



Queensland Ride on Mower Racing Association

Rules, Regulations and Driver Standards

Homologated by the Queensland Ride on Mower Racing Association and Associated Clubs

Ver 5.3 November 2025

The current Rules and Regulations Agreed by the Association From (Date) November 2025.

All Rules and Regulations (except new rules- juniors, dirt devils and go karts) cannot be changed until November 2027. (Unless due to extreme circumstances or safety hazards).

Clubs under QROMRA



Introductory Information:

- This Document stands as the Current Rules, Regulations and Driver Standards to be followed in the Queensland Ride on Mower Racing Association (QROMRA)
- This will outline the Mower, Dirt devils and Go kart Technical Regulations and Requirements that the mower must be equipped with as well as what Standards each driver must comply with
- It is each individual's responsibility to make themselves familiar with both the Rules, regulations and drivers standards document and the drivers manual document
- Updates and information will be posted in the QROMRA Facebook group, please become a member of this group to help keep everyone updated regularly.

Driver Standards:

- There is additional safety information and rules in the Drivers Manual on the QROMRA website or other sources. If there are any questions or regards under drivers standard, contact the QROMRA for more information.

Safety:

- A full faced helmet or motor cross helmet and goggles/visor that complies with AS 1698.. (explained in drivers manual).
- Motorbike gloves or an approved protective glove.
- Motorbike boots, racing boots, or sturdy work boots. Must cover the driver's ankles
- Jacket and motorcross pants/clothing or jeans. Racing overalls / suits are the preferred option.
- An approved Neck brace. 360 device strongly advised.
- All safety gear worn by the drivers will be scrutineered along with your mower, dirt devil or go kart prior to any racing to ensure that you and your mower/ dirt devil/ go kart comply with the regulations.
- It is strongly recommended that you have your own Personal Accident Insurance
- Any chest plate equipment is recommended.

Mower Technical Regulations:

All Grades

Introduction:

- May be built from an original Ride on Mower or a purpose-built chassis being a complete replica. and must look like a Ride-On Mower that the public can associate with and recognise No hybrids chassis or kart chassis.
- You are permitted to modify the bodywork to whatever you feel is suitable, but it must still look like a Ride on Mower.
- You can reinforce and strengthen the chassis if you wish, however, please be aware that these

machines don't handle very well if they are too rigid, some flex in the chassis is advisable.

- All cutting decks and any related attachments must be removed.
- The maximum length of your rear axle is 1000mm long, you can make this narrower if it's more suited to your type of mower but, the maximum mower width or wheel track width is 1200mm.
- All moving parts must be in good working order and all nuts must be new Nyloc nuts wherever possible. Please note, if you remove the same Nyloc nut more than a couple of times, it will need replacing as the nylon bush at the end of the nut will seriously weaken and may unwind unexpectedly.

Safety:

- Maximum bottom of Chassis height/ground clearance is 150mm. You should try to get it down to approx 100mm or less.
- The Seat can be mounted either above or below the axle, whichever suits the mower better. With the maximum bum level of 400mm from the ground. We recommend you try and get it down to approx 300mm. This is an IMPORTANT SAFETY aspect as mowers with too high a centre of gravity rolls too easily, and you will get hurt, especially if the mower lands on top of you. The seat back should be at normal mower seat height of approx 250 - 300mm with lower side supports to stop you sliding out of the seat. Go kart seats are allowed.
- It is required that a Front bumper is fitted at chassis height and extend forward beyond the bonnet and front tyres but must be narrower than the inside of the F/tyres. It is recommended to extend the bumper upwards by at least a minimum spec of 150mm and a minimum of 150mm wide (E.g a loop or box). It must be straight up at 90 degrees and not angled forward beyond the main bumper. This is to increase the chance of front bar to rear bar contact when an incident occurs, this helps to protect the bodywork of the mower and creates a safer racing environment.
- Rear bumper must be at axle height and extend rearward to at least 75% of the rear tyres or rear most body part, whichever is the greatest. You may extend the rear bumper upward, but the main part of the bumper must be at axle height.
- Rear wheel mud guards must be fitted and wide enough to cover 75% of the rear tyre tread.
- Battery and fuel tank to be safely secured or fully covered. Fuel tanks must not be attached to external body panels.
- All sharp or dangerous exposed edges must have protection i.e. Pinch Weld or car door edging
- Side Intrusion bars / foot plates to protect your legs and feet must be fitted. It is recommended to extend them to within 50mm of the rear wheel track width. This also ensures other mowers can't come inside your wheels and roll you over. Protective rails are required and must be at a minimum height of 75mm
- In all aspects of your mower build, think of the SAFETY of yourself, the other competitors, the marshals, volunteers and the spectators.
- All racers must sign an indemnity form before each time they race. If racer is under 18 years of age they must be accompanied by an adult at all times and their parent/guardian must sign indemnity forms.

