

Outlaw Karts Australia Incorporated.

Racing Rules, Regulations and Specifications

2026/2027 – V2

Effective from 1st September 2026 until 31st August 2027

Yellow highlight = changes introduced in V1 for the 2026/27 season

Blue highlight = changes introduced in V2 following the 17 September 2026 SGM

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DUTY OF CARE STATEMENT

This Duty of Care Statement is to be read out to the Drivers at every Drivers' & Racing Officials/Marshals Briefing before the start of any Race Meeting with no exceptions starting with the following introduction:

"My name is …… and I hold a current Speedway Australia Racing Officials card."

It is my duty to advise you of the following;

• 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 Race Track, the venue or the manner in which the Race Meeting is being conducted it is your obligation to bring those concerns to the attention of the Clerk of the Course/Race Director or Chief Steward.

• If after doing this those concerns are not addressed to your satisfaction, you are advised to withdraw from this Race Meeting.

Does everyone understand his or her obligations and rights in this regard?

It is also my duty to advise that the Speedway Australia Drug and Alcohol Policy is to be upheld and enforced and at any time during this Race Meeting you may be subjected to a random drug and/or alcohol test. Should you fail such a test, you will then be subject to the relevant penalties as per the Speedway Australia Racing Rules and Regulations.

Does anyone have any questions?

SECTION A - BEFORE RACING

PREFACE

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, 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 Outlaw Karts Australia Inc. approved rules are not permitted except tyre rules. Any State 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.

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

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 Outlaw Karts Australia Inc or any State Member Club nor any official of Outlaw Karts Australia 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 racetrack 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 Outlaw Karts Australia Inc. as a committee or in their individual capacity.

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

(a) arising on the racetrack of Outlaw Karts Australia Inc. or the State 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 held/hosted by any track or club other than the State Member Club must obtain approval from the corresponding State Member Club for the event to be recognised within the Outlaw Karts Australia / State Member Club structure. Notification alone does not constitute approval. A minimum of seven (7) days' notice is recommended where possible; however, the State Member Club may approve an event at shorter notice provided the hosting track or club has the information, insurance/licensing and officials required to safely conduct the event in accordance with this Rulebook.

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;
(f) tyre specifications.

(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) 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.
(iv) 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.
(vi) 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.
(ix) 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.

3.2 POWERS AND DUTIES OF STEWARDS

(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.
(ii) Chief Steward to have complete control over meetings 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. An 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.

3.4 EXCLUSION

An 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 State 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 $1,000.00 and permanent suspension.

3.6 ANTI DOPING POLICY/LIQUOR POLICY

ANTI DOPING POLICY

Outlaw Karts Australia 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 Outlaw Karts Australia Inc. by virtue of the Participant's membership, accreditation, or participation in Outlaw Karts Australia Inc., its Members, or their activities or Events.

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

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. Participants are defined in the Anti-Doping Policy and this rulebook.

(ii) 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 (AS4,760) 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 Outlaw Karts Australia 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 Outlaw Karts Australia Inc. infringement notice and the participant will be subjected to the penalty of two (2) years suspension and a $2,000.00 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 racetrack 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 3.6 Liquor Policy (ii) (b), 3.6 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 3.6 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 racetrack 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, stand down and notify the venue manager 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 5.4(iii).

(v) 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 and Outlaw Karts Australia Inc.

(ii) All registered owners shall be a minimum of 18 years of age to register an Outlaw kart and they must allocate the number their kart will be racing under. If new to the sport, you must request a number before joining the club to avoid disappointment

3.8 LOG BOOK

(i) The logbook 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 logbook 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 logbook 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 Outlaw Karts Australia Inc.

3.10 DRIVERS LICENCE

(i) All drivers must hold an appropriate current Outlaw Karts Australia Inc. licence.

(ii) Speedway Australia Licences that are issued through State Member Clubs and 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 State Member Club Secretary).

3.11 MEDICAL FITNESS

All applicants (including marshals and mechanics) must submit a health statement.

