



BURNOUT JUDGING

The following burnout rules apply for the Red CentreNATS 12 event.

For driver, passenger and vehicle safety requirements, refer to the Red CentreNATS 12 Event Supplementary Regulations.

1. BURNOUT JUDGING (Judges of Fact)

The judge's decision shall be applied as a 'Judge of Fact' and is considered final.

No protest may be made regarding the decision of the judges (as outlined in the [Motorsport Australia Burnout Standing Regulations](#)) and the [Motorsport Australia NCR \(National Competition Rules\)](#).

Judging is completed by assessing criteria of skill on a points system out of 100 points.

1.1. Judging Criteria & Point Allocations

Judges will allocate points for the following:

1.1.1 Instant Smoke – up to 10 points

Vehicles that produce tyre smoke immediately at the commencement of their burnout are allocated more points than those who do not.

1.1.2 Constant Smoke – up to 20 points

The vehicle must smoke its tyres from the very start to the finish without interruption. Hesitation for direction change or any other cause will result in loss of points.

1.1.3 Volume of Smoke – up to 20 points

The volume of smoke produced is also taken into consideration. Judges are mindful of any varying wind conditions.

1.1.4 Driving Skill – up to 50 points

The driver must demonstrate skill and control at all times, using as much of the competition area as possible. Driving excellence in the main pad area alone will not generally score as highly as a similar effort that utilises the entire competition surface, including entry and exit chutes.

1.1.5 Point Deductions

Judges will deduct points for the following, per incident:



- Reversing – 10 points
- Stopping or Stalling – 10 points
- Contact with a barrier – 10 points
- Failure to drive off the pad – 10 points
- Large Fire – 10 points
- Drive tyres still inflated – 5 points per tyre (max 10 points total)

1.2. BURNOUT MINIMUM AND MAXIMUM TIMES

1.1.6 Pro Class

The minimum burnout time is 60 seconds. A burnout deemed to have been completed in fewer than 60 seconds will receive a points penalty. A deduction of 10 points for each 5-second period less than 60 seconds will also apply (to a maximum time deduction of 40 points).

1.1.7 Open Class

The maximum burnout time is 90 seconds. Scoring stops at this point. There is no minimum time.

1.3. COMPETITION BOUNDARIES

Drivers must perform their burnout within the boundaries of the burnout pad. These boundaries are indicated by the start and finish lines marked on the ground as well as the walls that surround the burnout competition area.

While the penalty for contact with a wall is a deduction of 10 points (per incident), drivers are to be mindful of the fact that touching the start or finish line boundaries of the burnout pad with any part of their vehicle results in an end to the accumulation of points for that burnout.

While competitors may be allowed to return to the inside of the boundaries to continue their performance, points will no longer be accrued, and all relevant points deductions will still apply.

For example, a driver may cross the designated finish line momentarily with both tyres still inflated but return to the pad to complete their performance. In this instance, their score would be calculated up until the moment they first crossed the finish line (scoring stops) and a 10-point deduction would apply for having both tyres inflated at that time (5 points per tyre).

A driver will be deemed to have crossed the boundary of the burnout pad when their wheel(s)/tyre(s) have touched or crossed the border of the burnout pad. This applies to all boundaries of the burnout pad with particular attention paid to the starting line and finishing line areas. On the line is out.



1.4. FIRES

Points will be deducted for fires. In the event of a large fire, particularly one in which the fire crew are called upon to intervene, judging will end and no further points will be accrued. All points deductions accrued will still apply.

1.5. DID NOT FINISH (DNF):

Additional DNF criteria for each event may be covered in the drivers briefing, but will include items like:

- Body parts other than the arm outside the vehicle
- Touching the throttle when outside of the vehicle
- Failing to come to a complete stop for the fire crew to assess the vehicle when directed
- Ignoring instructions from officials
- Seatbelt/Harness or helmet not used or correctly secured.

1.6. DRIVER BRIEFING:

All competitors (Open and Pro) are required to complete an online driver briefing before competing at Red CentreNATS . The briefing for each category can be found:

Updated document to be linked

All Pro category competitors must also attend a compulsory in-person briefing. Drivers **only** are to attend. Failure to attend will result in an automatic deduction of 10 points from the qualifying round score.

1.7. REDCENTRENATS 12 COMPETITOR CODE OF CONDUCT:

All burnout competitors must comply with all competition rules, briefing directions, and this Code of Conduct.

Competitors are accountable and responsible for the behaviour of everyone associated with their entry including crew, passengers, family, friends or any other associated person. Any misconduct by those people will be treated as misconduct by the competitor.

Decisions of a Judge of Fact on matters they are appointed to judge cannot be protested, and under no circumstances may a competitor or anyone connected to their competition entry approach or communicate directly with a judge or official about judging decisions or results, as doing so may be deemed a breach of the Motorsport Australia National Competition Rules (NCR).

Competitors and their associates must treat all staff, officials, and judges with respect and follow instructions at all times; any abusive, insulting, threatening, obscene, or aggressive behaviour (including incitement or physical assault) toward officials, judges, or any person will not be tolerated and will constitute a breach of the Motorsport Australia NCR.

Motorsport Australia judicial bodies will impose penalties for any behaviour deemed a breach of the NCR, which may include disqualification, suspension, exclusion of the automobile,



loss of podium/prize-giving rights, and/or bans from future events. Any protests must be lodged only by the competitor, separately and in writing, through the Motorsport Australia Stewards in accordance with NCR procedures.

By participating, competitors agree to abide by this Code of Conduct and any additional rules or regulations set forth by the event organisers.



REVISION HISTORY

Revision	Description	Date
1.0	Version 1.0 – Draft for Review, D.Mclver	05/06/2026
2.0	Version 2.0 – Review and Updates K.Piesley	17/06/2026
3.0	Final Document	20/06/2026