



# **STANDING REGULATIONS**

## **Extreme Events**

### **including Burnouts**

**February 2019**

## INDEX

### **1. Extreme Event Standing Regulations**

- 1.1 Administration
- 1.2 Extreme Event Licences
- 1.4 Abandonment, Cancellation or Program Changes
- 2.0 Entries
  - 2.1 Entry Acceptance or Rejection
  - 2.2 False or Incorrect Information on Entry Form
  - 2.3 Entrants' Reserve List
  - 2.4 Entry Fee
  - 2.5 Legal Ownership of Vehicle
  - 2.6 Complete Entry Form
  - 2.7 Entry Form Contents
  - 2.8 Safety Requirements for Drivers
  - 2.9 Insurance
  - 2.10 Scrutineering
- 3.0 Vehicle & Safety Requirements
- 4.0 Burnouts
- 5.0 Burnout Area
- 6.0 Go To Whoa
- 7.0 Drag Racing
- 8.0 Power Skids
- 9.00 Cruise the Track
- 10.0 Autokhanas in Extreme Events
- 11.0 Dyno Competitions
- 12.0 Show 'N' Shine
- 13.0 Safety Car
- 14.0 Circuit Breakdowns
- 15.0 Passengers
- 16.0 Penalties
- 17.0 Consumption Alcohol
  - 17.1 Drugs
- 18.0 Safety Fence/Prohibited Areas
- 19.0 Noise Generation

## **1. STANDING REGULATIONS – Extreme Events including Burnouts**

**These standing regulations shall apply to Extreme Events including Burnouts Events, Drag Racing, Power Skids, Go to Whoa, Cruise the Track, Autokhana specific to Extreme Events.**

### **1.1 Administration**

Extreme Events under the Australian Auto-Sport Alliance Pty Ltd (hereafter referred to as AASA), in the interests of consistency in the administration and enhancement of safety, are conducted under AASA National Competition Rules and these Standing Regulations.

At each event, the Promoter shall issue supplementary regulations reflecting the specific requirements of the event.

### **1.2 Extreme Event Licences**

All competitors must hold an appropriate AASA Extreme Event license, application and renewal via [www.aasa.com.au](http://www.aasa.com.au).

### **1.3 Abandonment, Cancellation or Program Changes**

The organisers of event reserve the right to cancel, postpone or change the program, prior to the commencement of the relevant Meeting;

The allocation of prizes and/or awards, where an event is stopped before completion, shall be in accordance with the AASA Event Operations Manual.

## **2. ENTRIES**

Event organisers reserve the right to decide the maximum number of entries that will be accepted for each event. Such must be stipulated on the entry forms.

Competitors shall use the official forms provided, by the promoter, to indicate their interest in competing.

### **2.1 Entry Acceptance or Rejection**

The event promoter:

- (a) has the right to indicate the maximum number of entries for each event;
- (b) has the right to accept or reject any entry, at his/her total discretion and without providing explanation, up until the close of nominations;
- (c) has the right to refuse any entry, thereafter, on the grounds that the Driver and/or vehicle involved may constitute a threat to the safety of other competitors, circuit personnel and/or spectators.
- (d) in the situation where there are more entries than the number of starting positions available for an event may, in consultation with the Clerk of Course
- (e) Non-acceptance of an entry due to safety reasons shall be communicated to the applicant by email or letter, within seven days of receipt of the entry by the Promoter and at least 14 days prior to the Event.

### **2.1 False or Incorrect Information on Entry Form**

Shall render the entry null and void.

## 2.3 Entrants' Reserve List

- (f) Applicants unsuccessful due to excessive competitor numbers, may be offered a position on an Entrant's Reserve List. This offer shall be communicated to the applicants by email or letter, within seven days of the finalisation of accepted entrants and at least 14 days prior to the Event.
- (g) Immediately upon a vacancy occurring among accepted entrants, the Promoter will notify the listed applicants of this opening by telephone, email, or mail, whichever is judged to be the quickest method of contact in the circumstances, beginning with the first on the list and continuing, if necessary, until the vacancy is filled.
- (h) The acceptance of this vacancy must be immediately confirmed in writing by the successful applicant, by email, facsimile or mail.