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 the event of a driver being concussed/unconscious it is mandatory to follow the concussion rule as per Speedway Australia rulebook before racing again. Further examinations maybe required if requested by Outlaw Karts Australia Inc., the State Member Club or Steward.

Any driver obtaining an Outlaw Karts Australia Inc. / Speedway Australia licence must supply the State Member Club with a Speedway Australia Health Statement and the original medical certificate. A legible scan of the medical may be temporarily accepted by a State Member Club 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, Outlaw Karts Australia Inc. will verify medical certificate with original issuing association. The allowable period for a medical to be lodged to obtain an Outlaw Karts Australia 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 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.

(iv)Chief Steward shall notify meeting of any supplementary regulations relating to the meeting or the track and read Duty of Care Statement.

(v) 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.

(vi)Any driver late shall contact race officials to ascertain any supplementary regulations, acknowledge Duty of Care Statement and sign the Release and Indemnity Form 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/night's racing has been completed and retain points.

(ii) Drivers may share/borrow an Outlaw Kart with a competitor between divisions and/or classes, including the same division/class.

(iii) All tech specs, rules and weights must be adhered to with each division the driver competes in.

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

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

(vi) No borrowing of Outlaw Karts permitted mid race.

(vii) Substitute drivers are not permitted to earn championship points for a kart number other than their own, championship points can only be collected from the original kart used.

(viii) No qualifying points from the original kart may carry forward with the borrowed kart

(ix) Prizemoney and trophies at the end of the event are eligible but only to be tallied from the borrowed kart.

(x) Championship points can only be collected from the original kart used.

3.16 SAFETY EQUIPMENT

(i) All drivers must comply with Rules 16.1 to 16.9 of the current Speedway Australia Racing Rules & Regulations.

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 first aiders. i.e. Paramedics, Ambulance or qualified first aid personnel; 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 for Outlaw Karts Australia Inc. practice

(a) **Refer to the 4.32. PRACTICE PERMIT CONDITIONS in the Speedway Australia Rulebook.**

3.18 PRE-EVENT SCRUTINEERING

(i) All competing Outlaw Karts must be passed by an approved Outlaw Karts Australia Inc. or 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) Outlaw 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 an Outlaw Karts Australia Inc. or State Member Club Official.

(iv) Outlaw Karts Australia Inc. reserves 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 Outlaw Karts Australia 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.

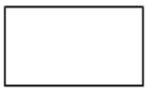
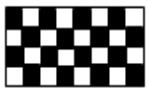
**NOTE: Tracks over 350m may be considered for promotional or exhibition purposes, or a one-off event if deemed suitable by Outlaw Karts Australia Inc. committee.

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 FLAG AND LIGHT SIGNALS

	**Red Flag or Light**	Stop.
	Yellow Flag or Light	Caution, hold position at reduced speed.
	**Green Flag or Light**	Start.
	**Black Flag**	Offending car to withdraw from race immediately and is subject to penalty as determined by the relevant rule.
	**Black Flag with White Diagonal**	Rule infringement, driver subject to exclusion.
	**White Flag**	Last lap.
	**Black & White Checked Flag**	Finish.
	**Red with White Diagonal**	Fire, stop on infield in vacant area.
	**Yellow with Black Diagonal**	Excessive noise, back off or risk disqualification.
	**Orange with Black Circle**	Mechanical defect, go directly infield and receive drop out points as per laps completed. Failure to obey the mechanical defect flag will result in the offending car being shown the black flag with the car being excluded and driver disqualified from that race. NB: If the Outlaw Kart is stopped, it must be able to restart under its own power to receive the mechanical defect flag, then the driver can receive the flag before the race restarts.
	**Blue with Yellow Circle**	Lapping flag, hold position on the track (used at the discretion of the Chief Steward)

4.3 FAILURE TO OBEY FLAG AND LIGHT SIGNALS

(i)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 $1,000 and/or suspension up to 12 months and/or Disqualification.

