



OUTLAW KARTS AUSTRALIA INCORPORATED
ANNUAL GENERAL MEETING
OFFICIAL MEETING RECORD



Held on Saturday, 4 July 2026

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OKA General Meeting and Annual General Meeting 2026

Minutes 4/7/26



Date: Saturday 4 July 2026

Location: Teleconference – via Teams Meeting

Attendees as per attached record document.

MEETING START TIMES

10:00AM - Western Australia

11:30AM - South Australia

12:00PM - New South Wales/Queensland/Victoria

General Meeting declared open at 10:05am WST (12:05pm EST)

GENERAL MEETING

- 1 Welcome delegates and observers etc
All members welcomed and thanked for being present.
All teams meeting audio tested and every one present is working correctly.
Meeting etiquette and expectations explained regarding voting rights and when actively engaging in conversation when required.
- 2 Acceptance of apologies and proxy votes
Attendance Register taken and confirmed attendees and apologies.
No proxy votes have been received, therefore any SMC without both Delegates today, will only be entitled to their Delegate vote that is present.
There are 8 votes in total available, which allows for **5 votes required to carry an approved vote.** (OKA is one collective vote only in a tie breaker situation)
- 3 Any conflicts of interest to be declared
Paul Peet (PP) - Peet Racing Products (PRP).
Trevor Reynolds (TR) - builder of Outlaw Karts chassis
Sean Winters (SW) – distributor on the East Coast of Australia for PRP products
- 4 Inaugural General Meeting Statement
As this is the inaugural General Meeting of Outlaw Karts Australia Inc and therefore there are no previous General Meeting Minutes requiring confirmation.
- 5 Appointment of Acting Chair for Presidential Election
SW was appointed the Acting Chair for the Presidential Election.
TR second his acting appointment.
SW now to proceed with the Presidential election.
- 6 Presidential Election
SW – Confirmed there was one (1) eligible nomination received, by Paul Peet. This was endorsed through WCOK.
Paul was able to address the attendees with a short presentation, which included an explanation of the Constitution details regarding Executive length and intentions for this to be considered the second year of his team to align with the Constitution.

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This nomination was unopposed and PP accepted the nomination.
PP is declared into the position as President of Outlaw Karts Australia.
PP accepted this position.

7 Close of General Meeting

SW then closed the General Meeting off at 10:22pm (WST) / 12:22pm (EST) and notified PP that he was handing the Chairperson position back for the AGM to follow concurrently.

ANNUAL GENERAL MEETING

The Annual General Meeting open at 10:23am WST (12:23pm EST)

1 Welcome delegates and observers etc

PP - Welcomed everyone to the inaugural Annual General Meeting of Outlaw Karts Australia Incorporated.

2 Acceptance of apologies and proxy votes

No proxy appointments received

Confirmation of quorum number has been accepted.

The Attendance Register remains unchanged from the General Meeting.

3 Any conflicts of interest to be declared

Potential conflicts of interest remain unchanged from the General Meeting.

4 Inaugural AGM Statement –

As this is the inaugural AGM of Outlaw Karts Australia Incorporated, there are no previous AGM minutes requiring confirmation.

5 Reports

- President's Report – presented by PP. Attached with these minutes.

Secretary's Report - no report required, as TH advised before the meeting that all information that would be included in the Secretaries report is already covered within the Presidents report.

- Treasurer's Report – presented by SW. Attached with these minutes.
An estimated Budget report for the upcoming season prepared by PP and SW was shared to attendee by PP.

- National Technical Officer – no report to present, but would like to make himself available for a handover period to the incoming National Tech officer.

Acceptance of Reports

Mover: TR

Seconder: Dan Carrigy

All reports are carried.

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6 Election of Executive Positions

PP explained - Where a ballot is required, voting will be conducted by secret ballot in accordance with Rule 55 of the OKA Constitution. Ballots may be submitted electronically to an independent via SMS, text message, email or messenger. To be agreed upon at the meeting. If only one eligible nomination is received, the nominee may be declared elected unopposed.

- Secretary (2 year term)

Louise Lawson (LL)/ NSWOK

This nomination was unopposed and LL accepted the nomination.

LL is declared into the position as Secretary of Outlaw Karts Australia.

LL accepted this position

- Treasurer (2 year term)

Sean Winters (SW)/ NSWOK

This nomination was unopposed and SW accepted the nomination.

SW is declared into the position as Treasurer of Outlaw Karts Australia.

SW accepted this position

- National Steward (2 year term)

- Toni Herron (TH) / OKQ

This nomination was unopposed and TH accepted the nomination.

TH is declared into the position as National Steward of Outlaw Karts Australia.

TH accepted this position

- National Tech Officer (2 year term)

- Candidate Presentations (Contested Position)

- Brent Fowler (BF) / WCOK

- Dan Carrigy (DC) / OKV

Brent Fowler is absent from this meeting and did not forward any presentation on his own behalf. Brent Fowler was sent a personal invitation to this meeting with the link and Agenda included.

Dan Carrigy spoke a brief presentation on his own behalf, about his experience with the division and tech knowledge.

PP outlined the procedure for conducting the confidential Delegate ballot. Delegates were instructed to submit their vote by text message directly to the Returning Officer, Toni Herron. PP provided Toni's mobile phone number and advised the information required to be included in each text message.

TH announced that the votes were received and Dan Carrigy (DC) was the successful candidate.

DC is declared into the position as National Technical Officer of Outlaw Karts Australia.

DC accepted this position.

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- Mover for positions: Trevor Reynolds
 - Seconder: Aaron Mulry
- All positions have been passed and approved.

7 Speedway Australia Submission Update

PP explained and shared the Speedway Australia Submission for Age Amendments in Beginner Box Stock. Attachment to be included with these minutes and will be sent out to all SMC.

Age reduction has been approved during a recent Speedway Australia Board meeting, however we are still waiting on the official confirmation to be received.

8 Notice of Motions

PP explained the procedure required to follow for the Motion voting by the Delegates.

With 8 total votes available presently for this meeting, there will be a minimum of 5 required to successfully approve a passed motion.

The wording of a motion may only be amended with the agreement of the State Member Club or group that submitted the motion. If the submitting party does not agree, the motion will be voted on in its original form.

Please note that the OKA single collective vote will be announced on behalf of the OKA Exec by previously selected representative TR.

- Motion 1 NSW – Red Flag / Light
Carried
- Motion 2 NSW – Race Starts *(amended)*
Carried
- Motion 3 NSW – Race Distance *(amended)*
Carried
- Motion 1 WCOK – Outlaw Kart Identification
Carried
- Motion 1 OKA General – Misconduct
Carried
- Motion 2 OKA General – Outlaw Karts Event
Carried
- Motion 3 OKA General – Powers and duties of Stewards
Carried
- Motion 4 OKA General – Disqualification
Carried
- Motion 5 OKA General – Class Age Requirements
Carried
- Motion 1 OKA Steward – Drivers Meeting *(amended)*
Carried
- Motion 2 OKA Steward – Safety Requirements *(amended)*
Carried
- Motion 3 OKA Steward – Failure to obey signals
Carried
- Motion 4 OKA Steward – Race Starts

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- Carried
- Motion 5 OKA Steward – Appeal against a Steward
Carried
- Motion 1 OKA Tech – Inspections
Carried
- Motion 2 OKA Tech – Engines
Carried
- Motion 3 OKA Tech – Weight Conformance *(amended)*
Carried
- Motion 4 OKA Tech – Seating System
Carried

Administration Clean Up

- Motion 1 OKA – Duty of Care Statement
Carried
- Motion 2 OKA – Medical Fitness
Carried
- Motion 3 OKA – Drivers Meeting
Carried
- Motion 4 OKA – NSW rulebook season clarification dates.
Discussion about giving a specific date for the Rulebook to come into effect.
Change moved by DC.
Second by LL.
Carried
- Motion 4.b OKA – OKA rulebook activation date.
The OKA rulebook will be distributed approx by the end of the month. With the effective Implementation date of the rulebook being active from the 1st September 2026 and each year proceeding. *(amended)*
Carried
- Discussion to include of Clone Class into the OKA rulebook.
Carried
- Motion 5 – Add Clone Class sub regs into the OKA Rulebook.
Carried

All delegated voted individually and unanimously for all of the motions, therefore all Motions discussed today have been approved.