## 2.4 Entry Fee

An entry shall be null and void if the appropriate specified entry fee is not received within the prescribed time. The entry fee is set by the promoter.

## 2.5 Legal Ownership of Vehicle

Only the legal owner of a vehicle shall be entitled to enter the vehicle in any competition. Where entry is facilitated by another, a letter authorising such, signed by the legal owner or, where a corporation, a duly authorised representative of that corporation, must accompany the entry form.

## 2.6 Complete Entry Form

An entry form that does not include all the information requested of the entrant/vehicle owner, shall be null and void, save that the Promoter of the Meeting, entirely at his/her discretion, may contact the intending entrant, no later than one working day after entries have closed, to seek detail to complete the entry form.

## 2.7 Entry Form Contents

All entry forms shall include a paragraph stipulating the maximum number of entries that will be accepted for each event, a AASA indemnity/waiver statement in accordance with the AASA Risk Management protocols and shall contain, as a minimum, the following sections for completion by the entrant:

- (a) full names and addresses of the entrant/vehicle owner, driver/s, passenger/s (with direction to *"please print clearly"*);
- (b) licence number of entrant and driver/s;
- (c) type of vehicle entered (with direction to *"please print clearly"*);
- (d) signature of the entrant;
- (e) date of signing;
- (f) full name and address and signature of parent or guardian indicating approval, if driver or crew member is between 14 and 18 years of age (with direction to *"please print clearly"*).

The form shall contain, for completion by the Promoter of the Meeting, a section:

- (g) for the acknowledgement of receipt of the entry and the date of such receipt;
- (h) for date and time of the official acceptance of the entry.

## **2.8 Safety Requirements for Drivers**

- (a) Approved non-flammable clothing and footwear, with clothing extending from ankles to neck and wrists;
- (b) Safety helmet - being those with the following markings: Each helmet should be chosen to fit the user's head and the intended use. Please refer to Appendix 4 Apparel Requirements.  
Helmets must extend to cover the complete ear. "Skull Cap" style helmets must not be used.
- (c) Helmet with full face visor, or helmet with goggles for open vehicles;

## **2.9 Insurance**

Personal Accident - drivers, passengers, pit crew and officials are covered by AASA personal accident insurance scheme.

## **2.10 Scrutineering**

The onus is on the Competitor to present his/her vehicle for scrutiny at the appropriate times, in a state of readiness to compete.

- (a) No modification of a vehicle shall be permitted after scrutineering, unless at the direction of, and supervision by, the Scrutineer appointed to that vehicle.
- (b) A vehicle which has incurred body damage during practice sessions, or the event may be black flagged. The Scrutineers may agree to a rectification of the vehicle's circumstances. If such rectification is regarded as satisfactory by the Chief Scrutineer, the vehicle may then re-join the practice session or event, in a manner prescribed by the Clerk of Course.

## **3 Vehicles and Safety Requirements**

- 3.1** Each vehicle must be competition ready with all loose items removed from the vehicle prior to scrutiny.
- 3.2** Each battery must be securely retained using steel clamps.
- 3.3** All fittings must be securely fastened with no fuel, oil or brake leaks.
- 3.4** Brake and head lights must be in working order.
- 3.5** Each supercharged car must have a Blower Restraint to SFI 14.1 or equivalent standard, unless the Supercharger is fitted entirely underneath the manufacturer's unmodified steel bonnet.
- 3.6** Each tyre must be in good condition with no steel belts or canvas showing at the commencement of each session.
- 3.7** Each driven wheel shall have an outer rim section of rolled metal, either steel or aluminium alloy. Fully cast alloy wheels are not acceptable without specific approval from the Organisers.
- 3.8** Each vehicle must be fitted with a Minimum 1 litre overflow or water catch bottle
- 3.9** There must be no oil leaks from the rocker covers.
- 3.10** All vehicles must have a bonnet fitted unless permitted by the Organiser. If no bonnet is fitted, all ancillary drive belts must be covered.
- 3.11** Structural rust is not acceptable.
- 3.12** No wheel weights are permitted on driven wheels for the duration of the competition.