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) 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.
(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) The Race Cars on the front row will maintain a moderate speed as they approach the acceleration zone, which will be marked by two white lines/cones on the infield of the track. The front row cars must remain side by side and together and accelerate at any point within the zone. Once the lead car accelerates within the zone, the Chief Steward will switch on the green light to signal the start of the race. If a start is aborted after the lead car has accelerated, the driver responsible for the aborted start will be sent to the rear of the field. The pole position driver must maintain moderate speed and is not permitted to slow down once approaching or entering the acceleration zone.
(vii) If a 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.
(viii) Any Outlaw Kart which jumps before the acceleration zone 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.
(ix) A yellow light on the back straight of the first lap indicates no start.
(x) Any car unable to do a lap in time trials will automatically start ROF in the heat races for that race meeting.
(xi) 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.
(xii) 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 RERUNS

(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 racetrack 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 State Member Clubs, 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 racetrack 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 closed 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 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.

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 reminder 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 or a Maximum of 95db measured 15m from the track fence. All muffler rules and/or decibel (DBA) constraints are subject to state and local regulations as well as monitoring. Outlaw Karts Australia Inc. series Officials will aid in enforcing the rules and regulations of those agencies. Karts in violation have a seven (7) day grace period to change muffler before being excluded from racing.

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 though 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 Outlaw Karts Australia Inc. 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) 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.

(ii) 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.

(iii) 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.

SECTION C - AFTER RACING

5.1 INSPECTIONS

(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.

5.2 PROVISIONAL PLACING'S

(i) Outlaw Karts Australia 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 concerns that may affect results of the event or season point score.

5.3 APPEAL AGAINST A STEWARD'S FINES OR PENALTIES

(i) A Licence Holder may appeal to an Appeal Tribunal against a penalty imposed by a Chief Steward upon him or her in an Infringement Notice or otherwise.

(ii) 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.

(iii) The Appeal Tribunal shall be appointed by the President or equivalent officeholder of the relevant State Member Club and:

(a) shall consist of three independent members, with one to be nominated as Chairperson; and
(b) shall not consist of anyone who has participated in the subject Racing Division as a Driver, Race Car/Kart Owner or Pit Crew Member within the previous 12 months.

(iv) In respect of an appeal against a penalty imposed by a Chief Steward:

(a) the appeal must be lodged in writing with the relevant State Member Club within 24 hours of being informed of the Chief Steward's decision, whether verbally or by way of an Infringement Notice, together with the prescribed appeal fee;

(b) where an Infringement Notice is received after the day of the relevant Race Meeting, the Licence Holder shall have 24 hours from receipt of the Infringement Notice to lodge the appeal;

(c) the appeal shall be heard as soon as practicable after it is lodged;

(d) an appeal may, at the discretion of the Tribunal Chairperson, be heard via technological means;

(e) the appeal shall not operate as a stay of the decision of the Chief Steward to which the appeal relates; and

(f) the Appeal Tribunal may affirm, overturn or vary the decision appealed against, including a suspended sentence if appropriate, in such manner as it thinks fit.

(v) The Appeal Tribunal may order that the appeal fee paid upon lodgement of the appeal be forfeited, reimbursed, or partly forfeited and partly reimbursed.

(vi) 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.

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 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.

(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 (State Member Clubs 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 5.3.

(iii) A charge of misconduct not during a Race Meeting:

(a) A licence holder, Outlaw Karts Australia Inc., State Member Clubs, 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 Outlaw Karts Australia Inc., State Member Clubs and officials) that is non-refundable if charges are

dropped, money to be refunded if charge goes ahead.

(c) State Member Clubs 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. State Member Clubs 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.

(k) Outlaw Karts Australia Inc. must be updated by the State Member Clubs on the outcome of any investigation and be informed of any urgent issues relating to the dispute.

SECTION D – OUTLAW KART SPECIFICATIONS

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.