Chassis:

- May be built from an original Ride on Mower or a purpose-built chassis being a complete replica. and must look like a Ride-On Mower that the public can associate with and recognise No hybrids chassis or kart chassis.
- Chassis reinforcing is allowed to maintain structural integrity but no major modifications to the chassis is allowed eg splitting the chassis or moulding.

- The seat height must be a minimum of 25mm above the rear axle; this is to encourage the look of the original ride on mower.

Technical regulations:

- All other Standard grade mower Technical Regulations apply to the Driveline, Exhaust system, wheels and tyres, steering and front axle and all other safety regulations. This is to help the transition from junior class to standard grade racing if the racer wishes to change the mower to adapt to the standard grade technical regulations.
- Bead lock rims are allowed within any grade.

The Grandfather Clause

- The grandfather clause is consistent with the mower and not the racer.
- The motorbike mower must be within the QROMRA and not introduced outside of QROMRA.
- The motorbike mower must be raced at least once every two years before the grandfather clause discontinues on that mower. Record in logbook must be provided.
- The motorbike mower must not have any additional modifications or changes to the motor. If the motorbike motor fails, this can be replaced for a like to like motor only.
- The model and serial number of the block must be provided to QROMRA by February 2025 for the grandfather clause to stay valid. A record of these will be kept by QROMRA.
- Engines must be of a commercially available type. No hybrid engines will be allowed.
- Engines must run on standard pump fuel. No alcohol, additives, LPG or E85 to be used.
- No forced induction systems such as supercharging or turbocharging.
- Fuel Injection is permitted.
- Engine Internals must remain in their standard form. No internal performance modifications such as lightening, balancing, camshaft changes or porting heads etc etc. You may fit stronger valve springs and retainers for reliability reasons. V-Twin Briggs motors are known to break their spring retainers and drop valves, with expensive consequences.
- Externally, you may modify or change the carb, but one carb off and one carb back on, no twin carbs unless fitted on that specific engine by the factory. You can modify exhausts, mufflers, fit and approved billet flywheel etc. If in doubt, contact the QROMRA technical advisor for more information.
- Engine rebuilding to manufacturers specifications is allowed.

Dirt Devils:

Introduction:

- Parents must sign the Indemnity Form. Must be accompanied by an adult at all times.
- The net must be in good condition and can be patched up/ sewn up once before needing to be replaced.
- ZERO modifications are allowed to be made to the dirt devils, even changing the size of the tyres.
- Minimum age is 3 years old up to 11 years old or maximum weight/ height.
- All specifications for height and weight needs to be followed from the manufacturer. If a dirt devil racer wishes to move up into junior class before exceeding those specifications, they must pass a competency test.
- Dirt devils are not permitted to be on the track at the same time as a mower. This is for safety and insurance purposes.

Engines:

- No electric start dirt devils permitted, as they do not have a kill switch.