- 3.13 Each brake and fuel line must be at a safe distance from the exhaust and driven wheels.
- 3.14 Each hole in the firewall is to be plugged.
- 3.15 Where wheel arches are cut to fit tyres, each subsequent opening so created shall be closed to ensure separation between burnt rubber and the fuel tank.
- 3.16 Each vehicle must be fitted with a tail shaft loop immediately behind the gearbox.
- 3.17 Each vehicle with mechanically operated throttles must be fitted with secondary accelerator return springs.
- 3.18 Each vehicle equipped with N<sub>2</sub>O or Methanol must have all holes plugged in the rear parcel shelves & rear firewall
- 3.19 Each vehicle equipped with N<sub>2</sub>O must have an approved sticker of yellow printed with black text
- 3.20 Each vehicle equipped with Methanol have an approved sticker of red printed with either "flamable liquid 3" or a large "M" in white text.
- 3.21 Nitrous cylinders must be mounted outside the engine compartment. Any cylinder located in the driver's compartment must be mounted with metal brackets secured to a structural point of the vehicle, and a relief valve, vented outside the driver's compartment, to the atmosphere. Cylinders must be upright or semi upright, inverted cylinders are not permitted. All cylinders must be equipped with on/off taps. Nitrous lines must be outside the driver's compartment, if the bottle is mounted in the cabin then lines must exit the compartment as close as possible to the cylinder outlet. Where lines pass the flywheel or torque converter, they must be encased in 3mm (1/8") min. thickness steel tubing. High pressure rated to 1500psi and fit for the purpose ensuring shut off can be achieved by three means, when a throttle is closed or by a special arming switch and when ignition is turned off.
- 3.22 All hubcaps, wheel trims, wheel weights and steel valve caps are to be removed from the vehicle before Scrutiny.
- 3.23 Vehicles entered in the competition must have passed scrutiny prior to participating in any track activities. Scrutiny will be as per the Supplementary Regulations.