A competency assessment process and steward approval procedure for drivers commencing competition at five (5) years of age must be followed. This process requires drivers to demonstrate the necessary competency, vehicle control and understanding of race procedures before being approved to compete.

It is supported by a competency checklist, steward approval process and parental supervision requirements.

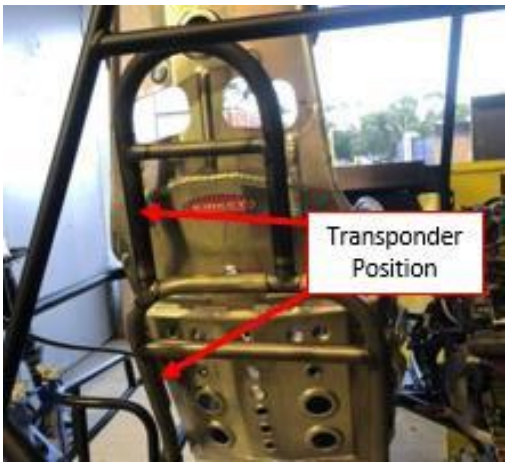
Points from one class WILL NOT carry over if changing class during the season
Note: Junior competitors may compete in multiple classes provided they are eligible for the said classes as per above.

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 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 from a minimum of 1 1/8" diameter, 0.083" wall thickness 4130 chrome moly or docol tube minimum.

No mild steel frames permitted.

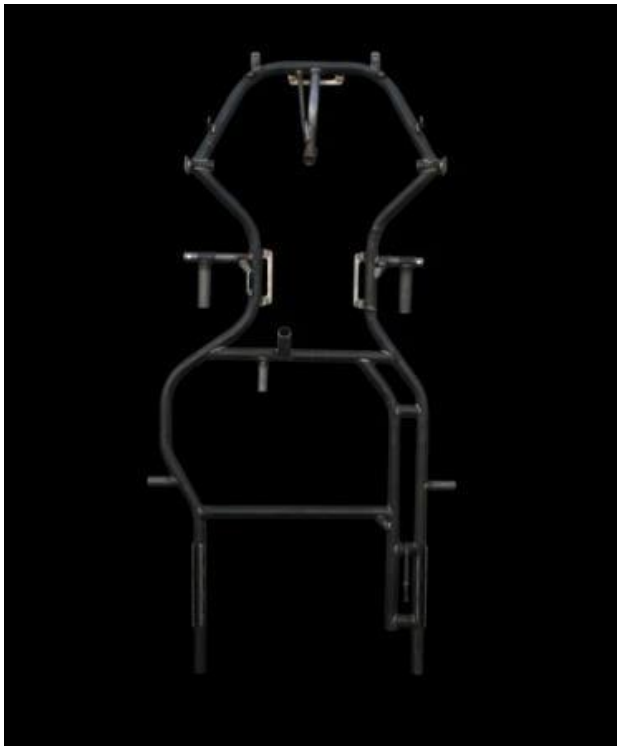
(ii) Box Stock and Beginner Box Stock frames are to be of standard kart configuration with a single rail, front to rear. Frames must be constructed from a minimum of 1 1/8" diameter, 0.065" wall thickness 4130 chrome moly or docol tube minimum.

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 Outlaw Karts Australia 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)Outlaw kart wheelbase to be between 38" (minimum) to 48" (maximum) applicable to all classes. NO EXCEPTIONS.

6.4 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 Outlaw Karts Australia 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. Both the Beginner Box Stock and Box Stock classes are permitted to have a minimum 7/8” diameter, 0.065” wall thickness only if they are manufactured from 4130 chrome moly.

(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 Outlaw Karts Australia Inc. *BEFORE* CONSTRUCTION.

