



**NSW Outlaw Karts
Inc.**

Racing Rules,

Regulations and

Specifications

2023

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DUTY OF CARE STATEMENT

“IT IS MY DUTY TO ADVISE YOU: THAT MOTOR RACING CAN BE DANGEROUS; YOUR EQUIPMENT
COULD BE DAMAGED OR DESTROYED; AND YOU MAY SUFFER SERIOUS PERSONAL INJURY OR
WORSE.

IF THERE IS ANY ASPECT OF THIS RACE MEETING THAT CAUSES YOU CONCERN FOR YOUR PERSONAL
SAFETY OR FOR THAT OF ANY MEMBER OF YOUR CREW, WHETHER THAT CONCERN BE WITH THE
TRACK, THE VENUE OR THE MANNER IN WHICH THE MEETING IS BEING CONDUCTED, IT IS YOUR
OBLIGATION TO BRING THOSE CONCERNS TO THE ATTENTION OF THE CLERK OF THE COURSE.

IF AFTER DOING THIS THOSE CONCERNS ARE NOT ADDRESSED TO YOUR SATISFACTION, YOU ARE
ADVISED TO WITHDRAW FROM THIS RACE MEETING.

DOES EVERYONE UNDERSTAND THEIR OBLIGATIONS AND RIGHTS IN THIS REGARD?

IT IS ALSO MY DUTY TO ADVISE YOU THAT AT ANY TIME DURING THIS RACE MEETING RANDOM
DRUG AND OR ALCOHOL TESTING MAY TAKE PLACE. IF YOU HAVE ANY DOUBTS AS TO YOUR ABILITY
TO PASS SUCH A TEST AT OR BELOW THE STATED LIMITS YOU SHOULD WITHDRAW FROM THIS RACE
MEETING IMMEDIATELY.

DOES ANYONE HAVE ANY QUESTIONS?

SECTION A - BEFORE RACING

PREFACE

These rules shall come into operation on the first day of July 2019, but any annulment shall not:

- (i) Affect the previous operation of any rule so annulled or anything duly done or suffered there under; or
- (ii) Affect any right, privilege, obligation or liability acquired, accrued or incurred under any rule so annulled; or
- (iii) Affect any penalty or disqualification incurred in respect of any offence committed against any rules so annulled.
- (iv) Local rules outside of NSW Outlaw Karts approved rules are not permitted except tyre rules. Any Member Club utilizing local rules will incur a fine of \$250.00 for the first infringement and \$500.00 for each further infringement.
- (v) In these rules, words importing the singular include the plural and the plural the singular, unless the context requires otherwise; and words importing the masculine gender shall be deemed and taken to include females unless the contrary is expressly provided.

1. DISCLAIMER

The rules and/or regulations contained herein are designed to provide for the conduct of Outlaw Kart racing events, and to establish minimum acceptable requirements for such events.

It is the responsibility of each participant in any race meeting to have a copy of, or be aware of, the content of these rules and/or regulations. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules.

No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to a participant, spectator or official.

No express or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of race officials. Their decision is final.

(i) Neither NSW Outlaw Karts Inc. or any Member Club nor any official of NSW Outlaw Karts Inc. shall be liable to prosecution or to any action for damages or breach of contract or to an injunction order or any judgment of a court at the instance of any member, driver, mechanic or person admitted to a race track or for anything:

- (a) done in pursuance of the Rules or intended or purported pursuance of the Rules or other power or authority;
- (b) omitted to be done which by the Rules or by reason of some other power or authority should have been done;
- (c) done as NSW Outlaw Karts Inc. as a committee or in their individual capacity.

(ii) Neither NSW Outlaw Karts Inc. nor any official of NSW Outlaw Karts Inc. or the Member Club shall be liable for any loss or damage:

- (a) arising on the race track of NSW Outlaw Karts Inc. or the Member Club concerned or which it was the licensee or lessee or was in occupation at the time;
- (b) in connection with the custody or possession of any chattel whether such loss or damage be due to any act or omission or to negligence and whether it arose through the state or

condition of the land or fixture or to any movable property on the land or to any other cause whatsoever.

2. 1 OUTLAW KART EVENTS

- (i) All outlaw kart events regardless of nature must have the appropriate insurance and licensing.
- (ii) All Outlaw Kart events must have approval of the corresponding state body/club 7 days prior to being conducted.

2.2 SUPPLEMENTARY REGULATIONS

- (i) May be used for local issues such as, but not confined to;
 - (a) pit entry requirements;
 - (b) timings;
 - (c) heat seeding;
 - (d) time trial draw;
 - (e) trophy presentations.
- (ii) The supplementary regulations must be in writing and available to all entrants prior to the first event of the race meeting but shall not alter in any way the racing rules, regulations and specifications within this rulebook.

REGULATIONS

3.1 OUTLAW KART IDENTIFICATION SYSTEM

- (i) Members may choose any number followed by a letter to utilize as identification. Letters are not mandatory, but must be a minimum of 50mm x 50mm and not within the main number.
- (ii) When duplicate numbers exist, a letter *must* be chosen to differentiate.
- (iii) Team Outlaw Karts in the same class may not have the same number regardless if there is a different letter used.
- (iv) Numbers must be clearly displayed in a contrasting colour on both sides of the Tail Cone, the Right hand side of the Left Hand Wing Side Board and the lower forward section of the bonnet as a minimum.
- (v) Identification numbers must be a minimum of height of 200mm in a clearly identifiable font. Tail cone numbers must be a minimum of 100mm in a clearly identifiable font.
- (vi) The number 1 will be reserved for when an Australian Title is held. State Title holders may run the number 1 with the state prefix.

3.2 POWERS AND DUTIES OF STEWARDS

- (i) The Steward/s, Clerk of Course and Chief Steward shall be duly appointed by the Member Club conducting the competition or NSW Outlaw Karts Inc. and are responsible to the Committee of their respective Member Club or NSW Outlaw Karts Inc. for the general conduct of a meeting in accordance with these rules and any supplementary regulations.
- (ii) Chief Steward to have complete control over meeting including lap scorers. Prior to any racing, Chief Steward in consultation with promoter will inspect all safety equipment described under criteria used for specifications, safety equipment and lighting as per this rule book.

3.3 DISQUALIFICATION

Drivers, owners, pit crews and officials will conduct themselves as professionals. A West Coast Outlaw Kart driver, owner or official can be disqualified at any time by the Chief Steward after consultation with club, track, or NSW Outlaw Karts Inc. officials for the breach of the rules and regulations of NSW Outlaw Karts Inc., or its members, or for conduct unbecoming to the sport of Outlaw Kart racing. The driver or owner forfeits all points and prize money earned as determined by the relevant rule or penalty imposed.

3.4 EXCLUSION

A Outlaw Kart cannot participate in any race, event or meeting from the time the penalty is imposed as determined by the relevant rule until the penalty is served and the Outlaw Kart forfeits all points and prize money earned.

3.5 ASSAULT

- (i) Any member, official of a member club who strikes, attempts to strike, or any way physically assaults a member, owner or official of a member club whilst within a speedway shall be subject to permanent suspension
- (ii) Any member, official of a member club who verbally assaults/abuses a member, owner or official of a member club whilst within a speedway shall be liable to the following penalties.
First offence a minimum of \$250 and/or 3 month suspension.
Second offence \$500.00 and/or 12 month suspension.
Third offence \$1000.00 and permanent suspension.

3.6 ANTI DOPING POLICY/LIQUOR

POLICY ANTI DOPING POLICY

NSW Outlaw Karts Inc. Anti-Doping Policy, under the ASADA Act 2006 and the NAD scheme established under that Act shall apply to each Participant in the activities of NSW Outlaw Karts Inc. by virtue of the Participant's membership, accreditation, or participation in NSW Outlaw Karts Inc., its Members, or their activities or Events.

This Anti-Doping policy shall apply to all Doping Controls over which NSW Outlaw Karts Inc. has jurisdiction.

(ii) ASADA Act 2006 means the Australian Sports Anti-Doping Authority Act 2006 (Cth) as amended from time to time. NAD scheme means the National Anti-Doping scheme as defined under the ASADA Act 2006 as amended from time to time. Participant is defined in the Anti-Doping Policy and this rulebook.

(iii) Saliva Testing Procedure

- (a) Anti-Doping/Drug Testing Organizations with Testing jurisdiction shall conduct such Testing in conformity with the Australian and International Standards for Testing in force at the time of Testing.
- (b) Phase 1 Participants will be subjected to an Australian Standards (AS4760) saliva test.

(c) Phase 2 Participants returning a positive result in Phase 1 will be stood down immediately from the event, be issued with an approved NSW Outlaw Karts Inc. infringement notice and will be immediately excluded from entering all authorized areas.

(d) If a participant refuses to provide a sample for testing, the Chief Steward will issue an approved NSW Outlaw Karts Inc. infringement notice and the participant will be subjected to the penalty of two (2) years suspension and a \$2000.00 fine.

LIQUOR POLICY

(i) Interpretation of this rule

(a) "Duty Period" means the time period between the commencement of a Participant's duties, driving or other role, in the course of a race meeting, until the removal of all powered vehicles from the race track at the end of the last race of the meeting;

(b) "Suspension" means suspension from any and all activity as a Participant;

(c) "Aggravated Offence" means:

(i) An offence under rule 5.6 Liquor Policy (ii) (b), 5.6 Liquor Policy (ii) (c), where the Participant is a driver and has a percentage of alcohol in his/ her blood exceeding 0%; or

(ii) A refusal to provide a sample pursuant to sub rule 5.6 Liquor Policy (iii).

(ii) Presentation and Ingestion Offences A Participant shall not:

(a) Consume alcohol neither within a Duty Period nor within 12 hours preceding a duty period.

(b) Commit any offence against sections 59, 59A, 60, 61, 64, 64A, 64AA, 66, 67 or 67A of the Road Traffic Act 1974 (WA), in the course of travelling to or from a race meeting, and Participants place of residence, lodging or employment.