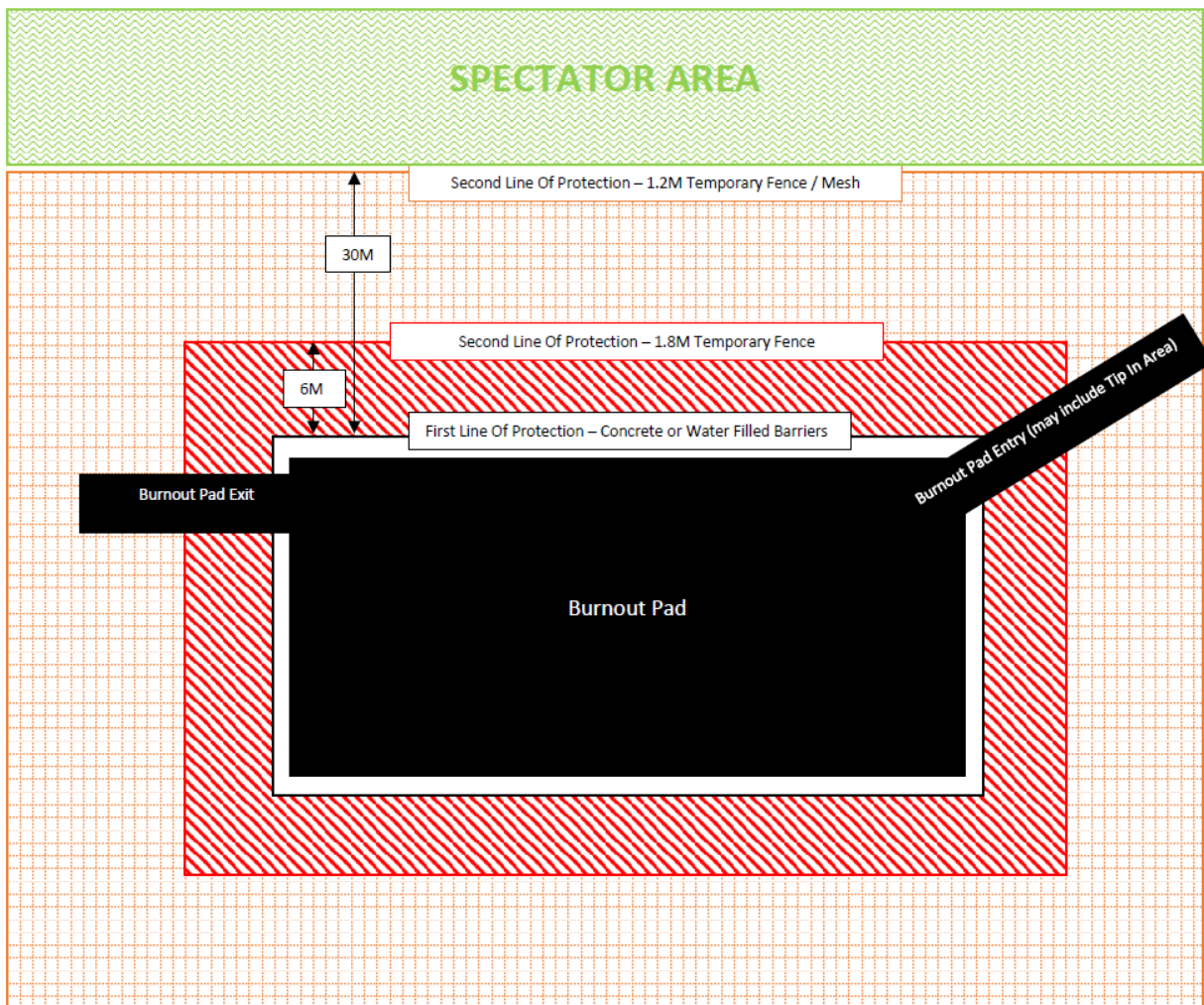
#### **4 Burnouts**

- 4.1 A burnout is a competition designed to test the ability of the driver and vehicle combination to:
  - 4.2 Present a vehicle in a manner considered to be the most appropriate prior to starting the burnout competition
  - 4.3 Elicit response from the spectators
  - 4.4 Create "instant smoke" from the driven wheels, whilst proceeding in a straight line for the first 15m of the burnout
  - 4.5 Produce continuous smoke from the driven wheels
  - 4.6 Demonstrate their driving technique including undertaking of special turns
  - 4.7 Stay clear of barriers
  - 4.8 Blow a tyre during the burn out
  - 4.9 Drivers are given an allocated time to demonstrate the above skills to a Panel of Judges. Judges will directly observe the competition and will meet at the conclusion of each day's competition to determine an order of merit and the therefore the winner. Any decision of the judges will be final.
  - 4.10 All vehicles will be required to be presented, with the driver present, in the Marshalling Area, at least 30 minutes prior to the commencement of the Burnout competition.
  - 4.11 When it is considered by the officials to be safe, each Driver will be advised to enter the driving event area and will be directed to the start area.