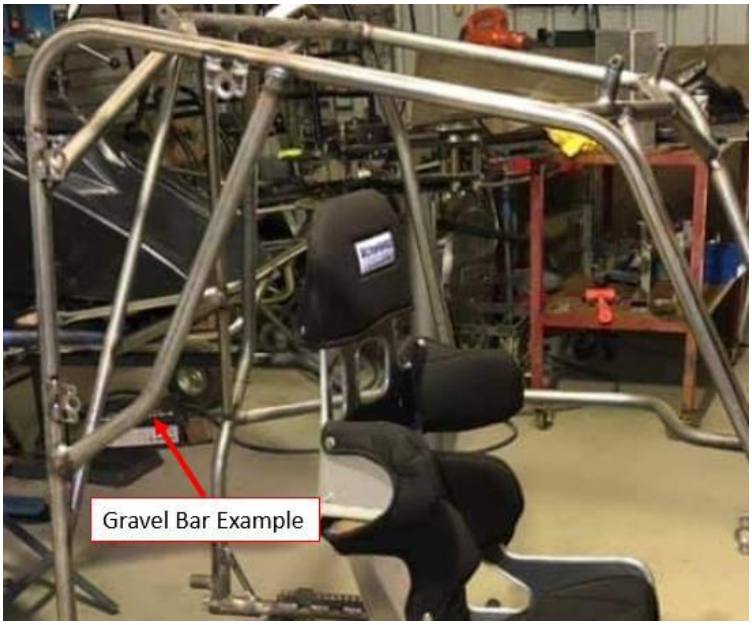
(iii) Roll cage height minimum of 2” clearance above driver’s head. HPB does not count for head clearance.

(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) The driver’s body must remain completely inside roll cage at all times, taking into account roll cage flex on spring mounting system.



6.5 ROLL CAGE RECEIVERS

(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. Retaining bolts to be replaced annually or if worn to 6.5mm diameter. All bolts must have a standard hexagon head so a ½” or 13mm spanner can remove the roll cage quickly in the event of an emergency, spanners should be left on club’s quad/recovery vehicle for quick access.
(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) All 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 0r 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.
(ix) Steering knee guard non-mandatory but highly recommended in all classes. If any foam padding is used it must be SFI rated.

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 or to utilize a splined axle with threaded ends. Threaded end axles must have a locking pin mechanism to avoid wheel nuts coming off during race.
(iv) No Carbon Fiber 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) All tyres must be a commercially available go kart tyre, no turf tyres
(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. Must be supplied from a commercial outlet, via a multi volume network available to the general public obtained through a bowser pump. Multi volume PULP fuel varieties such as Shell V-Power, Caltex Vortex, BP Ultimate etc are permitted ONLY.
Only Fuel that has a maximum Octane (RON) of 98 is permitted.
Only Fuel that has a maximum Specific gravity or density of 0.775 is permitted.
Fuels sourced from refinery or depot supplied fuels that are different or superior qualities are NOT permitted.
Ethanol and Ethanol Blend fuels such as E10 and E85 are NOT permitted.
Blending of Ethanol based fuels with PULP fuels is NOT permitted.
The use of exotic or unleaded racing type fuels, such as ELF and/or additives that improve fuel quality or increase octane (RON) are NOT permitted.
DEFINITION- RON = RESEARCH OCTANE NUMBER.
(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. The 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.