Go Karts:

Introduction:

- Go Karts are not permitted to be on the track at the same time as a mower. This is for safety and insurance purposes.
- Nosecone is optional.
- All must run a clutch. Either electric start, side start or pull start. No direct drive.
- All kill switches must be clearly marked to specify their operation.
- Safety lanyard is required.
- All karts are to be in sound condition, and the frame shall not extend sideways beyond the outside wall of any tyre.
- All floor pan bolts are to be bolted upward with the nut on the top. No bolt is to protrude in a dangerous manner. Floor tray shall not extend beyond the chassis rails.
- All karts must be fitted with an operational kill switch, within easy reach of the driver in the seated position to the satisfaction of the scrutineer. Juniors must have a latching switch. Seniors can have a latching or momentary switch.
- Steering wheel must be a full wheel. Steering wheel boss to be of metal or aluminium construction and attached to the steering column using a minimum 6mm bolt. A steering shaft lock collar must be fitted (hose clamps not permitted). All steering components and kingpins must be in safe working order. Steering tie rod ends are to be in good condition with sufficient rod in the rose joint.
- There must be a minimum of two springs attaching the muffler to the header pipe. Accelerator cable (with suitable clamps) must be fitted between the muffler and header pipe and attached to the frame.
- A return spring must be securely attached between the accelerator pedal and the frame so that the throttle arm returns freely.
- A disc brake must be fitted and must be able to stop the kart. The back wheels should not turn when the brake is applied by hand. Front brakes are not permitted. Brakes may be hydraulic or mechanical. Brake lines must be secured to the frame.
- All fuel lines must be securely attached to the kart frame.
- All karts must be fitted with a chain guard that covers the front and rear sprockets, to protect the driver from a flailing chain.
- Rear push bar is to be at a minimum height of 200mm from ground level, and a maximum height of 400mm from ground level. For all rubber mounted rear crash bars, a tether must be attached from the rear bar to the bearing hanger on both sides. There must be two cable clamps on each tether, and they must be secured in a way that the tether cannot come loose of the carrier or the bar. Tether to be made from throttle or brake cable.
- All seats mounting points shall have a metal washer with a minimum size of 60mm diameter and it must be 1.6mm thick.

Wheels and Tyres:

- Only dirt tyres are permitted. Must have a minimum of 20% of tread at the beginning of a race meet.

Go Karts Open Grade:

Introduction:

- Ages from 15 years old and up.

Engines:

- 100cc or 125cc
- 2 stroke or 4 stroke (Max 7hp)

Go Karts Junior Grade:

Introduction:

- Ages 5 years old from 15 years old.
- Must do a competency test before moving up to open go karts.
- No modifications internal or external permitted.
- Parents must sign the Indemnity Form and must be accompanied by an adult at all times.

Engines:

- 100cc 2 stroke or 6.5hp 4 stroke.

Juniors:

Introduction:

*******more details to be added*******

- Ages from 9 years old to 15 years old. (This allows a two-year age gap cross over from dirt devils allowing a gap for height and weight cap in dirt devils).
- Juniors: Parents must sign the Indemnity Form; they are responsible for their siblings. Engines must have the throttle governed according to their experience and capability. Before they can race at a sanctioned meeting, both the Parent and Junior must attend 3 Test & Tunes as part of their Competency Test and must be overseen by the Club's Race Director and at least one experienced racer plus at least one QROMRA delegate. At their first race meeting, they will start from the back of the grid to gain some racing experience.
- The junior mower class is an introduction of mower racing to the younger racers or the racers that have been promoted from dirt devils. This junior class is meant to help racers feel into what it's like to race a mower and to gain confidence before racing in standard classes.
- The purpose of the junior class is to use as much original ride on mower parts and components to display that your average ride on mower can be built into a racing mower.
- Junior racers can take a competency test (if they have been in junior grade for 1 year or more) if they are exceeding and deemed competent to move up into standard grades. This will be overseen by experienced Adjudicators consisting of the Race Director, at least 2 experienced racers who have no conflicts of interests, plus at least one QROMRA delegate. The Adjudicators may deem you competent for a probationary Standard class licence where you will start from the back of the field at your first race meeting to gain some experience. If it is deemed you are fully competent to race in the Standard class, a full Standard class licence may be approved at their discretion.