- 4.12** Each driver will be advised when they may commence the burnout by the start official. Each driver will then have 10 seconds in which to start the burnout, otherwise they will forfeit the burnout.
- 4.13** Each driver will be given an allocated time in which to undertake the burnout, following which the end of the burnout will be signalled by officials using a loud horn/flashing light or similar device. Competition activity must cease within 5 seconds of the sounding of the horn or similar device. Failure to do so will result in a 5-point penalty being imposed. Failure to obey further instructions to stop will result in exclusion from further participation in any event.
- 4.14** A burnout must continue for at least 70% of the allocated time to ensure points are not deducted for this component of the judging criteria
- 4.15** Following the completion of the burnout, each driver will be directed to the exit gate of the Driving Event area whereby a safety check will be carried out before proceeding to the allocated tyre changing area.
- 4.16** Allocated time for burnouts should not exceed two minutes for each driver; organisers must specify in the supplementary regulations.
- 4.17** The starting order will be determined on the day by the Organisers.
- 4.18** Apparel is in accordance with the AASA Apparel Appendix 4. Fire suits are mandatory in methanol vehicles, but highly recommended in all other vehicles.
- 4.19** No burnout event practice or final will commence without fire marshals present. Fire marshals need to be appropriately attired covering neck to wrist to ankle in non-flammable clothing and closed footwear and must check each vehicle upon departure from the pad prior to returning to the pit area.

## **5 Burnout Area**

- 5.1** Must be a bitumen or concrete surface kept clear of debris eg. loose stone, tyre debris, etc
- 5.2** First line of protection is a minimum 800mm high of either concrete barrier, water filled barrier, Armco, or a tyre wall sufficiently constructed to withstand an impact. Refer to AASA Track Operators and Construction Guidelines. First line of protection must be of a solid construction which must not let objects to pass through.
- 5.3** Second Line of protection: -
- must be a minimum of 6M from the first line of protection and must be a minimum of 1.8M high, mesh fencing, anchored in position. And / Or
  - must be a minimum of 30M from the first line of protection and a minimum 1.2M high spectator fence
- 5.4** Alternative burnout pad configurations may be considered. A detailed plan showing distances, heights and constructions of safety fences must be supplied when applying for the event permit
- 5.5** Burnout Entry with Tip In Area must be no longer than 20M. Spectator Protection requirements behind the tip in area is the same as for the main Burnout Pad area.



## 6.0 Go To Whoa

Go to Whoa is a competition designed to test the ability of the driver and vehicle combination to accelerate along a straight line from standstill and stop at a specific point, in the least time. Tests may be conducted in parallel with another vehicle; however, the winner will be the driver with the least time of all vehicles.

- 6.1 The test will commence from a standing start.
- 6.2 The test will be held over a distance to be determined by the Promoter taking into consideration track and run off available. (Usually in excess of 100m) must be specified in the supplementary regulations.
- 6.3 Electronic or manual timing equipment can be used. Timing will commence when the start light beam is broken and will cease when the finish light beam is broken. The time for each driver will be displayed for the information of the driver and others.
- 6.4 Drivers are required to accelerate from the start and stop with the vehicles' front tyres on the designated finish line.
- 6.5 An additional light beam will be positioned approximately 1m behind the finish light beam. Any driver whose vehicle fails to stop on the finish line, continues on and breaks this additional beam will be considered not to have completed the test.
- 6.6 Drivers must not move from the finish line area until directed to the exit gate of the Driving Event area by an official.
- 6.7 The driver with the lowest time is the winner.



## 7.0 Drag Racing

Drag Racing is generally two vehicles racing side by side, on a dedicated facility or suitable temporary venue. Generally quarter mile or one eighth mile and must have a suitably long slow down area.

- (a) Events of this type need to be advised at time of permit application.
- (b) There are two distinct areas of racing events >10sec (Street Drags) and <10sec (Professional racers). Vehicles competing at these events will have parachutes affixed.
- (c) Extreme Events including a number of sub events usually have Street Drags as part of the sub events.
- (d) Electronic timing equipment is used. Timing will commence with a “Christmas tree” when the start light beam is broken and will cease when the finish light beam is broken. The time for each driver will be displayed for the information of the driver and others.
- (e) There are no passengers in drag racing
- (f) Four wheeled vehicles only AASA does not sanction motorbikes.

