

NEW SULKY WARRANT OF FITNESS REQUIRED

All sulkies require a new RED WOF tag by 31 January 2027

The Green WOF tag expires on 31 January 2027 and a new Red WOF tag must be obtained by this date.

All sulkies must be registered annually and require a new WOF every two years.

From 1 February 2027, a sulky without a current Red WOF tag cannot be used at Workouts, Trials and race meetings and will not be covered for claims under the Sulky Fund.

What to present for inspection

The complete sulky must be available for inspection, including:

- The wheels, seat, mudguards and extensions.
- Additional sets of wheels intended for use should also be presented for inspection.

An inspector cannot complete a WOF assessment unless all sulky components are available.

Important safety and maintenance reminder

During the 2025–26 season, a UFO chrome moly sulky suffered a dangerous structural failure when its seat frame broke away from the main frame at the end of a race.

Post-incident engineering examinations found internal corrosion, loss of tube wall thickness and fatigue-related cracking. Hairline fractures were also identified in other parts of the frame.

The examinations identified the following risks in similar design sulkies:

- Water can pool around the seat mounts and rear cross member after washing;
- Moisture, dirt and track grit can remain in or around tubing and promote corrosion;
- Repeated loading, vibration and flexing can cause fatigue cracks to develop and grow; and
- Fatigue damage may begin as microscopic cracking, so visible warning signs may not appear until shortly before a sudden failure.

Owner responsibilities

The sulky owner is responsible for maintaining their sulky and ensuring it is in good condition and safe to use.

A WOF is an inspection at a point in time and does not replace regular care, maintenance and checks between inspections.

Owners should:

- Clean the sulky after use, remove dirt and track grit, and thoroughly dry it after washing, particularly around joints, seat mounts and recessed areas where water may collect; recommend standing sulky with seat frame on the ground and shafts in the air so it can drain excess water.
- Regularly inspect the frame, welds and load-bearing components, including the seat to cross-member joints, undercarriage, wheel-support legs and footrests;
- Watch for cracks, corrosion, rust staining, bubbling or lifting paint, distortion, looseness, movement or any change in the way the sulky feels or performs;
- Stop using the sulky immediately if damage or deterioration is suspected, and have it assessed by an approved Sulky Repairer; and
- Ensure any repairs, alterations, stripping or repainting are undertaken using methods suitable for thin-walled structural tubing. Repeated or aggressive abrasive blasting will remove parent metal and reduce the wall thickness of chrome moly tubing, potentially compromising the strength of the frame over time. Owners should obtain advice from an approved repairer before this work is carried out.

Do not rely on paintwork alone as evidence of structural condition. Paint or powder coatings may conceal cracking or corrosion, including internal deterioration that cannot be identified by a routine visual check.

Arrange your WOF

Contact details for Approved Sulky WOF Inspectors and repairers can be found [here](#)

Sulky registration fees

Annual sulky registration, including WOF fee	\$100
New sulky being registered and obtaining first WOF	\$150
New registration plate	\$23