A Special General meeting has been requested by TR and DC to discuss the outstanding Technical issues and clarifications that need to be addressed. The invitees to this meeting will include State Tech reps, OKA Executive and Delegates will be welcome to attend if they wish.

9 Review of OKA Membership Fees for 26/27 Season

PP shared the current Membership fee for the OKA.

Discussions were held about doubling up of memberships, this was confirmed that each member only pays one membership. (if you have a drivers membership and also an Official, you only pay the Driver membership, not an additional charge for the

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second membership)

Adoption of Fee Schedule

There were no objections to the membership fee amount.

All Delegates unanimously voted to approve this amount stays at the current amount and therefore are declared adopted for the 26/27 season.

FEE	CURRENT PRICE 25/26	AGREED PRICE AT AGM 26/27
GENERAL MEMBER	\$30	\$30
JUNIOR DRIVER	\$30	\$30
SENIOR DRIVER	\$100	\$100
DRIVER UPGRADE Junior to Senior	\$70	\$70

Carried

Membership Administration

Advise that OKA will no longer be using Fueled for membership administration during the 2026/27 season.

State Member Clubs will maintain their own membership registers and process memberships locally.

At the end of each month, each State Member Club will provide OKA with details of any new memberships issued during that month.

OKA will then issue an invoice to the State Member Club based on those new memberships.

- Mover for fees: Trevor Reynolds
- Secoder: Dan Carrigy

All fees voted on and carried.

10 National Title – 2028

Rotation Framework discussed.

Presentation of National Title Rotation Framework shared by PP.

Amendment requested by PP / OKA to change the wording from allocating OKA with the sole decision of venue to the allocation of SMC Delegates vote on determining the next venue of the National Title.

Carried

Advisement that no Expression of Interest submissions received by available clubs for the next rotation for the 2028 National Title by Qld / NSW / Vic.

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Discussions around the possibility of hosting the title at different venues, updates on the current venues, and possibility of two SMC hosting the title jointly.

It was decided that the Expression of Interest submission timeframe has been extended by two months for Qld / SA / Vic to apply for the title. After this, if no application has been received it will open back up for Application Submission to all SMC, barring NSW who can not host the title for two years in a row as per the rotation roster stipulations.

Carried

11 General Business

Aaron Mulry asked if there is a formal date for Australian title?

David mentioned it is proposed for the Easter (26th March) weekend at Lindell. The NSW President has formed a sub committee to get the event planning underway. Some WCOK members would like to begin their scheduling for the trip and the next season racing calendar.

Toni advised her intention to set up a stewards sub-committee

Sean said well done to everyone, it appears all are on the same page – constructive and awesome meeting.

Trevor – Thanks for everything and wish the new Executive the best for the next 12 months.

12 Next Meeting Date

Proposed Saturday 3 July 2027 for the 2027 AGM.

13 Close of AGM

Thank everyone for their attendance and contribution.

Annual General Meeting closed at 2:27pm WST (4:27pm EST)



Attendance Register

MEETING: General Meeting and Annual General Meeting

DATE: 4th July 2026

CURRENT EXECUTIVE:

Speaking Rights: May speak on all agenda items for the entire meeting. The Executive collectively holds one (1) vote where applicable.		
Paul Peet (President)	Toni Herron (Secretary)	Sean Winters (Treasurer)
Trevor Reynolds (National Tech)		

Executive Voting Representative: Trevor Reynolds

SMC Delegates:

Speaking Rights: May speak and vote on all agenda items. Where a valid proxy has been received, the nominated Delegate may exercise the proxy vote on behalf of their State Member Club.		
SMC	Delegate #1	Delegate #2
NSWOK	David Craft	<i>Mark Garey - absent</i>
OKQ	James Eddie	<i>Curtis Hillery - absent</i>
OKRV	Dan Carrigy	<i>Chris Nankiville - absent</i>
SAOK	Malcolm Chapman	Michael Fyffe
WCOK	Aaron Mulry	Brad Parkinson

Quorum Requirement (Rule 33):

- Minimum of three (3) State Member Clubs represented by at least one Delegate each; and
- The President, Secretary or Treasurer present.

Quorum Confirmed: Yes

Candidates for Election:

Speaking Rights: Candidates who are not already members of the Executive or appointed Delegates may address the meeting only when invited by the Chair in relation to their nomination. Once elected, they assume the speaking rights of the position to which they have been elected.		
President	Paul Peet	
Secretary	Louise Lawson	
Treasurer	Sean Winters	
National Steward	Toni Herron	
National Technical Officer	<i>Brent Fowler (WCOK) - absent</i>	Dan Carrigy (OKRV)

Observers:

Speaking Rights: May observe the meeting. May address the meeting only with the permission of the Chair.	
Jamie Winton – WA Tech	
Richard Mapp – Qld Secretary	
Louise Lawson - nominee	



PRESIDENT'S REPORT

Outlaw Karts Australia Incorporated

Inaugural Annual General Meeting – 4 July 2026

Firstly, I would like to thank Toni Herron, Sean Winters, Trevor Reynolds and Richard Mapp for their commitment and contribution throughout the establishment of Outlaw Karts Australia Incorporated. I would also like to thank our State Member Clubs, delegates, officials, volunteers and competitors for their support throughout this inaugural season.

The establishment of a new national sporting body is a significant undertaking. Whilst the inaugural season has presented many challenges, it has also seen a considerable number of achievements that have laid the foundations for the future of Outlaw Kart racing in Australia.

Formation of Outlaw Karts Australia

- Successfully incorporated Outlaw Karts Australia Incorporated.
- Certificate of Incorporation issued through DEMIRS.
- Development and adoption of the inaugural Constitution.
- Obtained an Australian Business Number (ABN) and Australian Registered Body Number (ARBN).
- Successfully obtained formal recognition by Speedway Australia as the national governing body for Outlaw Kart racing in Australia.
- Established the inaugural Executive and governance framework.
- Created the OKA logo and national brand identity.
- Developed and launched the official OKA website.
- Established the official OKA Facebook page.
- Opened the Association's bank account.
- Developed administrative systems, templates and operating procedures.
- Established membership, affiliation and invoicing processes.

Governance & Administration

- Introduced national memberships and the State Member Club affiliation process.
- Issued competitor logbooks across affiliated State Member Clubs.
- Developed standardised documentation including:
 - Notice of Motion forms.
 - Nomination forms.
 - Proxy Appointment Forms.
 - National Title submission forms.
- Governance and administrative documentation.
- Conducted numerous Executive and Delegate meetings throughout the inaugural season.
- Developed governance processes for meetings, elections and constitutional compliance.

Rules & Competition

- Developed and published the inaugural OKA Rules of Competition.
- Conducted a Special General Meeting to review and adopt amendments to the inaugural Rules of Competition.
- Established nationally consistent competition rules and technical specifications across affiliated State Member Clubs.
- Continued working towards nationally consistent sporting and technical procedures.





Speedway Australia

- Continued building a positive working relationship with Speedway Australia.
- Successfully achieved acceptance of the Clone Class under Speedway Australia.
- Developed Supplementary Regulations supporting the introduction of the Non-Wing (Clone Class) division.
- Submitted the Beginner Box Stock age proposal for Speedway Australia consideration.
- Continued representing the interests of Outlaw Kart racing at a national level.

National Championship

- Successfully delivered the inaugural OKA National Championship.
- Supported the host club in delivering the first National Championship conducted under OKA.
- Established the framework for future National Championships.