## 8.0 Power Skids

A power skid is to display the power of a vehicle without the use of brakes. It is not a controlled burnout! It is normally under controlled conditions one at a time not less than 100m.

- (a) The entrant must not exceed the controlled area with the skid.
- (b) The entrant must not pop any tyres during the event.
- (c) The entrant must ensure no braking occurs until crossing the finish line, static burnouts will ensure immediate disqualification and possible expulsion from the event.
- (d) It may be judged by either the skid or timing or both, to be specified in the supplementary regulations.

## 9.0 Cruise the Track

Cruise the track is exactly as it says it is a cruise. Cruise the track allows you to drive the track and not race the track.

- (a) Passing is allowed in a controlled matter on the outside of the track.
- (b) Under no circumstances at any time are static burnouts or donuts to be done on the track.
- (c) Zero tolerance to popping of tyres on the race track.
- (d) Passengers are permitted provided seat belts are available, ie both front & back.
- (e) At no time either the driver or passengers to have any body parts hanging outside the windows of the vehicle.
- (f) Track setup may include chicanes if deemed appropriate. All track designs must be submitted when applying for an event permit.

## 10.0 Autokhanas in Extreme Events

A timed test at low speed (not exceeding 60kph), to highlight vehicle control by negotiating a set course of flags/traffic cones or the like in a pre-determined pattern. May be conducted on sealed or unsealed surface.

Competitors are reminded that it is not a burnout competition and excessive smoke will mean immediate suspension.

- (a) Drivers will be timed from the moment a vehicle moves from the start line.

- (b) Commencement is from a standing start.
- (c) The Autokhana can be varied to accommodate the use of flags from point to point.
- (d) The conclusion is when a vehicle is stopped within the confines of the garage as set out.

### 11.0 Dyno Competitions

A Dyno Competition is an event where an entered vehicle is placed upon a dynamometer to determine the vehicles maximum engine power. Vehicles with any engine capacity are eligible and awards will be made in each class for vehicles that achieve the highest power reading.

- (a) The Dyno competition must be set up in away to reduce risk or injury to the spectators, just as in for the burnout pad design the public/spectators must be minimum 3m away from the dynamometer. A temporary fence 1.8m high must be used as a separation point. Small grandstands maybe erected behind the temporary fence ensuring compliance to State/Territory risk management procedures.
- (b) Each entrant must book a time for their vehicle on the dynamometer, it is the entrant's responsibility to ensure that they are there for the appropriate time.
- (c) Each entrant must allow the Dyno team to secure their vehicle onto the dynamometer
- (d) Each entrant must follow the instructions of the Dyno team in operating their vehicle

### 12.0 Show N Shine

A Show N Shine is a static display where vehicles are judged on display according to their condition, engineering, quality and finish in categories deemed appropriate for the event by the event promoter.

Entries in a show n shine category do not require an Extreme Event Licence.

### 13.0 Safety Car

A safety car or cars shall be employed on the circuit, at the discretion of the Clerk of Course, to assist in maintaining safety in circumstances where there could be immediate physical danger.

The Safety Car will be positioned at the pit exit, prior to the start of any event where it may be deployed.

#### (a) Identification

The Safety Car will be identified in the following manner:

- i. The words "Safety Car" will be placed on the rear and sides of the vehicle, in letters of similar dimensions to those of the race numbers.
- ii. Alternatively, an electronic sign may be attached to the roof to display the words "Safety Car".
- iii. Flashing yellow lights on the roof.

#### (b) Personnel

Personnel in the car will include:

- i. an experienced circuit driver;
- ii. an observer capable of recognising all the competing cars;
- iii. The Safety Car will be in radio contact with Race Control/Clerk of Course at all times.

