



REGULATIONS AND GUIDELINES 2011

1: CONCEPT

The goal of the Track Warrior Leisure Karting Series is to provide an enjoyable karting experience with a touch of friendly competition! We see this series as the introduction of affordable, competitive karting in a relaxed environment which is well suited to today's society where there is never enough time for fun. Similar to indoor cricket or indoor soccer, the event itself will generally be over about a 3-4 hour period once a fortnight with 6 Rounds. Our goal is to provide you with value for money racing, loads of track time and most of all, FUN!

The Track Warrior Leisure Karting Series is designed to provide a level of kart racing to people that perhaps don't have the time for mainstream karting but don't want to miss out on the fun, excitement and enjoyment of kart racing.

The Kart.....The Track Warrior kart is a real racing kart built by the company who make Arrow karts but in order to keep the series simple and contain costs, no major changes are permitted. You can only use the adjustable components on kart, so to win you need to use your driving skills and your brain!

The engine.....We believe the Subaru KX21 engine is the perfect engine for this series. The KX21 is low-priced to purchase, needs very little maintenance, is very reliable and incredibly user friendly. Some people may tell you that a 2 stroke is faster or more fun, we are confident once you have tried the Subaru KX21, you will love it.

The RacingThe Track Warrior Leisure Karting Series is about having some fun with your mates, with a bit of friendly competition thrown in. On the track everyone wants to win but once you get back to the pits, everyone has a story to tell and have a laugh about how their move was the best..... Everyone has exactly the same equipment, when racing your mates wheel to wheel the actual speed is irrelevant and you simply focus on racing and tactics.

Now, here's the important but not so interesting stuff.

2: INSURANCE

Insurance cover is Public Liability only. It does not cover bodily injury and associated costs to persons participating in motor sport. Personal Accident and Ambulance Insurance is the responsibility of the individual.

The competitors and pit crews MUST sign a T.U.K.E, RELEASE AND WAIVER OF LIABILITY, and IDEMNITY FORM upon commencement of any track participation.

WITHOUT A SIGNED IDEMNITY FORM, YOU CANNOT RACE

3: DRIVERS

- It will be at the discretion of the promoter as to the eligibility of any driver to race. This is to ensure that all new drivers are at an acceptable and capable level to compete, and know what is expected of them.
- A driver considered to be affected by alcohol, drugs, medication or for any other reason which affects their driving ability will not be permitted to participate.
- A driver using drugs or medication, or has a medical condition that may affect their ability to compete with safety, must make it known to the promoter, and must obtain a medical certificate from a doctor stating that it is safe for them to race.
- A leased entrant option may be required to share a kart between 2 people.

4: PIT CREW

It is the responsibility of team managers and individuals that before entering non-spectator areas, i.e.: in/out-grid, mechanical breakdown and fuel stop bay and all pit areas, an Ultimate Karting Experience indemnity form be completed and that person is aware of the rules, regulations and conditions to these areas.

5: PROTECTIVE CLOTHING

All clothing and safety apparel must conform to Australian Standards.

- a. You must wear a full-face helmet that is in good condition.
- b. You must wear a race suit that is good serviceable condition. Work type overalls are not acceptable.
- c. Appropriate footwear that covers the ankles must be worn.
- d. Gloves must have full fingers.
- e. Tinted visors will only be permitted until the track lights are switched on, or when the clerk of course deems them a danger to race with, then a clear or an approved night driving visor must be used.

6: RACE ENTRIES

Entries will be taken up to the maximum number of karts allowed to race on each individual track as set by the Licensing Authority. The balance of kart entries in excess of these limits we will endeavour to run 2 divisions. Entries can be sent directly to Drew Price Engineering – FAX- 1300 670 735, EMAIL – adamk@dpeng.com.au or POST 57-59 Nantilla Rd, Clayton, Vic, 3168.

Entry fees - \$45 per round, payment to be made to TUKE or DPE. See attached entry form or go to website to download it. First in first serve basis.

7: CHASSIS / MECHANICALS

This is a one make, controlled chassis series. Our goal is to provide the fairest karting series run. The chassis must be the Track Warrior, produced by DPE with no modifications permitted.

A plastic rear spoiler as supplied by DPE may be fitted. Repairs to a kart due to damage must be brought to the attention of the promoter prior to the commencement of the work, or upon completion the kart must be inspected by the series scrutineer, to ensure it remains eligible to compete.

8: ENGINE

- a. The ONLY engine to be used is a Subaru KX21 9.2 H.P 4 stroke with an overhead camshaft.
- b. The exhaust system has to be as supplied from DPE and can be either the "Picton design" type or the "DPE design" type. Part # EXSUBARU and EXMPSUB2
- c. Unless mentioned elsewhere within the rules, engine and exhaust must not be modified.
- d. The fixed main jet as supplied by the manufacturer may be removed and cleaned only; further modifications to the carburettor are not permissible.
- e. Removal of Rocker cover "only" is permissible to allow for adjustment of valves to rocker arm tolerances and replacement of valve springs. Valve springs may be required to be removed to allow for inspection and tolerance measurements.
- f. Valve springs are to conform to manufacturer's standards. Non-standard spring tolerances are not permissible.
- g. Removal of the cylinder head is not permissible.
- h. Repairs to engine and/or replacement and re-seating of valves can be performed by yourself or an engine builder. Contact venue for details.
- i. Engine checking 'may' be done at random throughout the event

9: CLUTCH/GEARING

Only Max-Torque 219 pitch, 16 tooth clutches are permitted in first series. Rear sprocket size is open for entrants that own their own Track Warrior Karts. Leased entrants may be restricted to using a generic gearing.

No non-factory modifications are to be carried out. Any changes to the clutch may result in exclusion or a penalty.