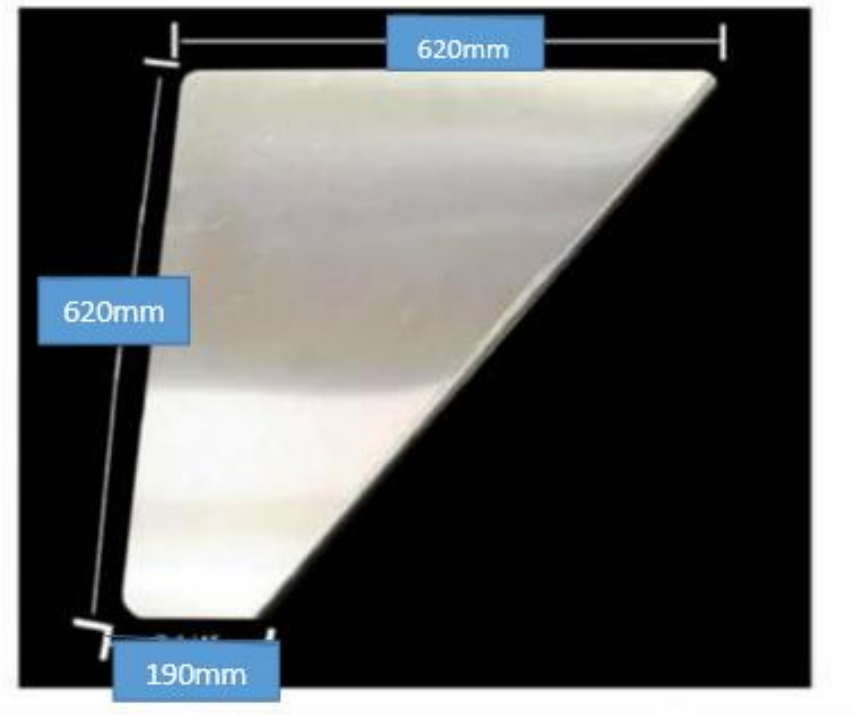
(a) Beginner Box Stock and Box Stock Outlaw Karts only permitted to utilise engine mounted fuel tanks outside of the roll cage.

(viii) Outlaw Karts Australia and or the State Member clubs reserves 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.
(iv) Front nose wings not permitted.
(v) Right 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)
(vi) 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.
(vii) 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.
(viii) 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.
(ix) 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.
(x) Rock screen Driver optional/not compulsory. Introduction of driver protection rock/debris screen. Screen to be same dimensions as midget sprint cars. Mounted in the same manner ie. Billet clamps or hose clamps. Screen vertical partition to be no larger than 50mm spacing.

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.

(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.

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 logbooks 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;

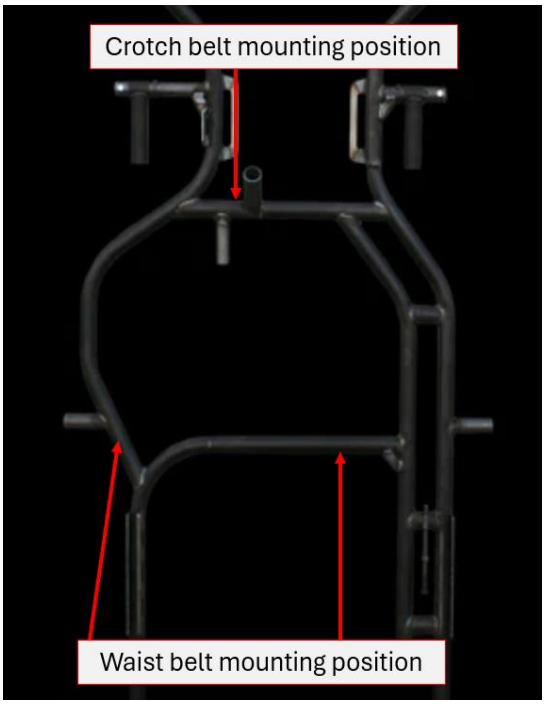
a. Left waist belt to be wrapped around the left-hand main chassis rail and must have adequate additional protection to prevent failure due to wear. Right waist belt to be wrapped around the main chassis cross rail behind the seat and must have adequate additional protection to prevent failure due to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

