

Standing Regulations – Burnout Events

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(AASA)

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1 Standing regulations – burnout events

These standing regulations shall apply to Burnout Events.

1.1. Administration

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 (NCR's) and these Standing Regulations.

At each Event, the Organiser shall issue supplementary regulations reflecting the specific requirements of the Event.

1.2. Licences

All competitors must hold a AASA General Speed Licence, application and renewal via the AASA website "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 Event.

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

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 Organiser, to indicate their interest in competing.

2.1. Entry Acceptance or Rejection

The event Organiser:

- (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 their 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 Organiser and at least 14 days prior to the Event.

2.2. False or Incorrect Information on Entry Form

Shall render the entry null and void.

2.3. Entrants' Reserve List

- (a) 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.
- (b) Immediately upon a vacancy occurring among accepted entrants, the Organiser 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.
- (c) 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 Organiser.

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 Organiser of the Event, 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 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.
- (i) It is recommended that a online entry system be used for Events for clarity of information.

2.8. Safety Requirements for Drivers and Passengers

It is highly recommended that all entrants wear an approved Race suit and apparel. The below list of items is the minimum requirements for all Burnout events.

- (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. No Moto X Helmet.
- (c) Helmet with full face visor for open vehicles.
- (d) Drivers competing with methanol fuelled vehicles must wear an approved race suit <https://aasa.com.au/wp-content/uploads/Appendix-4-Apparel-1.7.pdf>

2.9. Insurance

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

2.10. Scrutineering

- (a) The onus is on the Competitor to present their vehicle for scrutiny at the appropriate times, in a state of readiness to compete.
- (b) No modification of a vehicle shall be permitted after scrutineering, unless at the direction of, and supervision by, the Scrutineer appointed to that vehicle.
- (c) A vehicle which has incurred body damage during practice sessions, or the Event may be black flagged. The Scrutineers may agree a modification to the vehicle's circumstances. If such modification 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 Burnouts

A burnout is a competition designed to test the ability of the driver and vehicle combination to:

- (a) Present a vehicle in a manner considered to be the most appropriate prior to starting the burnout competition.
- (b) Elicit response from the spectators.
- (c) Create “instant smoke” from the driven wheels, whilst proceeding in a straight line for the first 15m of the burnout.
- (d) Produce continuous smoke from the driven wheels.
- (e) Demonstrate their driving technique including undertaking of special turns.
- (f) Stay clear of barriers.
- (g) 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.
- (h) 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.
- (i) 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.
- (j) 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.
- (k) 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.
- (l) 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.
- (m) 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.
- (n) Allocated time for burnouts should not exceed two minutes for each driver; organisers must specify in the supplementary regulations.
- (o) The starting order will be determined on the day by the Organisers.
- (p) Apparel is in accordance with the AASA Apparel Appendix 4. Fire suits are mandatory in methanol vehicles, but highly recommended in all other vehicles.
- (q) 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.

4 Vehicles and safety requirements

4.1. General

- (a) Each vehicle must be competition ready with all loose items removed from the vehicle prior to scrutiny.
- (b) Each battery must be securely retained using steel clamps, all vehicles must have a blue battery triangle sticker.
- (c) All fittings must be securely fastened with no fuel, oil or brake leaks.
- (d) Handheld ABE dry powder fire extinguisher with minimum 1kg capacity, secured with vehicle bracket conforming to AS/NZS 1841.5 and 1A:20B:E rating is highly recommended.
- (e) Turbocharged vehicles without mufflers must have two 10mm ($\frac{3}{8}$ inch) bolts inserted across the diameter of the turbo outlet pipe at 90 degrees to each other to prevent the exit of debris in the event of turbo failure.
- (f) 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 or AASA dispensation has been permitted.
- (g) Each tyre must be in good condition with no steel belts or canvas showing at the commencement of each session.
- (h) 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.
- (i) Each vehicle must be fitted with a Minimum 1 litre overflow or water catch bottle.
- (j) There must be no oil leaks from the rocker covers.
- (k) All vehicles must have a bonnet fitted unless permitted by the Organiser. If no bonnet is fitted, all ancillary drive belts must be covered.
- (l) Structural rust is not acceptable.
- (m) No wheel weights are permitted on driven wheels for the duration of the competition.
- (n) Each brake and fuel line must be at a safe distance from the exhaust and driven wheels.
- (o) Each hole in the firewall is to be plugged.
- (p) 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.
- (q) Each vehicle must be fitted with a tail shaft loop immediately behind the gearbox.
- (r) Each vehicle with mechanically operated throttles must be fitted with secondary accelerator return springs.