Chassis:

- May be built from an original Ride on Mower or a purpose-built chassis being a complete replica. and must look like a Ride-On Mower that the public can associate with and recognise. No hybrids chassis or kart chassis.

Engines:

- Engines must be a single cylinder mower motor with a maximum engine size of 34 Cubic inch (CI)
- There are no modifications permitted to be made to the Engines, this includes any external modifications like carburettors.
- You are allowed to rebuild motors to manufactures specifications and replace engine components with OEM.

“A” to “E” Grade:

Engines:

- Mower engines the maximum size is 49CI or 810cc.
Please note – that when setting up the throttle cable that you bypass the governor and work directly off the carburettor butterfly assembly and that you use a positive return spring, so that if your cable breaks the engine will automatically return to idle.
- No Motorbike Motors are allowed as of November 2023. Unless they have fallen under the grandfather clause put in place by QROMRA.
- Engines must be a commercially available type, no hybrid engines

Modified Class:

- The maximum engine size is 1000cc. All other aspects of the mower rules apply, (Big Block Class has been removed).
- Mower Engines are permitted to have internal modifications such as performance cams, pistons, conrods and modifying heads.

Exhaust System:

- It's recommended that mower engines have a minimum 800mm of exhaust pipe prior to the muffler to create the correct back pressure to reduce the risk of burning the valves.
- If you plan to race at other clubs, please check with them if mufflers are required due to sound restrictions because of nearby residential areas. eg. (FC) Maryborough. 95dB and below.

Driveline:

- It is suggested that you run your drive through a 90-degree box, so that the power from your engine is via a pulley and B-Section belt. Then via a sprocket and chain assembly from the output shaft of the 90-degree box to the main rear sprocket, with your clutch system mounted under the chassis on the drive belt from the engine to the box
- Clutch should be belt drive with tensioners.
- Centrifugal clutches are allowed.

Wheels and Tyres:

- Front and Rear Tyres must be Ride on Mower Turf Tyres.
- Rims may be either Steel, Aluminium or Magnesium that meet racing standards.
ie. standard aluminium mower rims are not suitable for the rigors of racing.
- Split or bolt together rims are not allowed. Most standard mower rims are not strong enough for the riggers of racing. Only use heavy-duty one-piece front rims with bearings and for the rear, use heavy duty rims, preferably with a 4-stud pattern as outlined above.
- Knobby tyres can only be used in some circumstances such as demonstrations, but are normally only good for traction on a grass surface.
- All-purpose built racetracks in QROMRA require the use of standard turf tyres front and rear to reduce the amount of damage to the track surface, and as most of these tracks are flat clay surfaces, the turf tyres grip and power slide through the corners very smoothly.
- Bald or slick tyres are not permitted. Tyres must have 20% tread available at the start of the event.

Steering and Front Axle:

- Handlebars are NOT allowed, you must fit an engineered/Manufactured steering wheel
- It is advisable to build the front steering and axles from scratch. Standard mower F/Ends are not strong enough for the rigours of racing nor do they have suitable steering geometry.
- Standard mower pressed rod ends must have a washer attached so it cannot pull out and should not have excessive play. Tie rod ends / Rose joints / Heim joints MUST be of suitable

quality and strength.

Outlaw Class:

Introduction:

- Any racers wishing to race outlaw must race for ONE YEAR (8 race meets) in any class beforehand. You will start from the back of the field at your first race meeting to gain some experience. If it is deemed you are fully competent to race in the Outlaw class, a full Outlaw licence may be approved at their discretion.
- May have over engine steering column to suit low seating position and necessary steering wheel angles.

Technical Regulations:

Engines:

- Must be commercially available, no hybrids, & run on pump fuel, no methanol, fuel additives or forced induction.
- For Mower engines, the maximum size is up to 1000cc.
- Performance modifications are allowed as well as billet heads. No restrictions on extent of engine modifications Modified combustion chambers, ports, valves, heads, compression ratios, lightening and balancing of components, Race and Re-Profiled camshafts, Billet Con-Rods and Crankshafts are allowed. Modified Mower engines MUST fit an approved Billet Flywheel.