**(c.) Use of Safety Car/Deployment of Safety Car**

- i. to neutralise an event;
- ii. where competitors or officials are in immediate physical danger, but the circumstances are not sufficiently dangerous to stop the event.
- iii. At deployment, each flag post will display a waved yellow flag and an 'SC' board, until the intervention is over.
- iv. All competing cars will reduce speed and line up behind the Safety Car, maintaining the same speed.
- v. There will be no overtaking of the Safety Car, unless signalled to do so by the observer.
- vi. The Safety Car will be continued to be used generally until all remaining cars are lined up behind it.
- vii. When the Clerk of course calls in the Safety Car, the car will turn off all the revolving lights and enter the pits at the end of that lap.
- viii. The 'SC' Boards and yellow flags at the flag posts will be taken down as the Safety Car is entering the pits.

**14.0 Circuit Breakdowns**

If a vehicle stops on the circuit (other than at the pits) at any time during an event:

- (a) provided the vehicle is positioned well off the track and in a safe area, the vehicle's driver, alone, may work on the vehicle;
- (b) the vehicle may be towed to the nearest safe place at the discretion of the Sector Marshal, who shall inform the Clerk of Course of such intention to tow;
- (c) if the driver cannot repair the vehicle, it may be towed to the nearest safe place or to the pit area;
- (d) only Marshals of the meeting shall be empowered to assist in the moving of a vehicle, and then only if this may be done without prejudice to their normal duties and other competitor's safety.

Notwithstanding the above, the practice of working on vehicles other than at the pits, is discouraged and may be specifically precluded by Supplementary Regulations.

- (a) Vehicles forced to stop on the track, for any reason, shall be moved off the track as soon as possible;
- (b) Assistance from Marshals to facilitate such removal shall not be refused;
- (c) Requests from a driver for a Marshal's assistance may only be acceded to if, in the opinion of the Senior Marshal, it is safe to do so.

**15.0 Passengers**

- (a) A passenger will be permitted in the Burnouts, Go to Whoa, Cruise the Track and Autokhana

- (b) All passengers must be suitably attired from neck to wrist to ankle with closed in shoes as well as an approved helmet.
- (c) Passengers that choose to participate in the Burnout competition can only do so provide that the appropriate seat belts are so fitted
- (d) All passengers must sign the appropriate disclaimer. In the case whereby the passenger is between 14 and 18 years of age, the disclaimer must be signed by the parent or legal guardian. No passengers are permitted under the age of 14 years of age.

## **16.0 Penalties**

- (a) The Clerk of Course of the Meeting may impose a penalty, at their total discretion, for any breach of the rules and regulation;
- (b) Penalties can be as prescribed, from time to time, in the AASA National Competition Rules.

## **17.0 Consumption of Alcohol**

Consumption of alcohol by drivers, pit crew, passengers and all officials, is always prohibited twelve (12) hours prior to the commencement of competition and during their personal involvement in competition. It is mandatory that the blood alcohol limit, prior to and during competing is zero (0.01).

Until the conclusion of the last event of the Meeting, no alcohol may be consumed in the prohibited areas, including the Paddock, Marshalling and Pit areas.

### **17.1 Drugs**

Use of any drugs effecting the performance of a competitor is prohibited, as listed in Schedule 3, National Competition Rules and in accordance with AASA Drugs in Sport Policy.

## **18.0 Safety Fence/Prohibited Areas**

Only those authorised persons provided with the correct passes shall have access to the safety fence and prohibited areas. Should a competitor encourage persons without passes to enter such areas, or encourage misuse or falsification of such passes, this shall constitute a breach of safety and the competitor shall be penalised by the Clerk of Course, at their absolute discretion.

## **19.0 Noise Generation**

Drivers of vehicles which record sound levels of between 93 and 95 dB(A) must be advised of such by the Clerk of Course, or his/her delegated representative.

Drivers whose vehicles record in excess of 95 dB(A) at any time shall, on notification of such, cease practice or final and not resume until the Clerk of Course, in consultation with the Chief Scrutineer, is satisfied that the problem causing the excessive noise has been rectified.

It must be noted that the individual circuits and burnout pads noise restrictions are governed by the individual local government authority, due diligence must be undertaken to ensure compliance to local laws.