National Title Rotation

- Developed the inaugural National Title Rotation Framework.
- Introduced a formal submission and assessment process for future National Title hosts.
- Commenced establishing a long-term National Title hosting rotation for eligible State Member Clubs.

Membership & Technology

- Trialled the Fueled membership platform in an effort to modernise membership administration.
- Whilst the platform did not meet operational expectations, valuable lessons were learnt and alternative membership processes were implemented.

Financial Position

- Established the Association's financial framework.
- Opened and established the Association's banking facilities.
- Developed the Association's inaugural operating budget.
- Implemented financial reporting and administrative processes.
- Maintained a positive financial position throughout the inaugural season.

Looking Forward

Whilst much has been achieved during our first season, there remains considerable opportunity for continued improvement.

The focus moving into the 2026/27 season should remain on:

- Continued refinement of governance and administrative processes.
- Ongoing development of the Rules of Competition.
- Continued improvement of post-race technical inspection procedures.
- Strengthening relationships with State Member Clubs.
- Improving communication with all State Member Clubs and members.
- Continued collaboration with Speedway Australia.
- Growth in participation and membership nationally.
- Supporting clubs to deliver successful National Championships and events.

Working Together with our State Member Clubs

An important principle behind the formation of Outlaw Karts Australia is recognising the role of our State Member Clubs.

OKA is not here to administer the day-to-day operations of individual State Member Clubs. Each SMC remains responsible for administering its own Constitution, governance and local operations.





The role of OKA is to support our affiliated State Member Clubs by promoting consistency in the Rules of Competition, technical specifications and sporting regulations, representing the interests of Outlaw Kart racing at a national level, and providing assistance where appropriate to support the continued growth and long-term sustainability of the sport.

Today's meeting also marks another significant milestone in the history of Outlaw Karts Australia, transitioning from the inaugural start-up Executive to the Association's first elected Executive. I have every confidence that the incoming Executive will continue to build upon the foundations established during our inaugural season.

Acknowledgements

The inaugural season has demonstrated what can be achieved when volunteers work together with a common goal. Whilst there is always more work to do, I believe the foundations of Outlaw Karts Australia have now been firmly established and the Association is well positioned to continue growing and supporting Outlaw Kart racing throughout Australia.

Thank you.





OKA 2025/2026 AGM

Treasurers Report

PREPARED BY SEAN WINTERS

2ND JULY 2026

Purpose of Presentation

- Provide overview of current financial position
- Present Profit & Loss breakdown
- Share draft budget for next financial year
- Highlight financial challenges and risks

Snapshot of Financial Results

	FY 2025/26	 	FY 2026/27	FY2027/28
Total Income	\$10,310.00			
Total Expenses	\$2,850.40			
Net Profit/(Loss)	\$7,459.60			
Total Assets	\$0.00			
Total Liabilities	\$0.00			
Net Assets	\$0.00			
Cash Balance	\$7,459.60			

Supporting Income and Expenses

REVENUE

SMC members contribution revenue (Less sales returns and allowances)		5210.00
Sponsorship revenue		600.00
Other revenue (Start-up affiliation & Speedway Australia contribution)		4500.00
Interest		0.00
	TOTAL REVENUE	10310.00

OTHER INCOME EXPENSES

Bank fees		0.40
Printing & Stationary		0.00
Freight / Postage		0.00
Office expenses		0.00
Tribunal Settlement		1500.00
Travel expenses		1350.00
Insurance		0.00
Website	(Sponsored \$632.44)	0.00
ATO / ASIC	(Sponsored \$800.00)	0.00
Reimbursements		0.00
General expenses		0.00
	TOTAL EXPENSES	2850.40
	PROFIT (LOSS) BEFORE TAX	7459.60

Financial Plan– 2025-26 Financial Year

Goal – to operate OKA at a net positive while moving towards support for projects and support for State Member Clubs.

Savings Actions

- Request WCOK to assist with allowing borrowing of tooling for next National title, While still investing slowly in OKA owned tooling.
- Continue the LEAN cost to continue building the OKA association.

OKA Fee Schedule for 2025-26

Fee	Current Price
Senior driver	\$100
Junior Driver	\$30
Mechanic	\$30
SMC Voting member	\$30

PROFIT & LOSS STATEMENT 2025 / 2026

Date 13/06/2026

Currency AUD

REVENUE

SMC members contribution revenue (Less sales returns and allowances)		5210.00
Sponsorship revenue		600.00
Other revenue (Start-up affiliation & Speedway Australia contribution)		4500.00
Interest		0.00
	TOTAL REVENUE	10310.00

COST OF SALES

Cost of goods sold		0.00
	TOTAL COST OF SALES	0.00
GROSS PROFIT (LOSS)		10310.00

OTHER INCOME EXPENSES

Bank fees		0.40
Printing & Stationary		0.00
Freight / Postage		0.00
Office expenses		0.00
Tribunal Settlement		1500.00
Travel expenses		1350.00
Insurance		0.00
Website	(Sponsored \$632.44)	0.00
ATO / ASIC	(Sponsored \$800.00)	0.00
Reimbursements		0.00
General expenses		0.00
	TOTAL EXPENSES	2850.40
PROFIT (LOSS) BEFORE TAX		7459.60



Profit and Loss - Monthly Detail			Outlaw Karts Australia - 26/27 BUDGET												TOTAL	Actuals 24/25
BUDGET until 30 June 2027			Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27		
Revenue	1000	Licence Fees	\$1,000	\$2,000	\$2,000	\$2,000	\$1,500	\$1,000	\$1,000	\$1,000	\$800	\$400	\$200	\$100	\$13,000	\$5,210.00
	1010	Grants								\$2,000					\$2,000	\$4,500.00
	1020	Advertising/Sponsorship		\$600											\$600	\$600.00
Total Revenue		Total Sales	\$1,000	\$2,600	\$2,000	\$2,000	\$1,500	\$1,000	\$1,000	\$3,000	\$800	\$400	\$200	\$100	\$15,600	\$10,310
Expenses	3000	Travel									\$5,000				\$5,000	\$1,350.00
	3010	Club Insurance		\$3,000											\$3,000	\$0.00
	3020	Australian Title - General Expenses									\$2,000				\$2,000	\$0.00
	3030	Tooling		\$500			\$500			\$500			\$500		\$2,000	\$0.00
	3040	Computer Hardware/Software				\$1,500									\$1,500	\$0.00
	3050	Postage		\$20	\$150	\$100	\$20	\$20	\$20	\$20	\$20	\$20	\$20		\$410	\$0.00
	3060	Printing / Stationary	\$200	\$100	\$50	\$50									\$400	\$0.00
	3070	ASIC Lodgement Fees	\$300												\$300	\$0.00
	3080	Website						\$150	\$150						\$300	\$0.00
	3090	Accounting Fees												\$250	\$250	\$0.00
	3100	Government Charges		\$250											\$250	\$0.00
	3110	Fees & Charges		\$200											\$200	\$0.00
	3120	Bank Fees		\$50						\$50					\$100	\$0.00
	3160	Honorariums													\$0	\$0.00
	3170	Legal Fees													\$0	\$0.00
	3180	Legal Settlements													\$0	\$1,500.00
Total Expenses		Total Expenses	\$500	\$4,120	\$200	\$1,650	\$520	\$170	\$170	\$570	\$7,020	\$20	\$520	\$250	\$15,710	\$2,850
Operating Profit/(Loss)			\$500	(\$1,520)	\$1,800	\$350	\$980	\$830	\$830	\$2,430	(\$6,220)	\$380	(\$320)	(\$150)	(\$110)	\$7,460
CASHFLOW			\$7,960	\$6,440	\$8,240	\$8,590	\$9,570	\$10,400	\$11,230	\$13,660	\$7,440	\$7,820	\$7,500	\$7,350		

NOTICE OF MOTIONS

Motion #1 - NSW

Proposed by: S. Winters

Proposing SMC: NSW

Page Number: 19

Rule Number: 4.9

Rule Name: RED FLAG/LIGHT

Category of Issue: Documentation

Current Rule

(iii) No work is to be completed on any Outlaw Kart during the Red-Light stoppage, no exceptions.