- (s) Each vehicle equipped with N20 or Methanol must have all holes plugged in the rear parcel shelves & rear firewall.
- (t) Each vehicle equipped with N20 must have an approved sticker of yellow printed with black text.
- (u) Each vehicle equipped with Methanol have an approved sticker of red printed with either “flammable liquid 3” or a large “M” in white text.
- (v) All hubcaps, wheel trims, wheel weights and steel valve caps are to be removed from the vehicle before Scrutiny.
- (w) Vehicles entered in the competition must have passed scrutiny prior to participating in any track activities. Scrutiny will be as per the Supplementary Regulations.



4.2. Bonnets

- (a) Bonnets with open holes into engine bay must have holes sealed/covered with mesh. The holes in the mesh should not exceed 10mmx10mm. Aftermarket vented bonnets (i.e. DMAX etc.) are allowed without mesh.
- (b) Individual Bonnet holes must not be greater than 300mm x 600mm.
- (c) Air filters/Superchargers/tunnel rams protruding from the bonnet are permitted. The opening must be made as close fitting as possible with allowances for throttle cable/linkage clearance and engine mount movement. Belts must be retained in event of belt failure or jumping off. Bonnet protrusions are required to meet 200mm/line of sight height restriction imposed on bonnet scoops. 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.
- (d) Bonnets scoops where fitted must not exceed 200mm high or interfere with driver’s line of sight when seated.

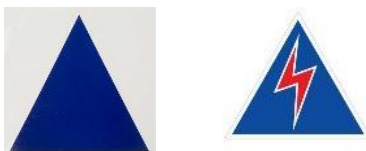
4.3. Tyres

- (a) Tyres must be stamped with a treadwear rating and be commercially available within Australia or New Zealand for passenger vehicle use. These tyres must be DOT rated.
- (b) The Organiser is free to adopt restriction tyre sizes provided it is within the supplementary regulations.

4.4. Batteries

- (a) Each battery must be securely retained using steel clamps, with reinforcements to the panel required for all non-factory locations.
- (b) If a wet style battery is fitted within the passenger compartment, it must be in a box with a lid held down by latch or strap and vented outside the cabin to the atmosphere.
- (c) Wet style batteries located in the boot of a car must have a metal bulkhead/ firewall separating the battery from the occupants if a battery box is not fitted.

- (d) If the battery is located inside the cabin or in a boot that contains a fuel system, terminals must be insulated.
- (e) Dry cell batteries inside the cabin must have insulated terminals if not installed in a battery box.
- (f) A blue battery location triangle on the external of the vehicle adjacent to the battery is required on all vehicles. If a kill switch is fitted than it should be mark with a blue triangle with lightning strike.



4.5. Lights

- (a) Brake lights must be operational and visible from Event Command – no dark tinted lenses will be accepted.
- (b) Tail lights must be operational for night events.

