

Judging Criteria Interpretation

A burnout is essentially made up of 2 types of scoring categories. Smoke scores and driving scores. You will find in these criteria that smoke scores make up exactly 50% of your total score. Use of Pad and Driving skill makes up 50% of your total score. So, keep that in mind when you are scoring a burnout.

Burnout Points

- Instant Smoke: 10
- Constant Smoke: 20
- Volume of Smoke: 20
- Use of Pad: 20
- Driver Skill: 30

Individual Judge Total: 100

Use five judges, drop the highest and lowest scores. Combine middle three judges scores.

Total out of 300.

1. Instant Smoke

Instant Smoke is a score given out of 10 for the amount of smoke produced by a driver in the first 3-5 seconds of their burnout from the start line.

The judges must pay careful attention to the speed of the car to ensure the Instant Smoke scores are not distorted. A driver can easily sit in a static position on the start line and due to lack of movement he/she can produce large volumes of smoke. Static burnouts on the start line for more than 5 seconds will attract a deduction in the driving skill category After that initial 3-5 seconds, the period for gaining scores for instant smoke is over and the judge should mark his/her score.

2. Constant Smoke

Constant Smoke is a category that must be paid close attention to; as points are accumulated or deducted in this category from the moment the tyres begin to turn, until they have blown.

Constant smoke is a score given to drivers based on their ability to produce "the same" amount of smoke from start until finish. A common misconception is that constant smoke means the drivers ability to constantly produce large volumes of smoke. This is not the case. A volume of smoke category has been introduced to distinguish the difference between constant and volume.

To achieve top points in this constant category, a driver must keep the RPM at a constant level. This may be high RPM or low RPM as long as it is constant. If a driver produces inconsistent RPM, naturally the consistency of smoke will vary – thus affecting the score.

Factors to look out for are drivers shifting gears throughout a burnout, this may happen from time to time from lower powered cars, judges must pay close attention to this.

The driver must also move at a consistent speed. If he/she has a very fast tip in followed by very slow-moving manoeuvres, because he/she ended up near a wall or barrier or is

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engulfed in smoke and has limited vision, this will affect the level of consistency. Judges need to be aware of how many times the drivers vary their speed throughout the burnout and score accordingly.

If a driver stops the car for any reason, mechanical issues, fire, stuck in the smoke – this must be accounted for in the constant smoke score.

3. Volume of Smoke

Volume of smoke is directly related to the amount of smoke a driver produces with their car. The car may produce varied amounts of smoke throughout the burnout due to varied throttle control, or varied speed, or perhaps due to mechanical limitations on the car – eg: low horsepower. So, the volume of smoke scores are accumulated simply put by how much smoke the car produces over the length of the burnout.

Not to be combined with or influenced by constant smoke scores. So, factors that influence volume of smoke are engine RPM, gear selected (eg: is the car in top gear), speed of the burnout (cars that are driving way too fast tend not to make large volumes).

4. Driving Skill

Limiter Bashing is not driver skill and the competitor will be deducted 5 points over 5 seconds.

Driving skill – not to be confused with driving control. We want to see your skills.

Scores are accumulated in the driving skill category by attempting or completing skilful manoeuvres including but not limited to tip in, 360's, donuts etc. (Note – there is a difference between 360 and a donut – a 360 is done at speed with the momentum of the car carrying it through the other side of the spin – for instance like during a tip in, a donut is a slow circle completed by pivoting around while the front wheels are basically anchored. A 360 is a higher scoring manoeuvre than a donut)

Drivers are encouraged to take “controlled” risks. Examples are driving the car deep into the pad for the tip in and ending up right down the bottom end of the pad and working back towards the start line. Drive the car close to the walls without hitting the walls. This will show the judges you have the ability to take educated risks while keeping total control of the car even if it may appear to be reckless this will help gain a higher score – “Showing your skills”. A manoeuvre in the middle of the pad is a lower risk move than a manoeuvre near the walls. A risky move will accumulate more points than a safe move in the middle of the pad.

If a driver is deemed to be static for a period of 5 seconds or more a deduction of points shall apply. This may be due to a driver being engulfed in his own smoke and struggling for vision, it may be due to the driver being close to the wall or barrier. If a driver is static for 5 seconds or more it shows poor driving skill so points will be deducted.

5. Use of Pad

Entry and exit chutes should be scored in this section.

There is a lot of land out there. Try not to cross over the same spot twice.

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6. Pop tyres

Tyres are scored at -5 points per tyre not popped. Ideally the competitor should aim to pop both tyres simultaneously. This can be achieved by completing an equal number of right hand versus left hand manoeuvres.

Note – once the second tyre is blown – this means the driver can no longer accumulate scores. But deductions some of points may still be incurred ie. failure to drive off the pad and Ignoring an official.

7. Hit Wall.

If a driver is deemed to have hit a wall, barrier, or any other obstruction he/she will be deducted driver skill points. The meaning of hitting the wall may be a heavy hit, or the slightest of hits. If there is any evidence of hitting the wall or a barrier the deduction will apply. This evidence may be suggested by vehicle damage or simply by being observed by a judge.

8. Reverse.

If a driver pulls reverse under any circumstances, a deduction of points will apply.

9. Drive Off Pad.

At the completion of the burnout, a driver must drive the car off the burnout pad, completely under its own power. No additional assistance shall be allowed. If a car pops tyres and is too low to get off under its own power, the deduction shall apply. If a steering arm breaks and the car needs assistance from a person outside of the vehicle to direct the wheels, the deduction shall apply. If a throttle cable breaks and the engine is still running but needs to be pushed off by officials the deduction shall apply.

10. Over 2minutes:

Judging stops after the 2 minutes are up and the car will be waved off at this point.

11. Deductions of scores

Hit Wall/out of bounds	50% deduction of driver skill points
Reverse	-5
Static Burnout	-5 (more than 5 seconds)
Failure to Drive Off Pad	-10
Fire	-5
Tyres	-5 per tyre not popped
Rev Limiter	-5 (more than 5 seconds)
Dangerous Driving	-5 (yes there is a difference) (Track Judge only)
Ignoring Officials	-5 (Track Judge only)