(c) Have a percentage of alcohol in his/her blood equaling or exceeding 0% during the Duty Period.

(iii) Participants to provide samples for random testing:

The Chief Steward, or up to three persons nominated in advance in writing by the Chief Steward being members of good standing and experience, or any of these persons may require a Participant, at any time during the Duty Period, to provide a sample of his/her breath, blood or urine for analysis, for the purpose of detecting the presence of alcohol. If unable to comply immediately, drivers and officials must complete before entering the race track arena, and crew at a convenient time within 15 minutes after being approached.

(iv) Method of providing breath, blood or urine samples:

(a) Breath samples:

The Chief Steward and/or his/her nominees as referred to in the preceding sub rule shall not require a Participant to provide a sample of his/her breath for analysis unless the Chief Steward provides self testing breath analyzing equipment as defined by the relevant state legislation.

(i) Should a driver fail a preliminary breath test (on-site on race day) adopt the duty of care, stood down and notify the venue manger after the first test and before the second test.

(ii) A period of no longer than 15 minutes, from the time the first test has been completed, pass before a second and final test be conducted. During this 15 minute

period, the driver, official etc., is not to be provided with, or be allowed to consume any form of food or drink and must stay with the official conducting the test.

(iii) After the 15 minute period has elapsed, the driver can be given the option to sit a second test or withdraw immediately (as per the Duty of Care Statement) from the race meeting as well as leaving the pit enclosure for the remainder of the night's program.

Should the driver wish to proceed with a second breath test, a second reading in excess of 0% or higher, a second positive test and subsequent disqualification should result in a 12 month suspension from competition.

(b) Blood Samples: The Chief Steward and/or his/her nominees as referred to in the preceding sub rule shall not require a Participant to provide a sample of his/her blood for analysis unless the Chief Steward provides the services of a medical practitioner or a registered nurse and such other equipment as may be required by such medical practitioner and/or registered nurse to take a sample of the Participant's blood, and in this event, the Participant shall be entitled to receive, at the time a sample of his/her blood is taken, a sample of the Participant's blood for the purposes of the Participant conducting his or her own testing on that sample.

(c) Urine Samples: The Chief Steward and/or his or her nominees shall not require a Participant to provide a sample of urine unless the Chief Steward has provided facilities for the taking of that sample in accordance with Australian and New Zealand Standard 4308:2001: "Procedures for the collection, detection and quantitation of drugs of abuse in urine", or such other standard professional practice or best method as may be adopted from time to time.

(d) In all such cases the cost of collecting, transporting and testing any breath, blood or urine samples shall be borne by the club or clubs conducting the race meeting who will not be entitled to contribution by any Participant for any testing conducted.

(iv) Investigation and Referral for Disciplinary Purposes:

The Chief Steward upon receiving the results of any sample testing or other evidence implicating a Participant in a breach of these rules shall forthwith refer the matter to the Secretary of the Member Club in accordance with rule 7.6.

(vi) Penalties

(a) Notwithstanding any other rule, a Participant found to have breached any of the foregoing sub rules shall be liable to the following penalties:

First Offence: Up to three months disqualification, a \$500.00 fine, (or both);

Second Offence: Up to two years disqualification, a \$1,000.00 fine, (or both);

Third Offence: 10 years disqualification.

(b) Penalty for Aggravated Offences.

First Offence: Up to two years disqualification, a \$1,000.00 fine, (or both);

Second Offence: Ten years disqualification, a \$5,000.00 fine, (or both);

Third Offence: Up to life disqualification, \$10,000 fine or both.

(c) Any driver found guilty of three or more drug/alcohol breaches shall be banned for life.

3.7 OWNERS

(i) The Owner of a registered Outlaw Kart shall be a paid member of the club in which the state they reside in. No State body/club to knowingly issue registration outside of their State without written permission from the other state.

(ii) All registered owner shall be a minimum of 18 years of age to register an Outlaw

3.8 LOG BOOK

(i) The log book is issued to the registered owner of an outlaw kart. Replacement of the book will be made when it is full or beyond reasonable use.

(ii) Prior to any competition the vehicle log book and drivers licence must be handed to the Scrutineer and returned to the owner/driver at the completion of the race meeting.

(iii) Logbooks to be issued annually.

(iv) All non-compliances relating to structure and/or safety on any Outlaw Kart entered in the log book by the Scrutineer will be completed before the car can be entered into any meeting. Any other minor non-compliance entered into the logbook by the Scrutineer must have a date for changes/ repair completed before the car can enter any meeting.

(v) Logbooks are to be signed by the Driver only after scrutineering is completed by the nominated Club Scrutineer(s). Failure to sign means that scrutineering is incomplete and driver/ Outlaw Kart are ineligible to compete in any event.

3.9 DRIVERS MEMBERSHIP

(i) No driver shall be entitled to participate in any competition or race event unless he is a paid member of NSW Outlaw Karts Inc.

3.10 DRIVERS LICENCE

(i) All drivers must hold a appropriate current NSW Outlaw Karts Inc. licence.

(ii) Speedway Australia Licences that are issued through NSW Outlaw Karts Inc. are valid for 12 months from the date of application approval.

(iii) The minimum age of consent is 16 years of age. Drivers under the age of 16 years old will require written consent from a Parent or Guardian in accordance with Speedway Australia regulations. All licence applicants must hold adequate personal accident insurance (proof of which, i.e. certificate of currency, should be kept by the Club Secretary).

3.11 MEDICAL FITNESS

A driver shall undergo a medical examination every second year and receive a clearance to race. In the event of a driver being concussed/unconscious it is mandatory for that driver to obtain a written medical clearance before racing again. Further examinations maybe required if requested by the NSW Outlaw Karts Inc. / Steward.

Any driver obtaining a NSW Outlaw Karts Inc. / Speedway Australia licence must supply NSW Outlaw Karts Inc. with an Speedway Australia Health Statement and the original medical certificate. A legible scan of the medical may be temporarily accepted by a SMC prior to the original medical being received. The original must be received within 10 working days of receiving the scan, otherwise the licence will be cancelled. Where a dual licence is required, NSW Outlaw Karts Inc. will verify medical certificate with original issuing association. The allowable period for a medical

to be lodged to obtain a NSW Outlaw Karts Inc. Licence is 3 months from date of medical. If an overseas driver comes to race in Australia, no medical required if he has raced in the last six months.

3.12 NEW DRIVERS

(i) A driver shall at the request of the Chief Steward, satisfy race officials of:

- (a) Their driving ability;
- (b) Their knowledge of flag and light signals;
- (c) Their physical condition; before taking their position in a race draw.

(ii) New drivers are to be placed at the rear of the field for **3 events as a minimum**. The chief steward may extend the number of meetings if deemed necessary. New drivers may start in their appropriate point's qualified position in the main feature event if the Chief Steward deems the drivers are capable. **At the Chief Stewards discretion, new drivers may be exempt from this ruling if they have significant experience in a speedway category of a higher licensing class.**

(iii) Drivers moving up an Outlaw Kart division are to be placed at the rear of the field for 1 event as a minimum. The chief steward may extend if deemed necessary. New drivers may start in their appropriate point's qualified position in the main feature event if the Chief Steward deems the drivers are capable.

3.13 CONTROL OF PIT CREW

A driver shall be held responsible for the actions of his pit crew and Outlaw Kart owner in respect to these regulations at race meeting.

3.14 DRIVERS MEETING

- (i) Shall be conducted by the Chief Steward prior to any racing.
- (ii) Shall be attended by all officials, drivers and Crew Chiefs.
- (iii) Chief Steward shall notify meeting of any supplementary regulations relating to the meeting or the track and read Duty of Care Statement.
- (iv) Each driver, on each night/day of racing, must sign a Release and Indemnity form suitable to the State/Territory laws before being permitted to compete in any event.
- (v) Any driver late shall contact race officials to ascertain any supplementary regulations, acknowledge Duty of Care Statement and sign the Release and Indemnity Form 23 before being permitted to compete in any event

3.15 CHANGING & BORROWING OF OUTLAW KARTS

(i) If a driver cannot take **their** position in a time trial event, he/she may substitute his/her Outlaw Kart and has one lap at the end with one position less than 50 percent of the field being the best possible qualifying position. No driver can arrange for another driver to qualify/time trial their Outlaw Kart. If more than one Outlaw Kart is used by one driver in one meeting, they are all subject to engine or fuel checks. When a multi-day/ night meeting is conducted, chassis may be changed after each day/nights racing has been completed and retain points.

(ii) Drivers may **share** an Outlaw Kart with a competitor **in another division and/or class** to continue competing for points in an event **but must attempt all events within reason. (Mechanical issues permitting reason to miss time trials or heat races).**

(iii) Borrowed/**Shared** Outlaw Kart must display DRIVER'S registered number. Chief Stewart must be notified of any changes.

(iv) Points and winnings are awarded to registered kart number.

(v) No borrowing of Outlaw Karts permitted after the green flag has been thrown.

(vi) Substitute drivers are not permitted to earn championship points for a kart number other than their own.

3.16 SAFETY EQUIPMENT

(i) Inspection it shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. All uniform and footwear worn by drivers must meet SFI or FIA standards.

(ii) helmets

(a) All Helmets must be a full face design, and comply with one of the following:

(i) Snell SA-2015

(ii) Snell SA-2010

(iii) BS 6658-85 Type A/FR, AS/NZS 1698:2006 or UN ECE 22.05 standard. (must be no older than 5 years from manufacturer date).

(iv) FIA 8858-2010

(v) FIA 8859-2015

(vi) FIA 8860-2010

For junior classes (16yrs old and under) only, the following helmets are also approved for use.

(vii) SFI 24.1

(viii) CMR2016

(ix) CMS2016

(iii) Fire Suit and Clothing

(a) To be of minimum standard of 1 piece suit, complying with SFI rating 3.2A or FIA 8856-2000 or higher standard apparel.

