,
Post Office Box 131, Golden Square . 3551

Mail entries close postmarked up to and including Friday 1st April, 2011.

Online entries close at 5.00pm on Friday 1st APRIL, 2011.

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Entries will only be eligible for refunds if entry is cancelled in writing before Close of Entries, or if classes are cancelled as per rule 20.11(c) of the AKA Manual.

The Fee for Entry will be \$230.00 per class including GST and practice fees (for the four days leading to the event, **plus** the cost of 1 set of the relevant class tyres as set out below. Tyre pooling as per Rule 23.11 will be used at this meeting.

Tyre cost and Entry fee - 2011 AKA Manual.

Dunlop SL1A \$242.00 per set plus entry fee \$230.00 = \$472.00

MG AZ Red	\$235.00 per set plus entry fee \$230.00 =	\$465.00
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MG FZ Yellow \$255.00 per set plus entry fee \$230 .00 = \$485.00

Payment must be included with the entry sheet – Cheque or Money Order made payable to the **“Australian Karting Association”** If paying by Credit Card a charge of \$4.00 extra per entry will be included.

C/Card type: _____ . (No Amex or Dinners)

Number: / / Expiry Date /

Name on card

ONE COMPLETED FORM PER ENTRY.