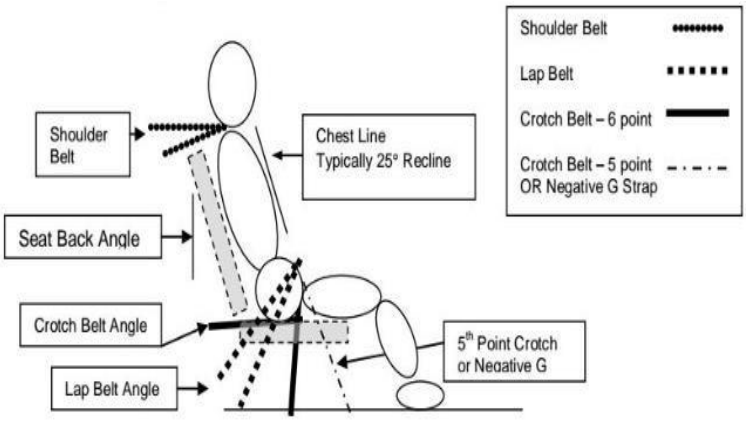
b. Waist belts to be mounted through the seat using a grade 5 3/8" or 10mm bolt with nyloc nut. Seat must have a 50mm diameter 5mm thick aluminium washer fully welded in place to reinforce the mounting point preventing pull through.

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) SFI 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 factory form.

(i) Approved Engines are as follows (No Exceptions)

- Briggs and Stratton LO206 (L206 factory sealed only)
- Torini Clubmaxx (TC210 factory sealed with factory carburetor and spacer/intake)

(b) Must be Original Equipment Manufacturer (OEM) specifications as per manufactured with no alterations with factory seals intact as per homologation papers from Outlaw Karts Australia Inc.

(c) All require engine seal numbers to be noted in logbooks.

- The Briggs and Stratton 206 must have two (2) seals attached.
- The Torini Clubmaxx TC210 must have four (4) seals attached.

(d) All engines must be self-starting e.g. pull start.

(e) All engines must use centrifugal clutch.

(f) No aftermarket exhaust pipes or mufflers to be fitted. Only the below are approved, any other exhaust systems wanting to be used, teams will need to submit details to the committee for review before any approval is granted

- Torini Clubmaxx – Kit PN: TC25060
- Briggs and Stratton – Pipe PN: 5507 and QRC LO206 RLV OUTLAW KART 5530 3 STAGE EXHAUST

(g) Non Tech Items include:

- Centrifugal Clutch (No Disc or Wet Clutches Allowed (**NO Carbon fiber or Titanium materials permitted**)
- Engine Mount and Air Filter

(h) 0.475" Restrictors will be supplied by State Member Clubs and are to be utilized at all times.

(ii) Box Stock Outlaw Karts

(a) 200cc restricted small 4 stroke engines in factory form.

(i) Approved Engines are as follows (No Exceptions)

- Briggs and Stratton LO206 (L206 factory sealed only)
- Torini Clubmaxx (TC210 factory sealed with factory carburetor and spacer/intake)

(b) Must be Original Equipment Manufacturer (OEM) specifications as per manufactured with no alterations with factory seals intact as per homologation papers from Outlaw Karts Australia Inc.

(c) All require engine seal numbers to be noted in logbooks.
- The Briggs and Stratton 206 must have two (2) seals attached.
- The Torini Clubmaxx TC210 must have four (4) seals attached.

(d) All engines must be self-starting e.g. pull start.

(e) All engines must use centrifugal clutch.

(f) No aftermarket exhaust pipes or mufflers to be fitted. Only the below are approved, any other exhaust systems wanting to be used, teams will need to submit details to the committee for review before any approval is granted
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(g) Non Tech Items include:
- Centrifugal Clutch (No Disc or Wet Clutches Allowed (**NO Carbon fiber or Titanium materials permitted**)
- Engine Mount and Air Filter

** NOTE: State Member Clubs 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) Exhaust assembly must pass between the rearmost 2 roll cage uprights and not extend beyond the rear bumper at any point.

(g) 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).

(h) Aftermarket ECU such as Vortex and Power, Commander, GET units allowed but no aftermarket EFI conversions allowed. Refer to point (d).

(i) All intake and exhaust valves must remain at the OEM spec dimensions and geometry

(j) 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.

(k) Over the coming twelve months Outlaw Karts Australia Inc. will test and develop engine parity devices.

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

(g) 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).

(h) Aftermarket ECU such as Vortex, Power Commander, GET units allowed but no aftermarket EFI conversions allowed. Refer to point (d).

(i) All intake and exhaust valves must remain at the OEM spec dimensions and geometry

(j) 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.