(b) Triple layer suits incorporating sewn in fireproof underwear are approved.

(c) Arms and legs to be tight fitting over wrists and ankles.

(d) Fully protective fireproof underwear (neck to wrist / neck to ankle) will be worn under all driving suits at all times. Must meet minimum SFI 3.3 or FIA 8856-2000 specifications and display a valid SFI 3.3 or FIA label. It is advised that no synthetic attire, under wires in bras or jewellery be worn by a competitor whilst competing.

(e) Approved design arm restraints are mandatory to be worn at all times while driving on the course. Must meet minimum SFI 3.3 specifications and display a valid SFI 3.3 label.

(f) A neck collar is mandatory and must meet minimum SFI 3.3 specifications if not utilising a SFI 38.1 or FIA approved Head and neck device.

(g) Speedway Australia approved head/neck style safety devices are highly recommended for all drivers and are to be worn in accordance to manufacturer's specifications.

(h) Head and neck devices must have an in date SFI 38.1 or FIA approved compliance sticker that is within 5yrs of the certification date shown. Details for recertification can be found at www.sfifoundation.com

(iv) Footwear

(a) Socks to be fireproof material only with a SFI 3.3 or FIA 8856-2000 rating.

(b) Boots are compulsory and must have SFI 3.3 or FIA 8856-2000 rating and to be high enough to permit coverage by the cuffs of the driving suit.

(v) Balaclava

(a) Balaclavas are compulsory and must comply with SFI 3.3 or FIA 8856-2000 ratings.

(vi) Gloves

(a) Gloves are compulsory and must comply with SFI 3.3 or FIA 8856-2000 ratings and must be fully intact with no finger or thumb cut outs.

3.17 SAFETY REQUIREMENTS

Drivers are not permitted to participate in any race, official practice, time trial or warm up event unless Speedway Australia Operational Standards are met. This may include but are not limited to.

(i) A State recognized fully operational ambulance or alternate provider of similar operation.

(ii) Two event staff that have as a minimum; training & qualifications equivalent to that of a recognized state service; and

(iii) At least one vehicle equipped to the standard of an ambulance with equipment that is adequate to deal with the range of injuries likely to be encountered and be commensurate with the skills of, and be familiar to, the medical or paramedical personnel using it. If a State recognized fully operational ambulance that is fully licensed and certified with skilled personnel is not being utilized,

(iv) All drivers are required to remove all dentures before starting an event.

(v) Minimum Safety Standards NSW Outlaw Karts Inc. Practice

(a) Normal approved quantity of fire extinguishers and fire crew.

(b) Minimum of two first aiders. i.e. Paramedics, St John or qualified first aid personnel.

(c) Station wagon capable of transporting minor injury 26 cases.

(d) Appointed person equipped with an operative mobile phone and supplied with the phone number to the nearest road transport ambulance station.

(e) Local Ambulance service notified that you are holding a practice on that day.

(f) A designated person, eg. a steward to be clearly in control of all activities on the day.

(g) It is recommended that One (1) only Outlaw Kart on the track at any one time unless the requirements of Rule 5.19 (i) are met.

(h) ALL drivers and crews to sign an Insurers Outlaw Kart Practice Waiver/Indemnity form and to be clearly informed the emergency provisions may not be to the standards of race meetings.

(i) ALL participants must understand that the choice is clearly theirs if they decide to participate under the conditions that exist at the time. Please note this form is in addition to the Insurance Waiver/Indemnity form to be signed by all participants including Drivers, Crew and Officials upon entry into the pit area.

3.18 PRE EVENT SCRUTINEERING

(i) All competing Outlaw Karts must be passed by an approved NSW Outlaw Kart Scrutineer before each race meeting.

(ii) All Outlaw Karts will be inspected on the following criteria and conformance to rules. Items listed in category (a) must be rectified and conform to rules and regulations before on track competition, items listed in category (b) must be rectified to conform with rules and regulations before the next event or penalties may apply.

(a)
Helmet – fit/condition
Seat belt & harness mounted
Neck brace
Brakes
Suicide doors
Steering link, lock nuts or cotter Keys
Steering wheel - securely mounted
Protruding objects
Axle Protrusion
Fuel Line Location
Spindles – Cotter Keyed
Chain Guard
Cage-Mounts height
Frame, Nerf Bars, Bumpers, and Roll Cage

(b)
Seat – Condition/Mounting
Wing-Mounts
Kill Switch
Wheel Condition
Rear Axle Keepers
Floor Pan Condition
Hood & Tail Mounts
Tail Piece Protection / Rear Basket
Number/Letter - Size/Location
Fire Extinguisher

(iii) any Karts that present with a category (b) or any other item noted in the Outlaw Kart's logbook for following events without the appropriate modifications or amendments made will not be permitted to compete in an event until items are deemed conforming by a NSW Outlaw Karts Inc. Official.

(iv) NSW Outlaw Karts Inc. reserve the right to check an Outlaw Kart's engine for compliance to engine rules at any stage of competition. If an engine is found to be exceeding engine specifications detailed in this rule book will result in immediate exclusion from the event, with NSW Outlaw Karts Inc. Officials to determine if further action and penalties are required.

3.19 TRACK REQUIREMENTS

(i) Outlaw Karts are to hold true to their original intended purpose of competing on oval speedway style tracks ranging from 100m (Pole line minimum) to 350m (Pole Line maximum) in size.

(ii) Non Speedway Australia approved tracks must be inspected and approved and an event permit obtained from a Speedway Australia approved insurance provider before competition is permitted.

****NOTE:** Tracks over 350m may be considered for promotional or exhibition purposes, or a one off event if deemed suitable by NSW Outlaw Karts committee.



SECTION B - RACING RULES

4.1 RACE CONTROL

- (i) The Stewards shall have absolute control of the course, all racing events and race officials whilst any Outlaw Kart race is in progress.
- (ii) The Chief Steward of a race meeting will have personal control over all track signal lighting. When available track signal lighting will take precedence over flags.

4.2 2 FLAG AND LIGHT SIGNALS

	GREEN LIGHT and FLAG Start, or restart of Event, or Event is in progress
	YELLOW LIGHT and FLAG Caution - hold position at reduced safe speed
	RED LIGHT and FLAG Stop immediately and do not go past accident scene or cut across Infield - while exercising due caution
	BLACK FLAG with WHITE SPOT Mechanical defect - Driver to retire to infield, using utmost caution
	BLACK FLAG with WHITE DIAGONAL STRIPE Warning - due to rule infringement. Driver is subject to enquiry from Chief Steward and may be penalised for infringement(s)
	WHITE FLAG (or light) One lap to go
	BLACK AND WHITE CHEQUERED FLAG Finish of Event - reduce speed gradually

	<p>YELLOW FLAG with BLACK DIAGONAL STRIPE Noise flag - Driver may continue to race, but if noise level remains high, black flag will result</p>
	<p>YELLOW FLAG with RED DIAGONAL STRIPE Fire Flag – Drivers to withdraw from the race immediately in the safest practical manner.</p>

4.3 3 FAILURE TO OBEY FLAG AND LIGHT SIGNALS

(i) Failure to obey any flag and/or light signal and/or instructions from officials will result in the offending driver being shown the black flag with the car being excluded and driver disqualified from that race. Failure to obey the black flag may result in a fine of \$50.00 per lap if deemed necessary by NSW Outlaw Karts Inc. Officials.

4.4 RACE STARTS

(i) Each driver is responsible for knowing his/her starting position and maintaining it until the green flag. When a grid draw has been posted and an Outlaw Kart withdraws the row will move up.

(ii) A Outlaw Kart or driver not ready when the field is pushed off shall be given a time limit of two minutes. If the driver cannot start within that time he will go to the rear. Once the green flag drops the driver is disqualified from that race.

(iii) Each Outlaw Kart is allowed 2 push starts per event, this is from the time the car enters the arena until the chequered flag unless for adverse conditions the Chief Steward will use his/her discretion. An Outlaw Kart will be deemed to have started when it accelerates away from the push vehicle under its own power. If the car requires a second push start at any time then it will go to the rear of the field, the primary cause to the very rear of the field. In the event of the red light, any Outlaw Kart stopping prior to the red light coming on goes to the rear of the field.

(iv) If a driver passes the pace car he/she will be subject to a fine of \$50.00.

(v) When the field has formed up, the yellow light will be switched off when the pole Outlaw Kart enters turn two indicating a start is imminent.

(vi)) A single white line is to be placed on the straight 15 metres from the start/finish line, or at the Chief Stewards discretion, at which the front row Outlaw Karts must reach at roll up speed before accelerating.

(vii) The Chief Steward will turn on the green light when the lead Outlaw Kart is at the white line.

(viii) driver breaks formation before the green flag, a rule infringement flag will be shown. If the driver breaks twice he will go to the rear. An Outlaw Kart not keeping up may be considered to have broken the start.

(ix) Any Outlaw Kart which jumps before the white line or fails to accelerate will be given a rule infringement flag and sent to the ROF for a second offence. If a driver is considered to have jumped from within or at the back of the field before the green flag has been given, the driver will be put back one position for each Outlaw Kart passed. This will be done in the event of a red or yellow light or at the conclusion of the race.

(x) A yellow light on the back straight of the first lap indicates no start.

(xi) Any car unable to do a lap in time trials will automatically start ROF in the heat races for that race meeting.

(xii) Time Trials, Option of 1 or 2 timed laps, Any driver not making time trial position has one lap at the end with one position less than 50 percent of the field.

(xiii) Any driver that brings a time trial session to a halt eg. yellow/red light or causes another driver to abort their qualifying lap can only have one recorded lap at the end of that group. If that driver has recorded one complete lap then that lap will be counted, any further laps will be deleted.

4.5 RERUNDS

(i) If a race is stopped before the last running Outlaw Kart completes the first lap, a complete restart shall be ordered. The Chief Steward may disqualify a driver from that race if he/she was considered to be the primary cause of the stoppage.