Proposed Change

(iii) No work is to be completed on any Outlaw Kart during the **closed** Red-Light stoppage, no exceptions.

Reason / Justification

Grammar correction and consistency. The rest of the rule sub-points refer to a specific closed Red-Light.

Carried

Motion #2 - NSW

Proposed by: L. Lawson

Proposing SMC: NSW

Page Number: 17

Rule Number: 4.4

Rule Name: RACE STARTS

Category of Issue: Continuous Improvement

Current Rule

(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.

(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.

Proposed Change

(vi) A single white line **and or a safety cone of designated contrasting colour to other track cones, is to be placed on the exit of turn 4 or along start/finish straight before 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 **give** the green **light/call** when the lead Outlaw Kart is at the white **line/cone**.
(ix) Any Outlaw Kart which jumps before the white **line/cone** 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/call** 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.

Amend to below

The Race Cars on the front row will maintain a moderate speed as they approach the acceleration zone, or as directed by the Chief Steward. The acceleration zone is defined as the zone between the exit of turn four (which may be marked by a white line or cones) and the Start/Finish Line. As the Race Cars on the front row reaches the acceleration zone, or somewhere within this zone, the green light/flag will be shown.

Reason / Justification

Reflects the varying resources available at differing tracks.

Amended and carried

Motion #3 - NSW

Proposed by: L. Lawson

Proposing SMC: NSW

Page Number: 21

Rule Number: 4.16

Rule Name: RACE DISTANCE

Category of Issue: Documentation – grammar error, spelling error and wording.

Current Rule

(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 placings 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.

Proposed Change

(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. **Finishing positions for all remaining karts will be determined by the final recorded lap and crossing sequence, unless otherwise determined by the Chief Steward.** 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 4.6 (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 placings 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 4.6 (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.

Amend to

4.23.3. The Chief Steward will declare a Race complete once the lead Race Car has passed the chequered flag. If the yellow lights/flags are shown after the lead Race Car crosses the Finish Line for an incident all the Race Cars receiving the chequered flag will finish in the order they crossed the Finish Line. The remaining Race Cars will be recorded as finishing in the order of their last completed lap subject to any penalties that are applied by the Chief Steward. SSA – Refer Appendix 3A, 4.23.3

4.23.4. When a Race is completed, placing will be provisional until: a) The lap sheets and/or transponder lap charts have been checked by the Chief Steward; b) The Scrutineers have given clearance to each Race Car and; c) The Chief Steward has declared the results of the Race.

4.23.5. When a Race runs over more or less than the advertised number of laps and the chequered flag is shown, the Chief Steward will declare the Race positions in the order of the Race Cars at the chequered flag.

Reason / Justification

Grammar error. Should be a full stop, not a comma.

Spelling error. There is no rule 5.6. The referenced section is presumably 4.6 Restarts.

The end of race only specifies that the lead kart must cross a line to finish; no reference to subsequent karts.

Adding a sentence tightens finishing classification, whilst still allowing SMC supplementary regulations to specify points, DNF's, etc for events.

Amended and Carried

Motion #1 - WCOK

Proposed by: Trevor Reynolds

Proposing SMC: WCOK

Page Number: 6

Rule Number: 3.1

Rule Name: outlaw kart identification

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):

Current Rule

3.1 OUTLAW KART IDENTIFICATION SYSTEM

(i) All numbers must be appointed with a state prefix. Only two owners can be appointed the same number within a state club.

The first owner to register will receive the State Prefix to be used after the number (eg: D (for NT), N, Q, S, T, V, W).

The second owner that is appointed with a number already assigned will use an additional prefix "X" (eg: DX (for NT), NX, QX, SX, TX, VX, WX).

(ii) Team Outlaw Karts in the same class may have the same number, however must be using the two

assigned state prefixes in their state and the numbers must be of an obviously different colour.
(iii) Numbers must be clearly displayed in a contrasting colour on both sides of the tail cone; on the outer face of both top-wing sideboards; on the inner/right-hand side of the left-hand wing sideboard; and on the lower forward section of the bonnet, at a minimum. Non-wing classes must display the number on the right-hand sail panel.

(iv) All classes must have identification numbers at a minimum height of 200mm in a clearly identifiable font. Tail cone numbers must be a minimum of 100mm.

6 | Page

(v) Prefix letters are mandatory on wings and bonnet and must be a minimum of 50mm x 50mm and must be within 50mm of the number.

(vi) Only the State Title winning driver may use the number 1 (eg: 1W, 1Q etc) and only in the division it was won. If a driver moves up a division, they must revert to their original number.

(vii) Only the National Title winning driver may use the number 1 or 1A and only in the division it was won. If a driver moves up a division, they must revert to their original number.

(viii) Once a number is not registered or used for two full seasons, the number is forfeited. If a kart owner with the same number but with the prefix "X" wishes to adopt the number, they will receive first preference.

Proposed Change

3.1 OUTLAW KART IDENTIFICATION SYSTEM

(i) All numbers must be appointed with a state prefix. Only two owners can be appointed the same number within a state club.

The first owner to register will receive the State Prefix to be used after the number (eg: D (for NT), N, Q, S, T, V, W).

The second owner that is appointed with a number already assigned will use an additional prefix "X" (eg: DX (for NT), NX, QX, SX, TX, VX, WX).

(ii) Team Outlaw Karts in the same class may have the same number, however must be using the two assigned state prefixes in their state and the numbers must be of an obviously different colour

(iii) drivers competing in more than 1 class may dual register their number in multiple classes.

(iiii) Numbers must be clearly displayed in a contrasting colour on both sides of the tail cone; on the outer face of both top-wing sideboards; on the inner/right-hand side of the left-hand wing sideboard; and on the lower forward section of the bonnet, at a minimum. Non-wing classes must display the number on the right-hand sail panel.

(v) All classes must have identification numbers at a minimum height of 200mm in a clearly identifiable font. Tail cone numbers must be a minimum of 100mm.

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(iv) Prefix letters are mandatory on wings and bonnet and must be a minimum of 50mm x 50mm and must be within 50mm of the number.

(vii) Only the State Title winning driver may use the number 1 (eg: 1W, 1Q etc) and only in the division it was won. If a driver moves up a division, they must revert to their original number.

(viii) Only the National Title winning driver may use the number 1 or 1A and only in the division it was won. If a driver moves up a division, they must revert to their original number.

(viii) Once a number is not registered or used for two full seasons, the number is forfeited. If a kart owner with the same number but with the prefix "X" wishes to adopt the number, they will receive first preference.

Reason / Justification

(Why is this change required and what will it achieve?)

Create more available numbers, simplify teams doing multiple classes panels stickers etc, less confusion for lap scoring knowing a driver's number is always XX., change only affects drivers racing in more than 1 class. Dual registered numbers can't be used in same class

Carried

Motion #1 – OKA General

Proposed by:

Paul Peet

Proposing SMC:

OKA

Page Number:

23

Rule Number:

5.4

Rule Name:

Misconduct

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):

Governance

Current Rule

(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 Outlaw Karts Australia Inc. or its State Member Clubs 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, Outlaw Karts Australia Inc., State Member Clubs, or an affiliated associations and their sponsors, employees or officeholders.

(e) Failure to follow a policy issued by the Outlaw Karts Australia Inc.

(f) Failure to follow a reasonable direction of the Outlaw Karts Australia Inc., State Member Clubs or affiliate association.

(g) Conduct unbecoming to the sport of speedway.

Proposed Change

(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 Outlaw Karts Australia Inc. or its State Member Clubs or its affiliated associations into disrepute.

Misconduct under Clause 5.4 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, Outlaw Karts Australia Inc., State Member Clubs, or an affiliated associations and their sponsors, employees or officeholders.

(e) Failure to follow a policy issued by the Outlaw Karts Australia Inc.