(k) Over the coming twelve months Outlaw Karts Australia Inc. will test and develop engine parity devices.

(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 the driver's seat only. No Rear or forward mounted engines permitted. NO EXCEPTIONS.

(vii) All classes to utilise a radiator/s, mounted in front of the roll cage above the steering column.

(viii) Engine rules can be frozen to protect member's investment until a specified date, currently the rules are not frozen. 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) The 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. The 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 86” or 2184mm from the ground in the furthest back position on the cockpit adjuster. If the wing exceeds the 86” or 2184mm in the furthest back position it will require stoppers in the runner to limit travel. Any kart that then exceeds the 86” or 2184mm 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 1.5” (38.1mm) 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) Weight rule is a base line and may be adjusted if deemed necessary by Outlaw Karts Australia Inc.

6.21 FASTENERS

(i) All fasteners to be grade 5 steel minimum.

(ii) No aluminum bolts permitted.

(iii) Aluminum dzus fasteners permitted.

SECTION E – NON-WING CLASSES

The non-wing classes shall follow all outlaw kart specifications in the above Outlaw Karts Australia Incorporates (OKA) Rule Book with the exception of the minor variations as set out below:

7.1 KART SPECIFICATIONS

(i) Chassis can be any approved outlaw kart chassis and constructed of 1 1/8"diamiter x 0.65" wall thickness as a MINIMUM;

(ii) Roll Cage Must be minimum 1" diameter x 0.65" wall thickness (same as open intermediate rules);

(iii) Head protection bar is mandatory;

(iv) Head clearance minimum 2” from top of main roll cage hoops;

(v) Engines, as per box stock engine rules including clutch;
(vi) Tyre requirements as per applicable Supplementary Rules

- SMC for state events
- OKA for national events

7.2 ADDITIONAL PANELS

(I) Sun visors are permitted, however they cannot come below the driver's eye level.

7.3 RACING RULES

(i) The Race Leader must '*run the top'*. The purpose of this is to create passing opportunities. The following information sets out how this will work:

(a) If two cars continuously switching position below the required line, they will both be deemed not compliant to the rule. Once the passing KART is clear of the original leader, they must make their way to the highline within the turn or the straight depending on here the pass was made.

(b) Qualifying, drivers are free to race any line they choose;

(c) For Heat Races and Dashes, the lead kart after turn 1 and 2 is required to '*run high*' (see Class and track specification for how 'high') – and this will continue throughout the race. As karts change position, the next leader will be required to 'run high'. Once the leader takes the white flag they can now chose to race any line they want in order to complete the race.

(d) For the Feature Race, the leader will still run high as required during the heats and dashes, however the opening of the optimal race line won't be determined by the showing of the white flag. Instead, the steward will draw a pill from a set numbered 1-5 once karts roll out on the track. That number will determine the point at which the laps remaining allow for the race line to be open. The drivers will therefore not know when the race line will be open until they are instructed by the steward, FLAG or radio comms.

(ii)All decisions related to the passing and positioning of karts is at the Stewards discretion.

7.4 RACING LINE

(i) The race line for leaders will differ from track to track:

(a) At Pinjar Park Speedway (small track) for the Junior Non-Wing division, the leader will need to be at 1/2 track at a minimum to count as 'running high'.

(b) At Pinjar Park Speedway (small track) for the Senior Non-Wing division, the leader will need to be at 3/4 track at a minimum to count as 'running high'.

(ii) The steward may change the heights if deemed necessary to lower the track height for safety in certain track conditions. Any required variation however will be advised pre-race.

(iii) If a driver is not following the rules regarding required on-track positioning, a competition caution flag can be thrown and the lead driver relegated 2 positions. If they continue to ignore the rule, they will be disqualified from the race.

7.5 WEIGHT RULE

(i) The following minimum combined weight (kart and driver) must be met:

(a) Senior Non-Wing: 180kg

(b) Junior Non-Wing: 165kg