(ii) In a main event a driver may change a tyre on a yellow or red light if one lap has not been completed. The driver will have two minutes to complete the work and must then go to the rear. No work is to be done on the Outlaw Kart on the race track and if work is carried out the driver will be disqualified from that race.

(iii) Once the race has started, no switching of Outlaw Karts is allowed.

4.6 RESTARTS

(i) In any restart, any running Outlaw Kart's at the time of the stoppage, one or more laps down will be credited one lap, placing them in the same running order prior to the stoppage, behind any cars that had stopped that were on the lead lap. Lapped Outlaw Kart's are to take their positions as per the last recorded lap in order of placing behind those Outlaw Kart's on the current lap.

(ii) Other than the first lap of an event, drivers unable to make a previous start may return to the rear of the field provided a complete racing lap has not been recorded since their withdrawal.

(iii) When the restart order is correct and the field is in single file or in two rows (if two row restarts are permitted*), the yellow light will be switched off indicating a start when the lead Outlaw Kart enters turn two. The lead Outlaw Kart must bring the field around at a moderate pace and may restart the race at any time between entry into turn three and the restart line. Any driver that baulks (speeds up and then slows back down) at the restart will be shown the rule infringement flag as the Outlaw Kart's pass the start line, the yellow light will be turned on at turn 2 and the offending driver/s sent to ROF. *Two row restarts must be agreed by the SMC, Chief Steward and the venue.

(iv) Any car that passes beneath (i.e.; pole line side) of the cone, hits the cone or passes another car before reaching the cone will be put back 2 positions. The race will continue and the driver will be shown the rule infringement flag and the penalty applied during a subsequent yellow/red light stoppage or at the end of the event.

(v)) If a driver is put back for jumping and does not comply with the penalty, the driver will be black flagged and disqualified from that race.

(vi)) If an event is stopped with one lap remaining the restart will be run over two laps (i.e. green, white, chequered).

4.7 STOPPAGES

- (i) Any Outlaw Kart considered by the Chief Steward to be primary cause of a stoppage, will be sent to the rear of the cars on the same lap.
- (ii) Any driver considered by the Chief Steward to have been the primary cause of two stoppages in the same race will be disqualified from that race.
- (iii) Any driver stopping on the track to protest or force a caution light will be disqualified from that race.

4.8 YELLOW FLAG/LIGHT

- (i) If a driver stops on the race track the driver/s will go to the rear of the Outlaw Kart's on the same lap, in front of the primary cause. Once a driver has been push started, they cannot delay the start and offenders will go to the rear.
- (ii) No work is to be done on the Outlaw Kart on the race track and if work is carried out the driver will be disqualified from that race. The only exception is for an A-Main only, if agreed by the State Member Club, Chief Steward and the Venue that an authorised work area is allowed by the State Member Club, Chief Steward and the Venue.
- (iii) If a driver runs over debris which becomes attached to his Outlaw Kart and officials consider it dangerous, the driver will be stopped and restarted in his race position. If a driver causes a yellow light resulting from his own debris then that driver will go to the rear.
- (iv) Unless directed by an official, any Outlaw Kart travelling on the infield will be considered as dangerous driving.
- (v) A Driver is not to break their belts or get out of the Outlaw Kart unless there is imminent danger, until approved by a steward, crash crew etc. or that their car is in a safe situation on the venue infield. The Driver will be disqualified and/or a minimum fine of \$100 for a breach of this rule.

4.9 RED FLAG/LIGHT

- (i) In the event of an Outlaw Kart rolling over, or the ambulance appears necessary for any accident, then the race will be stopped.
- (ii) Once a red/flag has been instigated all drivers will bring their Outlaw Kart's to an immediate safe stop and are not to pass the accident. Any driver failing to do so will incur a minimum fine of \$100.00 and or disqualification from that race/meeting.
- (iii) No work is to be completed on any Outlaw Kart during the Red Light stoppage, no exceptions.
- (iv) A driver may get out of an Outlaw Kart if necessary.
- (v) The yellow light indicates a driver must restart. If a driver delays the start he will go to the rear.
- (vi) If any 'outside assistance' is received other than a designated official on a Closed Red Light, then the driver/ Outlaw Kart will be disqualified from that event.
- (vii) After a race has commenced, and the race is then stopped due to extraordinary circumstances (e.g. rain etc.) which results in an extended delay to the restart of the race, at the discretion of the Chief Steward, drivers may make, without any penalty, any such changes to their Outlaw Kart that they deem necessary to accommodate the changed track conditions.

4.10 WEIGHT CONFORMANCE

- (i) All karts must weigh in following designated runs of the race/event, and meet the minimum weight designated in their respective class.
- (ii) Additional bolt- on weight permitted, must be securely mounted using a minimum of one (1) 1/2 or 12mm bolt and nyloc locking nut or similar. (all weights must be painted white and have kart number on them)
- (iii) The NSW Outlaw Karts Inc. scales will be available and open to scale karts prior to commencement of every race/event.
- (iv) All karts will be weighed during qualifying and heats. The top 5 karts only will be weighed after all main events.
- (v)) If a kart is found to be under minimum weight during qualifying, this shall result in the loss of their qualifying time. Changes to kart will be permitted. After those changes have been made, if the kart is found to be under minimum weight during subsequent weigh-ins at the same race meeting, additional penalty assessment may occur as per discretion of Series officials.

4.11 REFUELLING

- (i) No refueling is allowed at any point during a race, stoppage or other.

4.12 DISABLED OUTLAW KARTS

- (i) All disabled Outlaw Karts must be safely moved to the infield behind suitable barriers to protect the Outlaw Kart and driver for the remainder of that race.

4.13 PASSING ON INFIELD

- (i) If it is considered a driver has gained a position or advantage by passing or driving on the infield (anything more than the left hand front wheel under the pole line), the driver may be shown the rule infringement flag and a board displaying the car number and the driver will be put back 2 positions. This will apply to each Outlaw Kart passed. This penalty will be applied at the first available opportunity, i.e. race stoppage or on the race results.

4.14 NOISE REQUIREMENTS

- (i) Muffler and Sound Reduction Devices

- (a) Must meet tracks noise level requirements. All muffler rules and/or decibel (DBA) constraints are subject to state and local regulations as well as monitoring. NSW Outlaw Karts Series Officials will aid in enforcing the rules and regulations of those agencies. Karts in violation may not race until Standards are met.

- (b) All mufflers must be securely mounted with a minimum of 1 x 5/16 or 8mm bolt with nyloc locking nut or similar. Mufflers that are mounted with pop rivets and/or sheet metal screws will not be permitted.

- (c) Any muffler changes after the car has been through inspection will not be permitted. Mufflers used in qualifying must be used through the entire racing program. The only changes that are permitted will be if a kart fails to meet the track decibel standards then it must make the necessary changes to come in to compliance. Any other change will be at the discretion of the West coast outlaw Series officials. Physical damage from a crash and/or other incident will also permit a change.

(d) The muffler must remain attached to the header at all times.

(e) All muffler and header components must remain intact and operating. If the muffler becomes disconnected from the Header and/or failures to operate, the kart must leave the track immediately. Failure to leave the track could result in disqualification.

(ii) When qualifying any kart determined to be in excess of the Decibel limit(s) set by either the track and/or any local agency, it will be informed to make necessary adjustments and will be given 1 lap at the end of the time trials. If Decibel limits are still not met, a 3/10th of a second will be added to the time. The kart then must meet the Decibel limits at the next race/event or install the appropriate track approved mufflers listed herein.

4.15 PROTESTS

No driver is allowed to race under protest. **It is at the Chief Stewards discretion whether the protest is resolved before resuming the race meeting, or upon completion of the event.** Any driver stopping on the track to protest will be disqualified from that race.

4.16 RACE DISTANCE

(i) Races will be run over the full number of laps as nominated before the start and recorded electronically whenever available. A race will only be declared if it is not possible for it to continue. The Chief Steward may declare an event due to weather or track conditions or by order of the promoter due to time or noise curfew, A race will be deemed finished when the lead car crosses the finish line and is shown the chequered flag. If a race is declared by stewards due to a stoppage, then the final placing's will go back to the last fully completed/ recorded lap, including any additional penalties/fines handed down by the Chief Steward including rule 5.6 (i) and (ii) if deemed necessary. All cars involved in the incident/s must be cleared by the Machine Examiner to be capable of restarting the balance of nominated laps.

(ii) Half race distance to be completed to declare placing's and a prize money payout. If a race is declared by Stewards, due to a stoppage, then final placing's must go back to the last fully completed/recorded lap including any additional penalties/fines handed down by the Chief Steward including rule 5.6 (i) and (ii) if deemed necessary. All cars involved in the incident/s must be cleared by the Machine Examiner to be capable of restarting the balance of nominated laps.

SECTION C - AFTER RACING

5.1 INSPECTIONS

(i) All Outlaw Karts must be made available for post event inspection if deemed necessary by NSW Outlaw Karts Inc. Officials.

5.2 PROVISIONAL PLACING'S

(i) NSW Outlaw Karts Inc. and its Officials reserve the right to declare race results provisional until such time that:

- (a) Protests are lodged, heard and resolved.
- (b) Outlaw Karts are inspected post-race if suspected of being not conformant to regulations.
- (c) Other reasonable legitimate concern that may affect results of the event or season point score.

5.3 APPEAL AGAINST A STEWARDS DECISION, FINES OR PENALTIES

(i) An owner, or driver only may appeal to NSW Outlaw Karts Inc. against a penalty imposed by a Chief Steward upon him or her.

(ii) Any fines, penalties or protests may be disputed via the following process.