(f) Failure to follow a reasonable direction of the Outlaw Karts Australia Inc., State Member Clubs or affiliate association.

(g) Conduct unbecoming to the sport of speedway.

(h) Making unsubstantiated or misleading allegations of bias, misconduct, or rule breaches against officials, competitors, or Outlaw Karts Australia Inc., whether directly or indirectly, including commentary which reasonably undermines confidence in the integrity, safety, or administration of the sport.

Reason / Justification

Clarifies that unsubstantiated or misleading allegations, including indirect or implied commentary, may constitute misconduct.

Risk / Exposure if Not Adopted. Ongoing risk of disputes, reputational damage, and inconsistent enforcement where indirect or unsubstantiated allegations undermine officials and the sport.

Carried

Motion #2 – OKA General

Proposed by: Toni Herron

Proposing SMC: OKA GENERAL 2

Page Number: 6

Rule Number: 2.1 (ii)

Rule Name: Outlaw Karts Event

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Quality & Continuous Improvement (opportunities)

Current Rule

(ii) All Outlaw Kart events must have approval of the corresponding state body/club 7 days prior to being conducted.

Proposed Change

(ii) All Outlaw Kart events held/hosted by any track or club other than by the state member club, they shall inform the state member club of the event. Recommend a minimum of 7 days before the event when possible. Short notice events are permitted within this time period as long as the hosting track or club have all of the information required to safely hold the event. ie: OKA Rule book provided and adequate officials available to host the event.

Reason / Justification

Not all state member clubs hold their own individual events.

Not all state member clubs have their own allocated Scrutineers or Stewards.

This rule change will allow for OKA events to be held along side other divisions during the same event, using the available officials.

This rule change will allow for OKA to be able to be accepted into a Practice event, Pre race event or included in the main program for any track / club that request to have them join the program for an event.

I believe that if a club or track would like to help promote and showcase the division, then it should not be restricted with a 7 day prior approval.

(EXAMPLE: there may be notification of another division dropping out on Monday or Tuesday evening, for an event upcoming on Saturday. This will allow OKA to join the event at short notice without restrictions.)

Carried

Motion #3 – OKA General

Proposed by: Toni Herron

Proposing SMC: OKA GENERAL 3

Page Number: 7

Rule Number: 3.2 (i)

Rule Name: Powers and duties of stewards

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Quality & Continuous Improvement (opportunities)

Current Rule

(i) The Steward/s, Clerk of Course and Chief Steward shall be duly appointed by the State Member Club conducting the competition or Outlaw Karts Australia Inc. and are responsible to the Committee of their

respective State Member Club or Outlaw Karts Australia Inc. for the general conduct of a meeting in accordance with these rules and any supplementary regulations.

Proposed Change

(i) The Steward and OKA division Race Director shall be duly appointed by the State Member Club or the hosting track / club conducting the event or Outlaw Karts Australia Inc.

All hosting clubs must be provided with the OKA Rulebook and correspondence regarding the reasonable understanding and expectations to be upheld and enforced by the officials during an event, including general conduct of the event in accordance with the rules, any supplementary regulations and reports to be submitted.

Reason / Justification

This will allow the OKA division to be hosted at tracks / by clubs with their own officials and volunteers.

This will lighten the load of smaller state member clubs and volunteers.

This will set an expectation of all officials involved in a race event that includes the OKA division will have the rulebook enforced to a high standard and understanding.

Carried

Motion #4 - OKA General

Proposed by: Toni Herron

Proposing SMC: OKA GENERAL 4

Page Number: 7

Rule Number: 3.3

Rule Name: Disqualification

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Quality & Continuous Improvement

Current Rule

Drivers, owners, pit crews and officials will conduct themselves as professionals. A Outlaw Karts Australia Inc. driver, owner or official can be disqualified at any time by the Chief Steward after consultation with the State Member Club, track, or Outlaw Karts Australia Inc. officials for the breach of the rules and regulations of Outlaw Karts Australia 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.

Proposed Change

Drivers, owners, pit crews and officials will conduct themselves as professionals. A Outlaw Karts Australia Inc. driver, owner or official can be disqualified at any time by the Chief Steward for the breach of the rules and regulations of Outlaw Karts Australia 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. If required the Chief Steward can consult with any relevant party to impose or activate the penalty.

Reason / Justification

ALIGN WITH SPEEDWAY AUSTRALIA R&R

The above mentioned officials should not have to consult each other as a mandatory communication before a penalty is imposed.

A Chief Steward believing the offence is great enough to be Disqualified should hold the responsibility to impose the penalty directly.

Carried

Motion #5 - OKA General

Proposed by: Outlaw Karts Australia Executive Committee

Proposing SMC: OKA GENERAL 5

Page Number: 24

Rule Number: 6.1

Rule Name: General – to do with the Class Age Requirements – Beginner Box Stock

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Safety / Technical

Current Rule

6.1 GENERAL

Outlaw Karts Australia 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 (or 10 years of age with approval from the State Member Club Committee and Chief Steward). 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 the said classes as per above.

Proposed Change

6.1 GENERAL

Outlaw Karts Australia 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 (or 10 years of age with approval from the State Member Club Committee and Chief Steward). 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

- 5 – 8 years of age. Day of 9th birthday must advance to Box Stock class.

This amendment shall only take effect upon approval being granted by Speedway Australia.

If Speedway Australia approval is received after the 2026 AGM, the amendment shall take effect from the date written approval is received by Outlaw Karts Australia.

****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 the said classes as per above.

Reason / Justification

This amendment seeks to reduce the minimum age for Beginner Box Stock competitors from six (6) years of age to five (5) years of age.

The Beginner Box Stock division is specifically designed as an introductory class for young competitors entering the sport. Reducing the minimum age provides families with the opportunity to introduce children to Outlaw Kart racing at an earlier age while maintaining appropriate safety controls.

As part of the submission to Speedway Australia, OKA has developed a competency assessment process and steward approval procedure for drivers commencing competition at five (5) years of age. This process requires drivers to demonstrate the necessary competency, vehicle control and understanding of race procedures before being approved to compete.

The amendment is supported by a competency checklist, steward approval process and parental supervision requirements that have been submitted to Speedway Australia for consideration.

This amendment will only take effect if approval is granted by Speedway Australia.

Carried

Motion #1 – OKA Steward

Proposed by: Toni Herron

Proposing SMC: OKA STEWARD 1

Page Number: 11

Rule Number: 3.14 (ii)

Rule Name: Drivers Meeting

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Quality & Continuous Improvement

Current Rule

(ii) Shall be attended by all officials, drivers and Crew Chiefs

Proposed Change

(ii) Shall be attended by all officials and drivers.

Amend

(ii) Shall be attended by all officials and drivers.

(iii) A Junior Licence holder or Senior driver below 18 years of age is required to have a parent or guardian, who holds an Annual Speedway Australia Licence, with them whilst at a Race Meeting including the drivers meeting.

Reason / Justification

Crew Chiefs do not need to be present during a Drivers meeting / briefing.

It is better to reduce the number of attendants when possible for practicality.

Not all competitors actually have a Crew Chief.

The addition or requirement of Crew Chiefs to attend the meeting / briefing is irrelevant for many.

Amended and Carried

Motion #2 – OKA Steward

Proposed by: Toni Herron

Proposing SMC: OKA STEWARD 2

Page Number: 14

Rule Number: 3.17 (v) (g)

Rule Name: Safety Requirements

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Safety (on track procedure)

Current Rule

(v) Minimum Safety Standards Outlaw Karts Australia Inc. practice

(g) It is recommended that One (1) only Outlaw Kart on the track at any one time unless the requirements of Rule 3.19 (i) are met.

