



GENERAL RULES APPLICABLE TO VEHICLES

Each vehicle in any Driving Event is to look registable to drive on public roads.

Each vehicle must be assessed as being a street driven vehicle or similar and not a specifically constructed "burn out" vehicle. Notwithstanding, unregistered vehicles may be allowed at the promoters discretion if in their opinion it is deemed to be in the interests of the Event.

Any support vehicle wishing to enter the driving event area must obtain permission from the Event Organisers to do so.

Each vehicle must comply with the AASA NCR's and the AASA Event Operations Manual, together with the following:

Retreaded or well worn tyres are not permitted to be used. Remoulds are ok apart from Buy In, SuperSprints & Top32 Shootout.

Each vehicle must be subject to and pass, scrutiny, which will include a mechanical check of the following items:

Brakes (checks will be made for a solid pedal and absence of fluid leaks)

Each battery must be securely retained by using steel clamps.

Wheels (checks will be made to ensure the correct fitment of wheel nuts to all wheel studs and to ensure that wheel trims or covers are not fitted)

Each driven wheel shall have an outer rim section of rolled metal, either steel or aluminum alloy. Fully cast alloy wheels are not acceptable without specific approval from organisers.

Steering (checks will be made to ensure absence of free play, minimal stress on U joints and adequate clearance on all moving parts of the steering system)

Each vehicle must be fitted with a Minimum 1 litre overflow or water catch bottle.

All vehicles must have a bonnet fitted unless permitted by the organiser. If no bonnet is fitted, all ancillary belts must be covered.

Suspension (checks will be made to ensure absence of solid mounts, and excessive bump steer and fitment of shock absorbers to all wheels.

Seats (checks will be made to ensure adequate anchorage points)

Seatbelts (checks will be made to ensure correctly fitted seatbelts to all nominated seats)

Glass/Windows (checks will be made to ensure appropriate visibility and the absence of cracked or broken glass)

Engine (Checks will be made to ensure absence of fuel, coolant or oil leaks; fitment and operation of throttle return mechanism/spring; secure fitment of battery and radiator overflow container.

Body (checks will be made to ensure no sharp or dangerous protrusions exist, absence of rust, structural damage and/or loose body panels and for closed vehicles, the fitment of an adequate floor pan.

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.

Tailshaft loop (checks will be made in all vehicles in the burnout competition to ensure each vehicle is fitted with a 360degree tail shaft loop.

Each vehicle equipped with N₂O must have all holes plugged in the rear parcel shelves and rear firewall, an approved sticker of yellow printed on black text must be attached to the front windscreen.

Fire extinguisher whilst not mandatory is preferred if one is fitted especially with a competing burnout vehicle

Other checks as may be undertaken as deemed to be appropriate by the Chief Scrutineer.

Entrants are reminded that if, in the opinion of the Organizer, a vehicle is considered to be manifestly unsuitable for the activity it will not be passed for scrutiny and will be ineligible to compete.

Upon passing scrutiny, each entrant will be presented with a label which must be affixed to (a specified location of the vehicle) by an official prior to leaving the scrutiny area.

The organizer reserves that right to not accept entries, to not issue a scrutiny label or to withdraw a previously issued scrutiny label (and thus withdraw permission to compete further in the event) if, in their opinion the vehicle is, or has become, unsafe or unsuited to the competition.

Each competitor/entrant must not enter event complex until Event Disclaimer is read, understood and signed at scrutineering upon their arrival.