- (a) Owner or driver to advise the Chief Steward and NSW Outlaw Karts Inc. of their intention to dispute the penalty within 15 minutes of the penalty issue with a fee of \$500 that is non-refundable if penalties are upheld, money to be refunded if penalties are dismissed. Finishing positions (If dispute refers to a Feature Race) will remain provisional until dispute is resolved.
- (b) A official written dispute must be submitted to NSW Outlaw Karts Inc. within 5 business days.
- (c) NSW Outlaw Karts Inc. will respond within 5 business days of receiving the official dispute to set an appropriate time to meet with the Board, Chief Steward and parties in question.
- (d) NSW Outlaw Karts Inc. shall appoint a disciplinary tribunal consisting of not less than three (3) persons and not more than five (5) persons to adjudicate the charge within five (5) business days of receiving from the Secretary. NSW Outlaw Karts Inc. shall appoint one of the members to be the chairperson.
- (e) The tribunal shall set an appropriate date and place for the hearing of the charge within fourteen (14) days of being appointed by the executive.
- (f) A charge may only be heard by the tribunal if the person charged has been informed in writing by certified mail lodged within fourteen (14) days prior to the hearing of the charge of the following particulars:
 - (i) the nature of the charge
 - (ii) the factual basis upon which the charge is preferred against him/her.
- (g) The tribunal shall hear the charge in a fair and impartial manner and accord the person charged the right to call evidence, question the person making the charge, question witnesses and make submissions to the tribunal.
- (h) The tribunal may adjourn the hearing of a charge if it considers such adjournment appropriate in the circumstances.
- (i) Decisions made by the Tribunal are final.

(iii)) Any fines and penalties issued by NSW Outlaw Karts Inc. or its Officials are final and made payable direct to the Association if applicable. Suspensions shall begin from the date of the suspendable offense.

5.4 MISCONDUCT

(i) Definitions For the purpose of this clause, misconduct is defined as any action or behaviour which will bring, or has the potential to bring, the sport of Outlaw Kart racing or the activities of NSW Outlaw Kart inc. or its State and Territory Associations or its affiliated associations into disrepute.

Misconduct under Clause 6.4 includes but is not limited to:

- (a) Being charged with, and/or convicted of, a criminal offence.
 - (b) Being involved in violence or inciting violence.
 - (c) Intoxication in public.
 - (d) Making a detrimental, offensive, threatening, discriminatory or false public statement in any media (including social media) about the chief steward, a participant, another licence holder, NSW Outlaw Karts Inc., NSW Outlaw Karts Inc. State and Territory Associations, or an affiliated associations and their sponsors, employees or officeholders.
 - (e) Failure to follow a policy issued by the NSW Outlaw Karts Inc.
 - (f) Failure to follow a reasonable direction of the NSW Outlaw Karts Inc., NSW Outlaw Karts Inc. State and Territory Association or affiliate association.
 - (g) Conduct unbecoming to the sport of speedway.
- (ii) A charge of misconduct during a Race Meeting;
- (a) A charge of misconduct shall be preferred in the form of schedule 1a no later than 15 minutes following the conclusion of racing, to an official of the host member club together with a fee of \$500 (waived for NSW Outlaw Karts Inc. and officials) that is non- refundable if charges are dropped, money to be refunded if charge goes ahead.
 - (b) The official or the host member club shall refer the matter to the Chief Steward, within the above time frame, who shall investigate, and if he deems that a charge is warranted, may;
 - (i) Disqualify and/or
 - (ii) Fine and/or
 - (iii) Suspend the relevant Licence Holder and serve an Infringement Notice. The Chief Steward may defer investigation/judgement until the conclusion of racing.
 - (c) To Appeal a charge of Misconduct by the Chief Steward refer to rule 6.3
- (iii) A charge of misconduct not during a Race Meeting:
- (a) A licence holder, NSW Outlaw Karts Inc. and/or another official (complainant) may refer a charge of misconduct against another licence holder to the disciplinary tribunal pursuant to these rules.
 - (b) A charge of misconduct shall be preferred in the form of schedule 1b shall be forwarded to the Secretary of the host member club or affiliated association, who shall refer it to the executive of the said club within 3 days, together with a fee of \$500 (waived for NSW Outlaw Karts Inc. and officials) that is non-refundable if charges are dropped, money to be refunded if charge goes ahead.
 - (c) NSW Outlaw Karts Inc. shall appoint a disciplinary tribunal consisting of not less than three (3) persons and not more than five (5) persons to adjudicate the charge within five (5) business days of receiving from the Secretary. NSW Outlaw Karts Inc. shall appoint one of the members to be the chairperson.
 - (d) Only persons who will act impartially may be on the tribunal.
 - (e) The tribunal shall set an appropriate date and place for the hearing of the charge within fourteen (14) days of being appointed by the executive.

(f) A charge may only be heard by the tribunal if the person charged has been informed in writing by certified mail lodged within fourteen (14) days prior to the hearing of the charge of the following particulars:

(i) the nature of the charge

(ii) the factual basis upon which the charge is preferred against him/her.

(g) The tribunal shall hear the charge in a fair and impartial manner and accord the person charged the right to call evidence, question the person making the charge, question witnesses and make submissions to the tribunal.

(h) The tribunal may adjourn the hearing of a charge if it considers such adjournment appropriate in the circumstances.

(i) Where a member of a member club has been charged with misconduct arising out of a charge of use of a prohibited substance in accordance with these rules and found guilty that member shall be liable to a minimum of two (2) years suspension from officiating, driving, competing, crewing or otherwise participating in any Outlaw Kart competition.

(j) Where a member of a member club has been found guilty of a charge of misconduct he/she will be liable to pay all reasonable costs incurred by the Council or member club in hearing the matter as determined by the tribunal.

SECTION D – OUTLAW KART SPECIFICATIONS

6.1 GENERAL

NSW Outlaw Karts Inc. Recognized Classes 450cc

Open Outlaw Karts

- 16 years of age and older and must hold a senior license.

250cc Intermediate Outlaw Karts

- 11 – 16 years of age. Transition at 11 years must have approval from NSW Outlaw Karts Committee. Day of 17th birthday must advance to 450cc Open class.

Box Stock Outlaw Karts

- 8 – 12 years of age. Day of 13th birthday must advance to 250cc Intermediate class.

Beginner Box Stock Outlaw Karts

- 6 – 8 years of age. Day of 9th birthday must advance to Box Stock class.

****Points from one class WILL NOT carry over if changing class during the season****

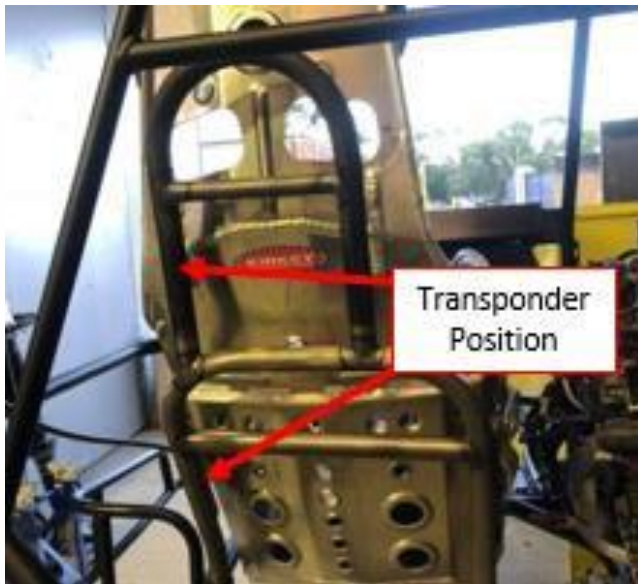
Note: Junior competitors may compete in multiple classes provided they are eligible for said classes as per above.

6.2 COMMUNICATION

(i) No mirrors, radio or communication equipment is permitted on any Outlaw Kart or driver except one way Steward to Driver communication system is mandatory for all Outlaw Kart events, and this system is also recommended for infield officials. No remotely operated components permitted on or in any Outlaw Kart. Penalty - If you do not respond within two (2) calls over the raceceiver prior to start-up, you will be sent ROF. Onus is on the driver to make sure that his/her communication equipment is always working.

(ii) No radio communication between driver & Crew will be permitted in any shape or form at any time in all classes.

(iii) Transponders may be required at some tracks. The AMB automated timing solution may be used for timing and scoring. All karts will be required to use an AMB transponder. All transponders must be attached securely to the seat hoop behind the seat. See picture below. Failure to comply with this rule will result in not being scored, removal from the track and/or fines and penalties.



6.3 3 FRAMES

(i) Intermediate and 450cc Open frames are to be of standard kart configuration with a single rail, front to rear. Frames must be constructed of 1 1/8" diameter, 0.083" wall thickness 4130 chrome moly or docol tube minimum.