Proposed Change

REMOVE from the rulebook

Allow the event to follow the permits issued by Speedway Australia

page 52

rule 4.3.2

4.32. PRACTICE PERMIT CONDITIONS

Practice permits are designed to be a low-risk activity, providing a place for vehicles to be tested and for new participants to learn, away from a non-competitive/racing environment. a) A maximum of 6 vehicles on track at any given time. b) At the commencement of on-track sessions, vehicles must not form a grid. c) Vehicles must be spread out evenly around the track. d) Passing must only take place when safe to do so. e) Consideration must be given to abilities and skills of drivers when grouping them. f) Any departure from these rules will be considered a racing event and will be invoiced accordingly.

Amend to

Refer to the 4.32. PRACTICE PERMIT CONDITIONS in the Speedway Australia Rulebook.

Reason / Justification

ALIGNS WITH THE SPEEDWAY AUSTRALIA R&R

Amended and Carried

Motion #3 – OKA Steward

Proposed by: Toni Herron

Proposing SMC: OKA STEWARD 3

Page Number: 17

Rule Number: 4.3

Rule Name: Failure to obey flag and light signals

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Safety (race procedure while on track)

Current Rule

(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 Outlaw Karts Australia Inc. Officials.

Proposed Change

REPLACE with statement to match Speedway Australia

page 40/41

rule 4.11.11

4.11.11. Any Driver who fails to obey any signal or direction given by the Chief Steward or a Marshal appointed by the Chief Steward may be subject to a fine up to 41 \$1,000 and/or suspension up to 12 months and/or Disqualification.

Reason / Justification

ALIGN WITH SPEEDWAY AUSTRALIA R&R

Carried

Motion #4 – OKA Steward

Proposed by: Toni Herron

Proposing SMC: OKA STEWARD 4

Page Number: 17

Rule Number: 4.4 (ii)

Rule Name: Race Starts

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Safety (on track race procedures)

Current Rule

(ii) An 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

Proposed Change

(ii) An 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 they will be considered to be a Non Starter for the race and will not participate further in that race.

Reason / Justification

The rule as it stands can be read quite contradictory.

This change will eliminate the double possible understanding of the rule.

(can be understood two ways – kart that doesn't start within two minutes can go rear - kart that doesn't start under two minutes will be disqualified once the race begins.)

This will allow for a reasonable understanding for both driver and steward, that if a kart is not starting within the 2min time line, then they will not be permitted to participate in the remainder of that race.

Carried

Motion #5 – OKA Steward

Proposed by: Toni Herron

Proposing SMC: OKA STEWARD 5

Page Number: 21

Rule Number: 5.3

Rule Name: Appeal Against a stewards Decision, Fines or Penalties

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):
Quality & Continuous Improvement (on track procedures)

Current Rule

5.3 APPEAL AGAINST A STEWARD'S DECISION, FINES OR PENALTIES

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

Proposed Change

REPLACE with statement to match Speedway Australia

page 72

rule 7.10.5 & 7.10.6

7.10.5. Any penalty that is handed down by a Chief Steward during a race (such as a relegation for contact or use of the infield) is not appealable at any time.

7.10.6. Any licence holder who receives a penalty in the form of a monetary fine and/or licence suspension whether through the form of an Infringement Notice, Tribunal or Appeal Hearing will have a 12-month good behaviour/probation period added to their licence by Speedway Australia.

Reason / Justification

ALIGN WITH SPEEDWAY AUSTRALIA R&R

Changing the wording to bring it in line with Speedway Australia Rules and Regulations and other similar National division standards.

Carried

Motion #1 – OKA Tech

Proposed by:

[Paul Peet](#)

Proposing SMC:

[OKA](#)

Page Number:

[21](#)

Rule Number:

[5.1](#)

Rule Name:

[Inspections](#)

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):

[Governance / Technical](#)

Current Rule

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

Proposed Change

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

(ii) Officials are to disassemble for inspection and confirmation of compliance, but are not to reassemble components, this is the responsibility of the owners

(iii) It is recommended that Outlaw Karts Australia Inc. implement a mandatory post-event inspection checklist for National Championship events and other premier events. An independent observer should also be appointed to oversee the inspection process to ensure all inspection protocols are followed consistently, fairly, and to the highest standard.

(iv) Outlaw Karts Australia Inc., its officials, and State Member Clubs shall not be liable for any loss, damage, or mechanical failure arising from inspection, scrutineering, or technical processes, except where such damage is proven to be the result of negligent or improper conduct by officials.

(v) Any claim of damage alleged to have occurred during inspection must be supported by an independent written assessment from a suitably qualified and relevant repairer, manufacturer, or specialist, clearly identifying the nature, extent, and likely cause of the damage.

(vi) Competitors acknowledge that technical inspections, including post-race scrutineering, may involve the removal, disassembly or adjustment of components as part of standard compliance procedures, and accept that such processes are an inherent part of participation in the sport.

Reason / Justification

This amendment strengthens Section 5.1 by clearly defining the expectations, responsibilities, and processes associated with technical inspections. It ensures competitors understand that inspections may involve component handling, establishes a clear evidentiary standard for any claims of damage, and protects officials and the organisation from unsubstantiated claims, while still allowing for review in cases of proven negligence.

Risk / Exposure if Not Adopted..... Without these provisions, OKA and SMC's remain exposed to ongoing disputes and claims relating to alleged damage during inspections. This creates uncertainty for officials, inconsistency in decision-making, and increased risk of reputational and financial impact to the organisation.

Carried

Motion #2 – OKA Tech - Exhaust

Proposed by:

Trevor Reynolds

Proposing SMC:

OKA Tech

Page Number:

36

Rule Number:

6.17 (iii) F – for Intermediates and 6.17 (iv) F - for the opens

Rule Name:

ENGINES

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):

Safety / Technical / Quality & Continuous Improvement

Current Rule

Exhaust assembly must pass between the rearmost 2 roll cage uprights and not extend further than 200mm rearward of the RH roll cage upright.

Proposed Change

Exhaust assembly must pass between the rearmost 2 roll cage uprights and not extend **beyond the rear bumper at any point**

Reason / Justification

Safety - to ensure there are no protruding parts beyond the confines of the kart basket

Carried

Motion #3 – OKA Tech - Maximum allowable weight per mounting

Proposed by:

Trevor Reynolds

Proposing SMC:

OKA Tech

Page Number:

19

Rule Number:

4.10

Rule Name:

4.10 WEIGHT CONFORMANCE

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):

Safety / Technical / Quality & Continuous Improvement

Current Rule

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 Outlaw Karts Australia Inc. or State Member Club 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 four (4) 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.

Proposed Change

4.10 WEIGHT CONFORMANCE

(i) All karts must weigh in following designated runs of the race/event and must meet the minimum weight designated for their respective class.

(ii) Additional ballast is permitted and must be securely mounted to the kart.

(a) Ballast up to and including 5kg must be secured using a minimum of one (1) 5/16" or 8mm bolt and locking nut.

(b) Ballast exceeding 5kg and up to 10kg must be secured using a minimum of two (2) 5/16" or 8mm bolts and locking nuts where possible. All bolts to be a minimum of Grade 5 (or 8.8 metric)

(c) No individual ballast piece shall exceed 10kg.

(d) Ballast may only be mounted to the chassis, seat, floor pan or floor tray, or approved chassis-mounted ballast brackets, clamps, or mounting systems.

(e) Where ballast is mounted to a seat, floor pan, or floor tray, suitable large diameter washers (minimum 30mm) or backing plates must be used.

(f) Ballast must not be mounted to bodywork, wings, side panels, bumpers, nerf bars, steering components, brake components, fuel system components, or any other non-structural component.

(g) All ballast must be painted white and clearly marked with the kart number.

(h) The Chief Scrutineer may require ballast to be relocated, modified, or remounted if deemed unsafe.

(i) Hardware to include a 30mm washer on both sides

(iii) The Outlaw Karts Australia Inc. or State Member Club scales will be available and open to scale karts prior to the commencement of every race/event.

(iv) All karts will be weighed during qualifying and heats. The top four (4) karts only will be weighed after all main events.

(v) If a kart is found to be under the minimum weight during qualifying, this shall result in the loss of their qualifying time. Changes to the 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 at the discretion of Series officials.