10: NUMBER PLATES/NUMBERS

Numbers need to be displayed on the front Nassau panel, rear number plate and left and right hand side pods.

The Series Champion will be allowed to run the coveted Number 1 plate.

11. FUEL

The fuel will be Premium Unleaded Fuel.

NO PERFORMANCE ENHANCEMENT FUEL ADDITIVES ALLOWED.

12: TYRES

The nominated dry tyre is Bridgestone YDS supplied only by DPE. These tyres provide reasonable grip whilst offering long life and at a low cost. This means great value for money.

Wet tyres cannot be used. Wet racing will be done on slick tyres (like the old days!)

Tyre treatment is not permitted.

13: DATA ACQUISITION

If you wish to use telemetry and/or data acquisition, only an Alfano data logging system may be used. Organizers may use the data to check engine performance, i.e.: clutch engaging RPM. The organizer's official time-keeping is final.

14: SELF SCRUTINEERING (check list)

- a. All karts must be presented clean and race ready.
- b. Race apparel will be checked
- c. Tyres, front stubs, axle, and steering checked
- d. Brakes, accelerator, engine, exhaust, and rear crash bar
- e. Seat
- f. Exhaust must have safety cable fitted
- g. All mechanicals must be in good working order
- h. Scrutineering will be self-accessed but the promoter reserves the right to carry out random checks prior, during and after a race event.

15: PIT STOPS

You may be allowed to enter pits to attend to an issue and re-join race if deemed to be safe.

When entering pits, karts MUST be travelling at a walking pace speed.

16: RULES

Any breaches may result in a "stop/go" penalty.

1. Any unsportsmanlike, dangerous or disruptive behaviour, abusive language or any physical or verbal aggression by a team member or team members including the driver may result in a stop-go penalty or exclusion of the entrant from the event or series.
2. When the all course "Yellow" light is displayed there is to be no passing on the circuit and karts must be travelling at walking pace.
3. If a kart enters the pit under a green light and then an all course yellow occurs, then upon completion of the pit stop, the driver will proceed to re-enter the race with caution.
4. Under the all course yellow light, the leader board will be displayed to the lead driver – the driver is expected to hold up their hand until a number of karts are in formation behind them and drive at a slow even pace without deviation.
5. Re-starts will commence at the start/finish line once the lights turn green. Karts must remain in single file and no advancement on the single file shall occur until each kart crosses the start/finish line.
6. No speeding or skidding to a stop in the pit areas. Walking pace only.
7. If a kart breaks down on the circuit, it will be at the discretion of the track marshal as to whether that kart may be retrieved. Factors such as the duration of the race, nature of breakdown and safety will be considered.
8. Drivers are asked to stay to the left hand side of the straight at all times unless overtaking, no weaving is permitted.
9. All decisions and penalties during and after the event are to be accepted in a sportsmanlike manner and without recourse. No sheep stations are involved in this series.
10. Continued and persistent objection to decisions made during the race and/or at the conclusion of racing may result in a stop/go penalty or exclusion from the event or subsequent events.
11. The promoter reserves the right to alter the rules and regulations at any time without notice.

On entering the pits the driver must:

- a. Enter pit area with caution and exit the kart in a safe manner.
- b. If mechanical work is to be performed, a mechanical breakdown area will be designated.
- c. Teams must provide their own tools. These must be removed from the mechanical breakdown area following each stop.

7: RELIEF DRIVERS

Should a driver in a team become sick on the night during racing, a qualified driver may be permitted to take his/hers place.

18: RACE RED FLAGGED

In the event of an incident or inclement weather and a red light (race stopped) occurs, the race will be declared providing the duration has reached 75% or more of the scheduled race time.

19: FLAGS/LIGHTS

Green Light = Start

Yellow Light / Flag = Caution

Red Light / Flag = Race Stopped (return to the pits at a greatly reduced speed and in a safe manner being prepared to stop on track if necessary).

Flashing Yellow / Red = Gridding up pace, stop in grid box

Chequered Flag = Finish

Black flag= Return to pits (If for any reason the black flag is shown you must immediately return to the pits in the mechanical breakdown lane and await directions).

Black with Orange Disc – Mechanical defect = Caution mechanical problems -Return to Pit Area

20: RACE FORMAT

1. 6 Round Series
2. Practice until 6.45 pm
3. A short Drivers briefing will be held
4. Racing starts at 7pm Racing (Note: there will be 3 lap tyre warm up before any race, note: standing starts)
5. 3 x 20 lap races (10-15 mins duration)
6. 1 x 30 lap final race (15-20 mins duration)

Upon arrival all teams and drivers must sign and complete the race entry (if haven't done so) form and pay entry fee to T.U.K.E (The Ultimate Karting Experience)

Grid positions will be determined by random grid.

Unlike other racing formats, Track Warrior Series will not use weights in any classes. The series will be split into body weight classes. Under 80KG and over 80KG. Remember using the Subaru KX21 the difference in performance between heavy and light driver is much less than a 2 stroke as 4 stroke engine produce much more torque.

Note: Track direction maybe reversed for some of the rounds. This will create another interesting aspect of racing.

21: POINTS SYSTEM

1st =1

2nd =2

3rd =3

and so on...

The entrant with the lowest points at the end of the event and series is the winner.

22: TROPHIES

1st, 2nd and 3rd placing drivers will receive medallions for rounds and trophy for series winner.

23: BONUS PRIZE

The winner of the Series will receive **FREE ENTRY** to the next Track Warrior Series!

Plus.....

Two lucky competitors that compete at all 6 rounds of the series will be randomly drawn.

V8 Supercar Experience

And the 2nd prize

Racing Simulator by U Race It

The draw will be bingo style.