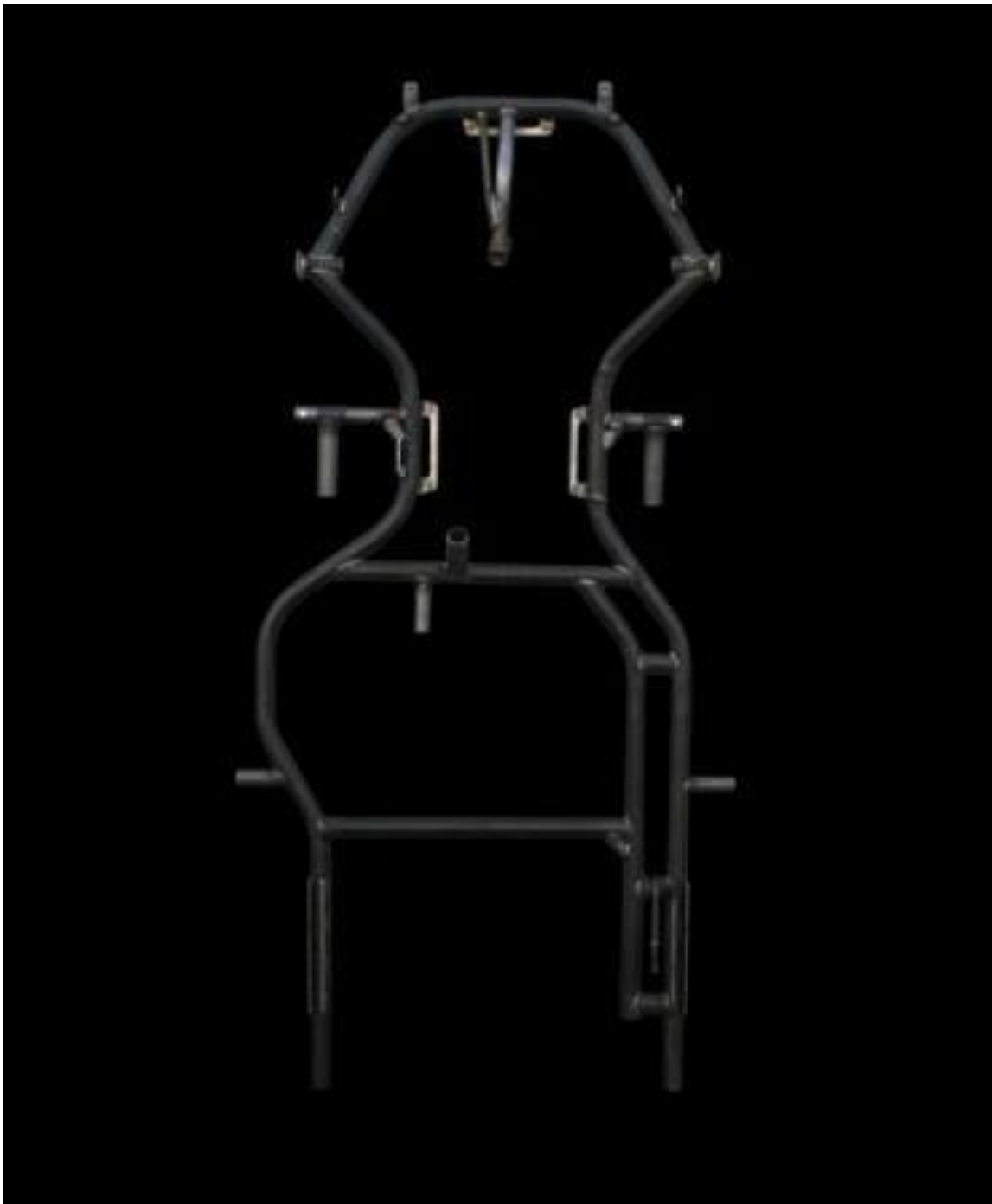
No mild steel frames permitted.

(ii) Box Stock and Beginner Box Stock frames are to be of standard kart configuration with a single rail, front to rear. Frames must be constructed of 1 1/8" diameter, 0.065" wall thickness 4130 chrome moly or docol tube minimum.

No mild steel frames permitted.

(iii) See figure 1.1 for approved frame design. Frame design differing by more than 10% from such design will require written approval from NSW Outlaw Karts Inc.

Figure 1.1



(iv) Frames incorporating torsion type stiffening / softening feature (RFC Style) permitted.

(v) Outlaw Kart not to exceed 90" in overall length, bumper to bumper. NO EXCEPTIONS.

(vi)aw kart wheel base to be between 38" (minimum) to 48" (maximum) applicable to all classes. NO EXCEPTIONS.

6.4 4 ROLL CAGE

(i) Roll cages mandatory. Must be for protection of driver, not just for looks or wing mounts. Must be spring loaded. See figure 1.2 for approved roll cage design. Cage design differing 10% from such design will require written approval from NSW Outlaw Karts Inc.



Figure 1.2

(ii) Roll cage must consist of the following bar work:

- (a) 2 continuous roll cage hoops running front to rear constructed from 1" diameter, 0.065" wall thickness 4130 chrome moly or docol tube, or 25mm x 2mm mild steel tube minimum.

(b) Continuous roll cage hoops to be connected by front and rear cross bars constructed from 1" diameter, 0.065" wall thickness 4130 chrome moly or docol tube, or 25mm x 2mm mild steel tube minimum.

(c) Rear "A Frame" must cover a minimum 2/3 of the rear opening constructed of 3/4" diameter, 0.065" wall thickness 4130 chrome moly or docol tube, or 19mm diameter, 1.6mm wall thickness mild steel tube minimum.

(d) Left side intrusion bar (vertical) mandatory (constructed from 1" diameter, 0.065" wall thickness 4130 chrome moly or docol tube, or 25mm x 2mm mild steel tube minimum) running from the top of the cage hoop butting back into the rear of the roll cage hoop above rear cage receiver.

(e) Left side intrusion bar (horizontal) mandatory in either suicide door or fixed style. Horizontal intrusion bar to be constructed of 3/4" diameter, 0.065" wall thickness 4130 chrome moly or docol tube, or 19mm diameter, 1.6mm wall thickness mild steel tube minimum.

(f) Left side intrusion bar work (Vertical and Horizontal Bars) must have at least 3 points of contact with the main roll cage continuous hoop minimum as shown in Figure 1.1.

(g) 250cc Intermediate and 450cc Open Outlaw Kart cages to have 3/4" diameter, 0.065" wall thickness 4130 chrome moly or docol tube, or 19mm diameter, 1.6mm wall thickness mild steel tube welded horizontally between the 2 continuous cage hoops at the front of the cage to mount the radiator.

(h) Any replacement or extension repair to roll cage tubing must be fully welded construction with identical tubing used. A minimum 4" weld sleeve inserted at join (2" above join 2" below join) using the same thickness wall construction must be used. Sleeve must be a snug fit.

IF IN DOUBT SEEK ADVICE FROM NSW OUTLAW KARTS INC. BEFORE CONSTRUCTION.

(iii) Roll cage height minimum of 2" clearance above driver's head. HPB does not count for head clearance.

(iv) Head protection bar highly recommended but not mandatory.

(v) All mild steel cages to have a "gravel bar" fitted to the right side of the cage. Gravel bar must extend a minimum 20" down from the top of the cage to and a minimum 12" forward from the rear of the cage, see picture for example.

(vi) Front Roll Cage receiver mounting points to be 1" diameter, 0.083" wall thickness minimum with gusset fitted to the left hand side.

(vii) Driver's body must remain completely inside roll cage at all times, taking into account roll cage flex on spring mounting system.



6.5 5 ROLL CAGE RECIEVERS

(i) Front and Rear Roll Cage receivers must be of approved design only. See figure 1.2 from approved rear receiver design and figure 1.3 for approved receiver design below.



Figure 1.2

Figure 1.3

(ii) Cage receivers must conform to the following specifications:

(a) Section A & B of front receiver and section A of the rear receiver to be constructed of 1 1/4" x 0.065" wall thickness chromoly or docol tube.

(b) Section B to suit rear

(i) 1 1/8" chassis: 1 3/8" diameter x 0.083" wall thickness chromoly or docol tube

(ii) 1 1/4" chassis: 1 1/2" diameter x 0.065" wall thickness chromoly or docol tube

(iii) Section C rear gusset 1/2" diameter x 0.065" wall thickness 4130 chromoly or docol tube minimum to be fitted from front point of section B and to be minimum of 50% the total length of section A.

(iv) Slotted 8mm (5/16") holes in both section A & B with a maximum wear allowance of 11mm (7/16"). Retaining bolts cannot contact the bottom of the slotted holes when cage and springs are fully compressed.

(v) Roll cage to cage receiver retaining bolts to be four (4) 8mm (5/16") retaining bolts (QRC style only). Retaining bolts to be replaced annually or worn to 6.5mm diameter.

(vi) Roll cage springs to be a minimum of 1" Outside Diameter minimum, 2" tall (minimum) 3" tall (maximum) and coil bind height of 1" (Minimum).

(vii) Wear pads can be added to the bottom of cage receivers.

(viii) mounting hardware to be a minimum of grade 5 or better with nyloc nuts only.

6.6 NERF BARS

(i) Use of Front, Rear, Left and Right side Nerf Bars mandatory at all times.

(ii) No bars, other than regular Nerf bar, may extend out past outer edge of tire on either side of kart.

(iii) Front Push Bar to be securely mounted by a minimum of four (4) points.

(iv) Side Nerf Bars to have a minimum two (2) mounting points.

(v) Tail piece protection / Rear Basket: 19mm / 3/4" sprint car style double hoop rear bumper only. Must remain securely attached to the floating cage at all times by a minimum of four (4) points.

(vi) Nerf Bars to be constructed of hollow material, No solid Nerf Bars allowed.

6.7 STEERING

(i) Steering column to be 5/8" diameter, 0.065" wall thickness minimum with reduced diameter of a minimum 1/2" x 0.065" or 8mm bolt at the chassis. 1 x 6mm Or 1/4" pitman arm fully welded on one side required as a minimum.

(ii) Use of nyloc locking nuts (minimum) or cotter pins on all steering components in case of failure.

(iii) Rod ends to be 8mm (5/16") minimum with jam nuts to be used and tightened on all rod ends.

(iv) One (1) single steering rod with appropriate rod ends from pitman arm to spindle each side only.

(v) Quick release steering hubs must be fitted and in good working order on all Outlaw Karts (no Plastic Hubs). NO EXCEPTIONS.

(vi) Front spindle shafts to be 16mm (5/8") minimum.

(vii) King Pin to be 8mm (5/16") minimum with nyloc nut or locking nut with cotter pin.

(viii) Bolt on knuckles to utilize two (2) 3/8" grade 5 bolts minimum.

6.8 REAR AXLE

(i) Rear axle length to be 40" Maximum.

(ii) Rear axle carriers to be securely fixed to the Outlaw Kart Chassis through Chassis mounts. (As a minimum)

(iii) All Outlaw Karts to utilize at minimum three (3) key stock pieces on the rear axle assembly and grub screws as required.

(iv) No Carbon Fibre or exotic metal axles allowed.

(v) Rear axle not to protrude past wheel rim.

6.9 SUSPENSION

(i) No suspension of any description to be utilized on an Outlaw Kart.