Reason / Justification

This amendment improves safety by introducing clearer ballast mounting requirements, approved mounting locations, and minimum fastening standards. The changes reflect current karting practices, provide consistency across all OKA events, and reduce ambiguity for competitors and officials during technical inspections.

Amended and Carried

Motion #4 – OKA Tech - Seat mounting bolts

Proposed by:

Trevor Reynolds

Proposing SMC:

OKA Tech

Page Number:

33

Rule Number:

6.15

Rule Name:

Seating System

Category of Issue (Safety / Technical / Documentation / Quality & Continuous Improvement / Other):

Safety / Technical / Quality & Continuous Improvement

Current Rule

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 fiberglass 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.

Proposed Change

- (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.**
- (iii) Use of a Full Containment Racing seat is highly recommended.
- (iv) No fiberglass seats allowed.
- (v) All seats to be bolted securely to the frame with a minimum of **five (5) 8mm (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.

Reason / Justification

Secure seats safely into karts, this rule was implemented a few years ago and then was dropped when OKA formed the new rulebook. This is a sensible safety update

Carried

ADMINISTRATION CLEAN UP-

1 – Duty of Care statement

page 4

Needs to be updated to reflect the current Duty of Care Statement to match the Speedway Australia Rules and Regulations book.

I would like to propose that this update happens automatically if / when such updates occur in the future within the Speedway Australia Rules and Regulations book.

Carried

2 – 3.11 Medical Fitness

page 11

"All drivers shall undergo a medical examination every year from 40 years old"

Needs to be updated to reflect the current standard requirements by Speedway Australia.

For drivers UNDER 60 years of age, a medical examination is required: - Every 2 years if submitting a Speedway Australia Medical. For drivers 60 years of age and over, a medical examination is required annually. In all cases, the medical examination must be completed no more than 3 months prior to the date of application.

Amend – Refer to Speedway Australia

Carried

3 – 3.14 Drivers Meeting

page 11/12

The Indemnity form needs to be updated wording. Remove "23" from the statement.

(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.

Not all tracks will have the same Indemnity form to sign for their Insurance. The driver should sign the relevant documentation to the tracks / clubs insurance. For Speedway Australia affiliated and permitted tracks, it will be the Speedway Australia online or paper copy provided. For other tracks / clubs that use AASA, then drivers will need to sign that equivalent document.

Carried

4 - NSW rulebook season clarification dates.

Carry over from a delegates meeting

Specify the dates of the rulebook on the front cover.

ie. NSW will be Calendar Year, all other SMC's will be Financial Year

(already approved by Delegates, now needs to be ratified at the AGM and formally updated in Rulebook)

Amend #1

Motion forward to change what was agreed at the SGM.

Mover – Dan Carrigy, Seconder – Lou Lawson

Carried

Agree to change

Amend #2

The change..... Rulebook will be implemented from the 1st of September every year and go for a period of 12 months. Dates to be stipulated on the cover page of the Rulebook.

Any performance rule amendments will have a phase in period and will be stipulated against that particular rule.

Amended and Carried

Raise a motion to include clone classes in the rulebook

Raised: Paul Peet

Moved: Dan Carrigy

Second: Sean Winters

Vote: **Carried**

Clone Class –

Add all the same Clone Class rules into the National Rulebook as they are.

Vote: **Carried**

Call a snap meeting to discuss Chassis specifications early next week. Then call a SGM to vote on those changes ASAP with minimum notification period according to the constitution.

Also SGM to vote on National Title Guideline.

MOTIONS - VOTING RECORD

Motion Number	State		OKA Exec #1	NSW #1	NSW #2	QLD #1	QLD #2	SA #1	SA#2	VIC #1	VIC #2	WA #1	WA #2	Total	Motion Outcome
1	NSW	RED FLAG/LIGHT		Y		Y		Y	Y	Y		Y	Y	7	Carried
2	NSW	RACE STARTS	Y	Y		Y		Y	Y	Y		Y	Y	8	Amended & Carried
3	NSW	RACE DISTANCE	Y	Y		Y		Y	Y	Y		Y	Y	8	Amended & Carried
1	WCOK	outlaw kart identification	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
1	OKA General	Misconduct	Y	Y		Y		Y	Y	Y		Y		7	Carried
2	OKA General	Outlaw Karts Event	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
3	OKA General	Powers and duties of stewards	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
4	OKA General	Disqualification	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
5	OKA General	Class Age Requirements	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
1	OKA Steward	Drivers Meeting	Y	Y		Y		Y	Y	Y		Y	Y	8	Amended & Carried
2	OKA Steward	Safety Requirements	Y	Y		Y		Y	Y	Y		Y	Y	8	Amended & Carried
3	OKA Steward	Failure to obey signals	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
4	OKA Steward	RACE STARTS	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
5	OKA Steward	Appeal against a steward	Y	Y		Y		Y	Y	Y			Y	7	Carried
1	OKA Tech	Inspections	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
2	OKA Tech	ENGINES	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
3	OKA Tech	WEIGHT CONFORMANCE	Y	Y		Y		Y	Y	Y		Y	Y	8	Amended & Carried
4	OKA Tech	Seating System	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
ADMINISTRATION CLEAN UP															
1	OKA	Duty of Care statement	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
2	OKA	Medical Fitness	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
3	OKA	Drivers Meeting	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
4	OKA	NSW rulebook season clarification dates - ame	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried
4.1	OKA	NSW rulebook season clarification dates	Y	Y		Y		Y	Y	Y		Y	Y	8	Amended & Carried
		Clone Class - to raise a motion about CC	Y	Y		Y		Y	Y	Y			Y	7	Carried
5	OKA	Clone Class sup regs adopted into National Ru	Y	Y		Y		Y	Y	Y			Y	7	Carried
	OKA	Membership fees to OKA to remain as current	Y	Y		Y		Y	Y	Y		Y	Y	8	Carried

Carried
Lost
Withdrawn
Amended & Carried
Amended but Lost
Deferred



OKA PROPOSED FEE SCHEDULE FOR 2026-27

FEE	CURRENT PRICE 25/26	AGREED PRICE AT AGM 26/27	ALTERNATIVE PROPOSED PRICE
GENERAL MEMBER	\$30	\$30	
JUNIOR DRIVER	\$30	\$30	
SENIOR DRIVER	\$100	\$100	
DRIVER UPGRADE Junior to Senior	\$70	\$70	
KART REGISTRATION This is a SMC cost	\$0	\$0	
1 DAY TRIAL MEMBERSHIP SMC Cost only	\$0	\$0	

Voted on by all delegates and proposed OKA fees for 26/27 carried



OKA National Title - SMC Rotation Guideline



The Purpose

The purpose of this document is to establish a fair, transparent and objective process for determining the initial National Title rotation order of all eligible State Member Clubs (SMCs) for accredited Outlaw Kart Australia (OKA) National Titles.

Following the allocation of the inaugural National Titles, it became necessary to determine the order in which the remaining eligible SMCs would host future National Titles. As each SMC may have valid reasons why they believe they are best positioned to host a National Title, a structured assessment process has been developed to ensure hosting opportunities are allocated consistently, fairly and in the best interests of Outlaw Kart racing in Australia.

Factors Considered

When Speedway Australia established Outlaw Karts Australia (OKA), it advised the inaugural OKA Board that all National Titles must be conducted at a Speedway Australia accredited venue. Speedway Australia also recommended that the inaugural National Title be held at a venue with a high safety standard and strong competitor participation levels to ensure the event's success, particularly in the event interstate competitor attendance was lower than anticipated.

The intention of these requirements was to provide the newly formed national division with the best opportunity to deliver a successful National Title while minimising the risks associated with low competitor numbers or a significant safety incident.

In addition to Speedway Australia's requirements, the inaugural OKA Board identified several factors it considered important to the long-term success and prestige of the National Title. These factors included the venue's ability to accommodate a major event, provide suitable facilities for competitors and spectators, and promote the event to its full potential.