4.6. Fuel System

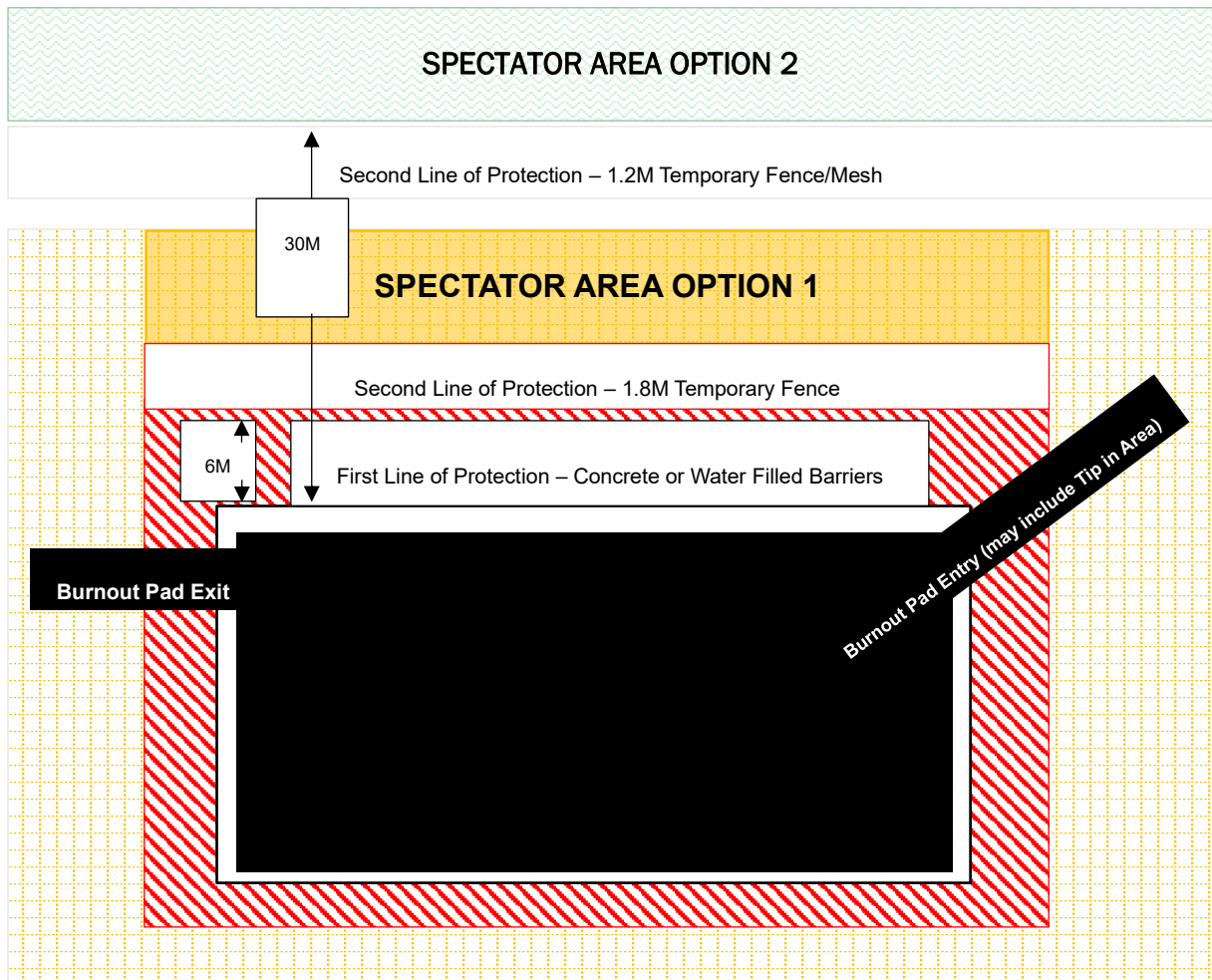
- (a) All fuel system components must be sealed from the passenger compartment.
- (b) Fuel lines can be run within the cabin if constructed of steel braided or aluminium hard line that is manufactured to withstand fuel type being used.
- (c) Where the fuel lines pass through the cabin there must not be connections within the cabin, except for at the front and rear bulkheads. If there is no bulkhead fitting, a grommet must be used where the line passes through the hole.
- (d) Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by event staff. Fixing points/saddles should be at least every 300mm along the path of said fuel lines.
- (e) Aftermarket fuel cells are to be fitted with a check valve in the vent line to prevent fuel leaking out of the vent hose. These must be marked with the flow direction and must be demonstratable to scrutineering staff.
- (f) Open coupes (such as 180SX, Sprinter) with an externally mounted fuel system must have a properly sealed metal box / firewall to separate the fuel system from the cabin.
- (g) Nitrous oxide/LPG systems are permitted. The bottle must be securely fastened to prevent movement.
- (h) 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.

- (i) Each vehicle equipped with N2O or Methanol must have all holes plugged in the rear parcel shelves & rear firewall.
- (j) Each vehicle equipped with N2O must have an approved sticker of yellow printed with black text.
- (k) Each vehicle equipped with Methanol have an approved sticker of yellow printed with CH3OH black text.
- (l) Fuel notification stickers to be located on the front left-hand side upper quadrant of the windscreen, which must not restrict the drivers view.



5 Burnout area

- (a) Must be a bitumen or concrete surface kept clear of debris e.g. lose stone, tyre debris, etc.
- (b) 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. First line of protection must be of a solid construction which must not let objects to pass through.
- (c) Second Line of protection:
 - i. Option 1. 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
 - ii. Option 2. Must be a minimum of 30M from the first line of protection and a minimum 1.2M high spectator fence
- (d) Alternative burnout pad configurations may be considered. A detailed plan showing distances, heights and constructions of safety fences must be supplied to AASA to check and approve. The AASA reserves the right to send a Senior Official to inspect the design and layout of the area for compliance.



- (e) 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 Breakdowns

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

- (a) The vehicle may be towed to the nearest safe place at the discretion of an Official, who shall inform the Clerk of Course of such intention to tow;
- (b) It may be towed to the nearest safe place or to the pit area;
- (c) Only Marshals of the Event 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.

- (d) Vehicles forced to stop on the track, for any reason, shall be moved off the track as soon as possible;



- (e) Assistance from Marshals to facilitate such removal shall not be refused;
- (f) 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.

7 Passengers

- (a) Only one passenger is permitted in Burnouts.
- (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 providing that the appropriate seat belts are 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.

8 Penalties

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

9 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, no alcohol may be consumed in the prohibited areas, including the Paddock, Marshalling and Pit areas.

10 Drugs

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



11 Safety fence/prohibited areas

Only 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.

*As per Burnout Layout diagram on page 13.

12 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 their 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 pads noise restrictions are governed by the individual local government authority, due diligence must be undertaken to ensure compliance to local laws.

For more information please contact:

info@aasa.com.au

+61 (03) 5721 7800

aasa.com.au

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