General:

- Outlaw Mower chassis may be custom built to your own design but must still be based on standard Ride-On Mower dimensions. No Hybrid or commercially available Racing chassis such as Dirt Go Karts etc etc. Although they may be custom built, they must have increased structural integrity and must be deemed safe by suitably experienced Scrutineers, QROMRA Delegates and Race Directors. Special attention will be paid to F/Ends, Steering and R/Ends.
- Must have a commercially available Ride-On Mower body and must still be recognisable and look like a modified Ride-On Mower. No Go Kart fairings, wings, ground effects or downforce additions.
- Either Belt driven or Centrifugal clutches are allowed,
- Dual brake systems are not allowed.
- Go Kart Rims, Mags and Aluminium rims are allowed.
- Grooved Hoosier / Burris / Dunlop etc Race tyres are allowed, but must be Treaded, no Slicks.
- No stock Steering allowed. Must be suitably modified to withstand the rigors of Outlaw speeds.

Mower Rules:

Each racing mower must have the following items:

- **Racing numbers must be at least 70mm in height and clearly visible either side of your mower AND the REAR and where possible at the front as well.** The number must be clearly placed from left to right and NOT up to down. The number must be preceded by your club ID, ie CQ59 for Central Queensland, SC59 for Sunshine Coast etc. Please note that if your numbers are too small, not in the correct position or not clearly visible, you will run the risk of not getting any points for your efforts as officials can't see them. Numbers must range from 1-99 and MUST NOT exceed 2 digits, this is to help with confusion and scoring. All existing race mowers as of Nov 2024 can keep their current numbers

- A Kill Switch with a lanyard to attach to your arm or leg and must be engineered or an approved kill switch.
- Disc brakes that must lock up the rear wheels of your mower when applied, brakes will always be scrutineered prior to any race meeting and sometimes during the day.
- All critical nuts on the mower body; steering assembly; axle nuts front & rear MUST be Nyloc nuts.
- Rear flashing light and or Rear Brake Lights are optional. A rear light cannot be red unless it is a rear brake light.

Summary

- These rules have been developed over many years and amended to keep up with the progression of the sport. If you don't abide by the rules, you will not be allowed to race at the Scrutineers and or Race Directors discretion. Some examples - using non-standard Turf wheels and tyres such as go-kart or aluminium Rims and Hoosier / Burrell type racing tyres, Hybrid chassis, internal engine performance modifications to name just a few.
- If someone genuinely queries the speed and power of your machine and the Race Director deems it a reasonable request, the QROMRA and Race Directors have the authority to request that you prove you haven't done any internal performance modifications with an internal inspection by the technical delegate or designated suitably experienced engine builder. Likewise, scrutineers and other competitors have the authority to bring to the attention of the Race Director and / or technical delegate any issues such as chassis, rims, tyres etc etc they deem to be outside the rules.
- Bullying or intimidation by more experienced drivers or anyone for that matter, over slower or less experienced or junior racers will not be tolerated under any circumstances. If there is any doubt or ambiguity about any aspect of these rules, or anything you are not sure of, don't assume and interpret it your way. Please contact us by either email or phone for clarification.

The Spirit of Fun and Friendly Competition is to be Maintained at all Times.

Bending or breaking the rules makes it awkward for everyone involved

Furthermore, you end up with the embarrassment of disqualification and loss of points.

Closing

Please check for updates on the rules before making any modifications to your mower. This is a living document and as such, may be modified and updated from time to time. It is your responsibility to keep up to date with the latest rules. They can be downloaded from our website. Notifications will be posted on Facebook pages and updates will be emailed to delegates. Every racer must be familiar with the code of conduct.

If it is not stated in the Rules and Regulations or Drivers Manual it is not allowed.