Short Term Plan

Based on the considerations outlined above, the host states for the first two OKA National Titles were determined prior to the development of the National Title Rotation Schedule. These events were allocated early to provide the host states and venues with adequate time to prepare for an event of national significance and to ensure the successful establishment of the OKA National Title.

- 25/26 Season
 - State: Western Australia
 - Venue: Pinjar Park Speedway
 - Dates: 28 February – 1 March 2026
- 26/27 Season
 - State: New South Wales
 - Venue: Lake Liddell
 - Dates: Easter Weekend – Final dates to be confirmed



OKA National Title - SMC Rotation Guideline



Long Term Plan

As the ongoing success and future of Outlaw Kart racing in Australia must remain at the forefront of all decisions, a structured process has been developed to determine the initial National Title rotation order for the remaining eligible State Member Clubs (SMCs).

To ensure hosting opportunities are allocated fairly and strategically, all interested SMCs that have not yet been allocated a National Title shall be invited to submit a proposal to the OKA Board. These submissions will be assessed using a weighted matrix to determine the most suitable order in which the remaining SMCs will host their inaugural National Title.

Once all eligible SMC submissions have been assessed, the resulting order shall become the official National Title Rotation Schedule. Upon completion of the first full rotation, the rotation schedule shall recommence from the beginning unless otherwise amended by the OKA delegates.

Any venue hosting an OKA National Title must hold current Speedway Australia accreditation.

Where multiple venues within an SMC wish to host a National Title, it shall be the responsibility of that SMC to determine its preferred venue before submitting its proposal to OKA. The SMC may determine its selection process at its discretion, however the final submission must represent the endorsed venue of that SMC.

The National Title Rotation Schedule shall be determined using the following assessment matrix.

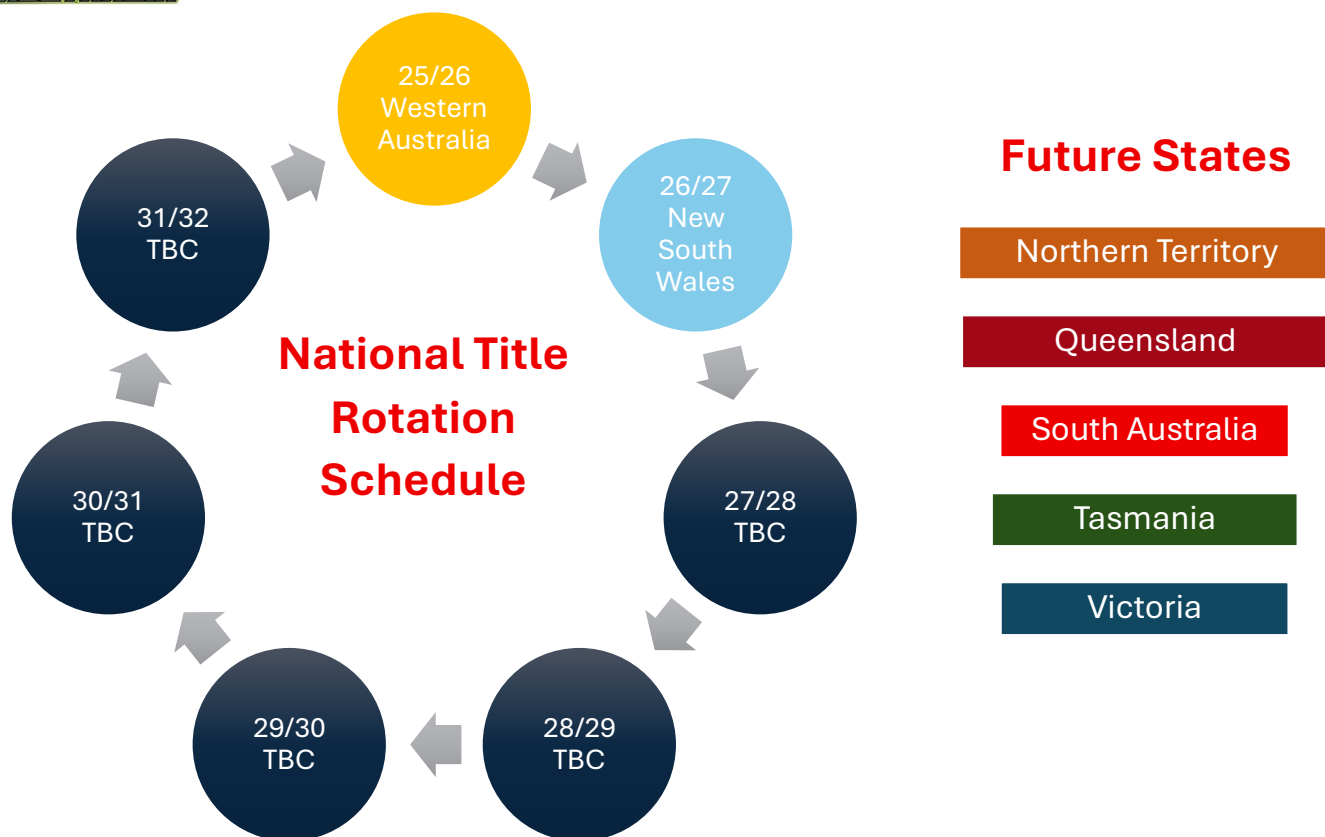
Example only: Based on the scores shown below, SMC #2 would be allocated the higher position within the rotation order.

CRITERIA	WEIGHTING	SMC #1		SMC #2		SMC #3	
		SCORE	TOTAL	SCORE	TOTAL	SCORE	TOTAL
Current Number of 'Driver Members'	10	1	10	2	20	3	30
Racetrack Safety Standard	10	2	20	3	30	2	20
Minimum number karts registered in state	5	2	10	3	15	1	5
Venue's washroom facilities	5	3	15	2	10	2	10
Venue's food catering	5	1	5	2	10	1	5
Suitable accomodation nearby	5	2	10	3	15	3	15
Proposed tow money (if any)	2	1	2	3	6	2	4
Proposed prizemoney (if any)	2	2	4	1	2	1	2
Event Promotion & Marketing Capability	2	3	6	2	4	1	2
	TOTAL		82		112		93

Scoring Guide:

- 1 = Acceptable
- 2 = Good
- 3 = Excellent

Where exceptional circumstances exist that are not adequately addressed within the assessment matrix, the OKA Board and all SMC Delegates may consider those circumstances and provide documented reasons for any adjustment to the proposed rotation order.



Once the rotation has been completed

Once the National Title Rotation Schedule has been established, all SMCs will know in advance which year they are scheduled to host a National Title. This will allow adequate time for planning, budgeting and venue preparation.

Where multiple venues within an SMC wish to host the National Title, it shall remain the responsibility of that SMC to determine its preferred venue and advise the OKA Board accordingly.

If an SMC is unable to host its allocated National Title for a legitimate reason, it may request a one-year deferral provided notice is given to the OKA Board no less than twelve (12) months prior to the event. In such circumstances, the SMC may seek to swap its hosting year with the next SMC in the rotation schedule. Any such arrangement must be agreed to by both SMCs and approved by the OKA Board.

Where a deferral arrangement cannot be reached, the National Title for that year may be opened to submissions from all other eligible SMCs. **The OKA Board shall assess all submissions and determine the most suitable host venue for that event. This sentence is to be changed that it will be voted on by the SMC Delegates.** Any SMC that is unable to host its allocated National Title shall retain its position within the rotation schedule and will be offered the next available opportunity to host in accordance with the approved rotation order.

Timeframe between titles

Recognising that SMCs conduct their racing seasons at different times throughout the year, National Titles shall be scheduled no less than nine (9) months and no more than fifteen (15) months from the conclusion of the previous National Title.

This timeframe is intended to provide flexibility for host SMCs while ensuring National Title winners retain the Number One plate for an appropriate period and maintaining the prestige and continuity of the event. Any particular state cannot have a title two years in a row.