6.10 BRAKES

- (i) Minimum of one (1) Hydraulic Brake Caliper and disc on the rear axle to remain in good working order on each Outlaw Kart.
- (ii) Supplementary use of a Left Front Brake highly recommended on 250cc Intermediate and 450cc Open Outlaw Karts.

6.11 WHEELS

- (i) Wheel rims to be of 5" or 6" Diameter only.
- (ii) Use of bead lock wheel rims permitted.
- (iii) Wheel covers to be firmly affixed by at minimum two (2) fasteners per cover.
- (iv) 5" or 6" Treaded dirt kart tyres only *e.g Burris, Hoosier*.
- (v) Front wheel mounting to utilize standard kart bearing type, or 3 stud type with 8mm (5/16") studs/bolts minimum.
- (vi) Rear wheel mounting to be 3 stud type with 8mm (5/16") studs/bolts minimum.

6.12 TRANSMISSION

- (i) Transmission to remain stock, as per manufacturer specifications (No removal of gears permitted).

6.13 FUEL SYSTEM

- (i) The use of regular pump fuel is mandatory in all classes, maximum of 98RON. Use of specialized oxygenated race fuels of 98 Ron or greater are not permitted, i.e.: oxygenated fuels such as example VP roo99.
- (ii) All 4-cycle motors are subject to fuel and oil additive inspection.
- (iii) Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Fuel samples may be taken for inspection and testing at the venue and/or sent to a laboratory for further analysis if deemed necessary by officials. This is applicable for all classes. Failure to surrender a fuel sample shall result in disqualification.
- (iv) Fuel must pass the following test: 1. Visual; 2. Continuity meter; 3. Gravity test;
- (v) Karts will be tested for fuel requirements. Fines will be assessed for failure to meet any one of the tests indicated in (iv)
 - (a) First Offense: Up to \$250.00 fine, loss of points for that day's events or out for the rest of the day's competition.
 - (b) Second Offense: disqualification for the remainder of the calendar season, at Officials discretion.
- (vi) Fuel line location cannot be closer than 2" to any of the exhaust system at any time and shall not be above the exhaust. Fuel line must have ample slack for cage movement. Must be petroleum grade fuel line.
- (vii) All fuel tanks must be mounted on the floor tray under the driver's legs or behind the seat within the confines of the roll cage with a minimum of three (3) 5/16" or 8mm bolts or approved go kart mounting brackets. All fuel tanks must be of professional construction either in 2mm aluminium or approved go kart plastic tanks with the maximum capacity of 8 litres. All fuel tanks must be anti-spill with a one way breather cap or in line shut off valve.

- (a) Beginner Box Stock and Box Stock Outlaw Karts only permitted to utilise engine mounted fuel tanks outside of the roll cage.

(viii) WCOK reserve the right to supply 98 RON control fuel at events and failure to compete with control fuel or tamper with control fuel shall be classed as not having met requirements in (iv).

6.14 BODY

(i) Body panels can be constructed of aluminium, fiberglass or Carbon Fiber only. No sharp edges or protruding parts. Body panels are to be; wing, hood, floor tray, tail, left and right side sail panels, dash and front bumper mug guard only.

No nerf bar or side pods inserts allowed. Engine protection bash plate is allowed.

(Seek advice from Technical Committee for approval before installation)

(ii) Wing, hood and sprint car style tail piece are mandatory. (No box type tails allowed in any class)

(iii) All Outlaw Karts must start each Event/Race with each body panel safely and securely fastened Utilising appropriate fasteners.

(v) Front nose wings not permitted.

(vi) ght side cage sail panels not to extend above the top roll cage tubing for 450cc Open and Intermediate Outlaw Karts Only. All other classes the cage panels not to extend past roll cage tubing at any point. Left side sail panels are allowed however this must not extend past the roll cage bars at any point and not forward of the centre cage upright. Cage side panels must be of triangular type design and not obstruct driver's vision or ability to exit the Outlaw Kart. No full arm guard type panels permitted. Sun visor panels can also be used with a maximum height of 100mm allowable. (620mm X 620mm X 180mm)

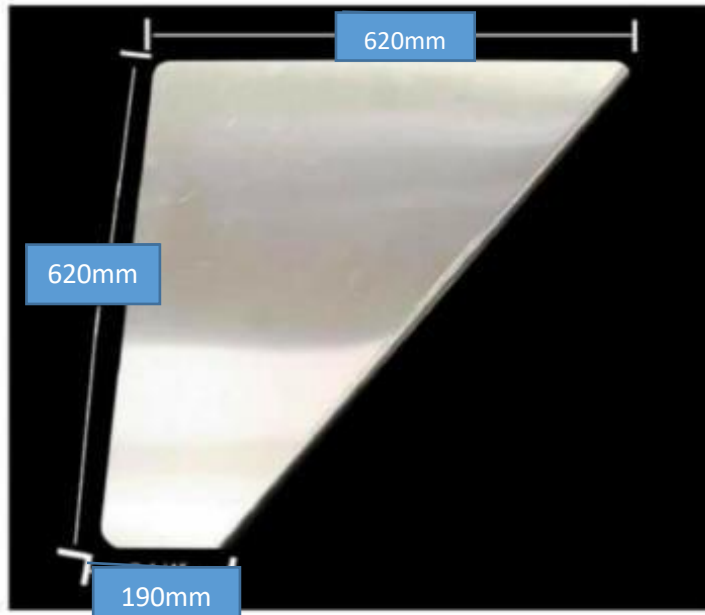
(vii) Use of full size floor tray mandatory, extending from the front of the seat to the rear of the Front chassis rail. Floor tray to be constructed of 1.8mm aluminium or 1.2mm steel only. Floor trays With punched and flared holes and a series of holes for pedal rail mounting permitted. Floor tray Must have adequate drainage in case of fuel spill. Floor tray to be affixed to the chassis with a Minimum of six (6) 1/4" or 6mm bolts with nyloc locking nuts or similar.

(viii) Hood maximum height shall be 420mm. Hood shall be mounted no lower than the top of the front cage receiver. Hood may be mounted so the front edge is angled downward to provide front protection however must clear the bumper and pedal assembly no additional skirts or shrouds allowed.

(ix) Bumper mud guard shall be no wider that 340mm and must not protrude past the front of the bumper or interfere with the peddle assembly in any way.

(x) Dash panel must not protrude outside of the hood vertically or horizontally. The panel may extend toward the steering wheel to provide room to mount accessories. The dash panel must be securely mounted to the roll cage with a minimum of two (2) Dzus fasteners or 5/16", 8mm bolts with nyloc locking nuts or similar.

Intermediate and Open Right side Sail Panel maximum dimensions



6.15 SEATING SYSTEM

- (i) All Outlaw Karts to use an aluminium high backed bucket type racing seat with raised sides for sideways rib support, use of headrests and or shoulder supports are recommended.
- (ii) Seats manufactured with rolled edged holes allowed, seats with drilled holes not allowed other than 3 drain holes. A maximum of three 12.7 mm (1/2") drain holes only permitted in the seat.
- (iii) Use of a Full Containment Racing seat is highly recommended.
- (iv) No fibreglass seats allowed.
- (v) All seats to be bolted securely to the frame with a minimum of four (4) 7.9 mm (5/16") Grade 5 bolts. 1" diameter, 0.83" wall thickness minimum bottom single pivot point allowed, with suitable bracket.
- (vi) If mounting bolts pass through single layer area of seat, reinforcing of the area of a minimum of 25.4 mm (1") x 1.6 mm (1/16") steel washer required. Protruding bolts to be Padded or use of button head fasteners recommended.
- (vii) Seat Hoop to be 1" diameter, 0.65" wall thickness material minimum with 3 seat ears for mounting constructed from 6mm (1/4") aluminium or steel. Each seat ear to be bolted to the hoop using 2 x grade 5 5/16" or 8mm bolt with nyloc nuts and to the seat using 1 x grade 5 5/16" or 8mm bolt with nyloc nut. The use of RFC style billet clamp on seat ear arrangement is approved. Seat hoop must extend up the rear of the seat to sufficient distance to conform with rule 6.16 (v). Seat hoop can be welded or clamped (recommended) to the main chassis.

6.16 SEAT BELTS

- (i) Each Outlaw Kart will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacture, or seatbelt expiry as shown on the seatbelt). Driver must be able to show proof of age of seat belts if

requested. Scrutineers to note in log books that after a major crash, new belts may be needed if deemed necessary.

(ii) Seat belt restraint systems shall be installed and used, as close as practicable, in accordance with manufacturer and SFI instructions. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage. The use of an approved lever latch type seat belt with a quick opening clasp is mandatory. Both the fastening design and condition of the belt is subject to the inspection of the Technical Committee.

(iii) Crutch belt to be wrapped around main chassis not seat support bracket or, mounted via an approved welded tab to the main chassis cross rail using a grade 5 3/8" or 10mm bolt with nyloc nut. Belts that are wrapped around the chassis must have adequate additional protection to prevent failure due to wear.

(iv) Waist belts may be mounted in the following ways;

a. Left waist belt to be wrapped around the left hand main chassis rail and must have adequate additional protection to prevent failure due to wear. Right waist belt to be wrapped around the main chassis cross rail behind the seat and must have adequate additional protection to prevent failure due to wear.

b. Waist belts to be mounted through the seat using a grade 5 3/8" or 10mm bolt with nyloc nut. Seat must have a 50mm diameter 5mm thick aluminium washer fully welded in place to reinforce the mounting point preventing pull through.

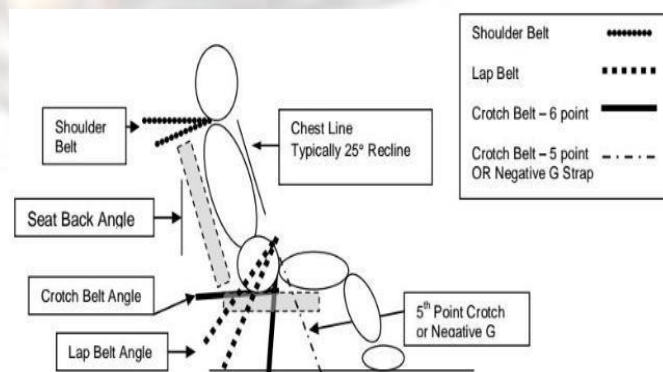
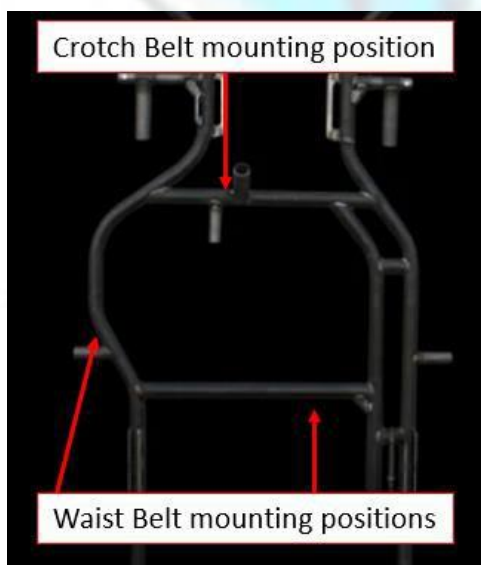
c. Waist belts to be mounted via an approved welded tab to the left main chassis rail for LHS and main cross rail behind the seat for RHS using a grade 5 3/8" or 10mm bolt with nyloc nut.

d. Waist belts may be mounted using a combination of a, b and c options.

(v) Shoulder belts to be wrapped around the seat hoop. Belt entry to the seat should be 0-20° (10° optimal) from horizontal to the mounting point as per SFI requirements. Belts may pass over a fully welded cross bar in the hoop to achieve this. In the case of seat hoops that have been extended, the belts must be wrapped around the original seat hoop lower structure.

Mounting/wrapping point should be as close as practicable to the seat shoulder entry points.

(vi) FI 16.1 Standard belts can include some 2" width sections, intended to perform more effectively with the HANS Device, to be used only if they are utilised with a HANS Device. These belts must still comply with the lever/latch style of buckle and cannot be plastic Camlock buckle.



EXAMPLE OF APPROVED WELDED TABS



6.17 ENGINES

(i) Beginner Box Stock Outlaw Karts

- (a) 200cc restricted small 4 stroke engines in factor form.
 - (i) Approved Engines are as follows (No Exceptions)
 - (ii) Honda GX 200 (clone acceptable)
 - (iii) Briggs and Stratton LO206 (L206 factory sealed only)
 - (iv) Cut Price 195
 - (v) Torini Club X (TC210 factory sealed with factory carburetor and spacer/intake)
- (b) 0.475" Restrictors will be supplied by NSW Outlaw Karts and utilized at all times.
- (c) All engines must be self-starting e.g. pull start.
- (d) All engines must use centrifugal clutch.
- (e) Aftermarket exhaust pipes and mufflers allowed.

(ii) Box Stock Outlaw Karts

- (a) 200cc small 4 stroke engines in factor form.
 - (i) Approved Engines are as follows (No Exceptions)
 - (ii) Honda GX 200 (clone acceptable)
 - (iii) Briggs and Stratton LO206 (L206 factory sealed only)
 - (iv) Cut Price 195
 - (v) Torini Club X (TC210 factory sealed with factory carburetor and spacer/intake)
- (b) All engines must be self-starting e.g. pull start.
- (c) All engines must use centrifugal clutch.
- (d) Aftermarket exhaust pipes and mufflers allowed

**** NOTE:** NSW Outlaw Karts have the authority to enforce the use of an appropriate size restrictor plate for both box stock classes for tracks exceeding 250m in length. The purpose of this is to limit speeds for safety**

(iii) 250cc Intermediate Outlaw Karts

- (a) 250cc 4stroke or 125cc 2 stroke single cylinder dirt bike motors only.
- (b) Stock Stroke/bore (+/- 2%) and rod length as per manufacturer year, model and engine specifications.
- (c) No titanium rods or engine components to be utilized other than titanium valves if supplied for that manufacturer year, model and engine.
- (d) 4 strokes may use Factory fuel injection only if the motor came from the factory with fuel injection, no aftermarket fuel injection allowed.
- (e) Aftermarket pipes and naturally aspirated carburetors allowed but must be to manufactured OEM sizing.
- (f) One Radiator and standard 3/4" hose directly from engine to radiator, no extra cooling hoses, tanks etc. allowed.(In line temp gauges/sender units allowed).
- (g) Aftermarket ECU such as Vortex and Power, Commander, GET units allowed but no aftermarket EFI conversions allowed. Refer to point (d).
- (h) All intake and exhaust valves must remain at the OEM spec dimensions and geometry
- (i) All EFI engines 2 or 4 stroke engines must use OEM throttle body as supplied for that manufacturer year, model and engine using the OEM or aftermarket equivalent mounting rubber.

(iv) Open Outlaw Karts

- (a) 330cc (+/- 2%) Max. Displacement (2 strokes) single cylinder dirt bike engines only
 - (i) Aftermarket carburetors are allowed (i.e Lectron/Smartcarb) but must adhere to OEM size as per manufacturer year, model and engine specifications.
 - (ii) Factory EFI 2 stroke engines are limited to 300cc (+/- 2%) displacement with Stock Stroke/bore and rod length as per manufacturer year, model and engine specifications.
- (b) 450cc Max (+/- 2%). Displacement (4 strokes only) single cylinder dirt bike motors only, with Stock Stroke/bore and rod length as per manufacturer year, model and engine specifications.
- (c) No titanium rods or engine components to be utilized other than Titanium valves if supplied for that manufacturer year, model and engine.
- (d) 2 stroke and 4 strokes may only use Factory fuel injection only if the motor came with OEM fuel Injection, no aftermarket fuel injection is allowed to be added.
- (e) Aftermarket pipes, intakes and wiring allowed.
- (f) One Radiator and standard 3/4" hose directly from engine to radiator, no extra cooling hoses, tanks etc allowed.(In line temp gauges/sender units allowed).
- (g) Aftermarket ECU such as Vortex, Power Commander, GET units allowed but no aftermarket EFI conversions allowed. Refer to point (d).
- (h) All intake and exhaust valves must remain at the OEM spec dimensions and geometry
- (i) All EFI engines 2 or 4 stroke engines must use OEM throttle body as supplied for that manufacturer year, model and engine using the OEM or aftermarket equivalent mounting rubber.

(v) Engine to be securely mounted to the chassis utilizing approved design sliding clamps on dual rail chassis only.

(vi)) All motors to be mounted on the right hand side next to driver's seat only. No Rear or forward mounted engines permitted. NO EXCEPTIONS.

(vii) II classes to utilize single radiator only, mounted in front of the roll cage above the steering column.

(viii) Engine rules shall be frozen to protect member's investment until June 30th 2024. The committee may request a vote on changes to the above rules only if they directly result in increased reliability or cost reduction for members.

(ix) All batteries to be mounted in a battery box/cradle and fastened to the chassis/frame or engine with a minimum of 2 x ¼ or 6mm grade 5 bolts or stronger, with nyloc nuts. No lithium polymer batteries permitted.

6.18 CHAIN GUARD

(i) Use of a chain guard to protect driver in case of failure mandatory.

(ii) Chain guard must be constructed of 6mm aluminum or 3mm mild steel minimum and suitable mounted with grade 5 fasteners to engine or engine mount.

(iii) Box stock chain guard to be a minimum of 3mm aluminium or 1.6mm steel. Chain guard to cover the clutch and extend a minimum of 200mm or 8" over the chain. Top and front side of the clutch need to be covered to prevent finger injuries.

6.19 AEROFOILS

(i) Top wings to be constructed of Aluminum only. No exceptions.

(ii) Beginner Box Stock and Box Stock Outlaw Karts Top Wing mandatory.

(a) Minimum Wing Centre Size 26" Wide by 28" Long.

(b) Minimum 10" Side Boards (Both Sides)

(c) Highest point of the Top Wing not to exceed more than 76" from the ground.

(iii) 250cc Intermediate and 450cc Open Outlaw Karts Top Wing mandatory.

(a) Minimum Wing Centre 34" Wide, maximum 40" Wide. Length and Width not to vary by more than 33%.

(b) Maximum 48" Long Side Boards.

(c) Highest point of the Top Wing not to exceed more than 80" or 2032mm from the ground in the furthest back position on the cockpit adjuster. If the wing exceeds the 80" or 2032mm in the furthest back position it will require stoppers in the runner to limit travel. Any kart that then exceeds the 80" or 2032mm limit will be disqualified.

(iv) Wing runners to be constructed of 2.5mm aluminum minimum. Wing runners to be mounted to the top wing by four (4) 1/4" bolts minimum.

(v) Wing tree must be securely mounted to the wing runners (top, two (2) points minimum) and roll cage (bottom two (2) points minimum)

(vi) Use of 1" (25.4mm) Maximum tall Aluminum or Carbon Fiber Wicker Bills allowed.

(vii) Use of Carbon Fiber Wing Nose Caps allowed in all classes.

(viii) Wing adjusters permitted in all Outlaw Kart classes, not recommended in either Box Stock Class.

6.20 WEIGHT

(i) Minimum weight rule in all classes.

- (a) 450cc Open Outlaw Karts – 215kg (Including Driver)
- (b) 250cc Intermediate Outlaw Karts – 193kg (Including Driver)
- (c) Box Stock Outlaw Karts – 130kg (Including Driver)
- (d) Beginner Box Stock Outlaw Karts – 120kg (Including Driver)

(ii) Open and Intermediate competitors unable to meet minimum weight requirements must ensure kart weight exceeds 150kg.

(iii) Weight rule is a base line and may be adjusted if deemed necessary by NSW Outlaw Karts Inc

6.21 FASTENERS

- (i) All fasteners to be grade 5 steel minimum.
- (ii) No aluminum bolts permitted.
- (iii) Aluminum dzus fasteners permitted.

