



# NEW ZEALAND BURNOUT CHAMPIONSHIP

## RULES AND REGULATIONS

### INTRODUCTION –

The rules and regulations have been drawn up after consulting and seeking advice from many New Zealand and Australian burnout competitors & judges. Their experience and influence played a major factor in the following rules and regulations.

### GENERAL POINTS – SCRUTINEERING

#### Vehicle General –

- No current WOF or REGO is needed – although cars must be of a safe standard and high standard of presentation.
- The front firewall/bulkheads must remain substantially unaltered except if the modifications were required to allow room for the fitment of alternative engine/gearbox assemblies.
- Tubbing of the rear fender wells for fitments of tyres is permitted.
- Bonnets are allowed to be removed for competing.

#### Interior –

- Minimum lap sash seat belt for driver and passenger.
- Seats to be in a good supportive condition and have all mounting bolts fitted.
- There are to be no loose objects present in the vehicle.

#### Fluids –

- No oil or coolant leaks shall be present.
- Minimum 600ml coolant overflow Tank/Bottle.
- No liquid to run through the cabin area unless fully enclosed in steel housing approved by scrutineers.

#### Mechanical –

- Automatics must have an operational neutral safety switch.
- Battery is to be secured with a clamp or bracket (it is highly recommended to have an isolation switch)
- Recommended to have a transmission shield or blanket.
- Modified floor plan/fire wall and tunnel to be inspected by scrutineers for approval.
- Hubcaps/trims/wheel weights must be removed from the driven wheels. Valve caps required. Wheel nuts must be standard. Mag wheel nuts not permitted on steel rims. No flammable gases must be used to inflate tyres.
- Accelerator cable must have a minimum of two return springs attached.
- Mechanical Fuel injection must have fuel shut off that is operational from driver's compartment.
- 2 litre oil puke tank minimum.



## CHANGES AFTER SCRUTINEERING

No changes are to be made after the vehicle has been scrutineered unless there is an agreement between Scrutineer and Driver.

## COMPETITOR COURTESY AND DRIVING STANDARDS

- Every competitor deserves the right to compete on a relatively dry, debris free pad. Therefore, each competitor is expected to have a level of respect for their fellow burnout competitors.
- If you know that your car is about to leave oil or coolant all over the pad, please get off. You do not need the officials to tell you. Please think of the next competitor who has to do a skid all over the mess you made. It's considered common courtesy among other burnout competitors.
- Once any competitor has entered the pad via the entrance road of their competitive burnout skid, the boundaries of the pad are the walls, and their natural continuous line. Any competitor that has the wheels spinning along either the return road outside the natural boundary line of the walls will be disqualified. Until a competitor has completely left the pad, penalties may apply for the infractions.
- Any competitor performing a burnout on the return road or in the pit area (includes on trailers) may result in disqualification and/or suspension from further NZBC events.
- A competitor must begin their burnout at their scheduled position. Failure to do so and doing their burnout out-of-order will result in a points penalty. See judging for further details.
- If a skid goes for longer than 2 minutes, it is at the official's discretion to end the skid.
- A driver and a passenger must keep their torso within the confines of the vehicle. The passenger must still be in the position to be restrained by the seatbelt. The passenger cannot go any further than the left armpit past the window sill and some part of the helmet must stay within the confines of the car. If the entire helmet exits the confines of the vehicle, the competitor may result in disqualification and/or a points penalty.



## CLOTHING

- Absolutely no Nylon to be worn.
- Long Pants and Long Sleeves.
- Enclosed shoes and socks.
- NOTE – Sleeves must be pulled down before, during and after the burnout until the car is parked and switched off.

### **ABSOLUTELY NO SHORTS, SINGLETS AND JANDLES**

**Failing to wear the appropriate clothing, Competitors will not be allowed to compete.**

### **BOTH DRIVER AND PASSENGER MUST WEAR A HELMET**

## AUTHORITY OF TRACK OFFICIALS TO STOP COMPETITOR

- Fire – excluding tyre fire.
- Dropping fluids or debris onto the pad including oil or coolant,
- Dangerous driving.
- Static burnout (burnout must be done while moving).
- Not performing a burnout (just driving around in circles).
- Exceeding two (2) minutes.

## IGNORING AN OFFICIAL'S DIRECTION TO STOP MAY RESULT IN

- Loss of points and/or
- Disqualification, and/or
- Suspension from NZBC burnout Events



## JUDGING CRITERIA INTERPRETATION

### BURNOUT POINTS

- INSTANT SMOKE 10
- CONSTANT SMOKE 10
- VOLUME OF SMOKE 10
- DRIVER SKILL 20
- POP TYRES 10 – 5 points for each

**Individual Judge Total: 60**

**Total Judge score: 180**

NZBC will have 3 Judges that will be mobile around the pad, judges are not allowed to confer about each competitive burnout until after their score sheet is handed to the score runner/keeper. Once the score sheet is handed to the Score runner/keeper, scores will not be able to be changed.

A burnout is essentially made up of two scoring categories. Smoke scores and Driver scores. You will find in this criteria that smoke scores make up exactly 50% of your total score. Driver skill makes up 33% of the total score. So, keep this in mind when you are doing your burnout.

### **DRIVER MUST DRIVE ONTO PAD UNDER OWN POWER**

#### 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.

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 and 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 2-3 seconds will attract a deduction in the driving skill category. For instant smoke, drivers are encouraged to start moving into the pad as soon as top gear is selected. After the initial 3-5 seconds, the period for gaining scorers for instant smoke is over and the judge should mark his/her score.



## 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 start 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 to 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.

Judges must be aware of excessive use of rev limiter. A little should not result in no deduction of points. A lot of rev limiter should be reflected in their constant smoke.

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

## 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 – eg: low horsepower. So, the volume of smoke scores are accumulated simply by how much smoke the car produces over the length of the burnout.

## DRIVING SKILL

Driving skill - not to be confused with driver control. We want to see your skills. Show us what you can do. Separate yourself from the others by showing some initiative and take some educated risks. Mix it up a bit – don't copy all the other competitors – use your own style.

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

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 your way back to 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 gain a higher score – “showing your skills”. A manoeuvre in the middle of the pad is a lower risk move than a manoeuvre closer to the walls. A risky mover will accumulate more points than a safe move in the middle of the pad.

Show the drivers that you have total control over your car. Put yourself into precarious positions and use your skill and experience to get out of that position.  
USE THE WHOLE PAD! There is a lot of space out there. Try not to cross over the same spot twice.

## POP TYRES

Tyres are scored at 5 points per tyre. Ideally you should aim to pop both tyres at the same time. This can be achieved by completing an equal amount of right hand manoeuvres versus left hand manoeuvres. Note – once the second tyre has blown – this means that the driver can no longer accumulate any more scores, but deductions of points may still be incurred.

## DEDUCTIONS OF SCORE

- HIT WALL - 5
- REVERSE - 5
- STATIC BURNOUT - 5 (more than 5 seconds)
- NOT DRIVE OFF PAD - 5
- BURNOUT INCORRECT ORDER - 1 (per car out of order)

## HIT WALL

Hit wall. If a driver is deemed to have hit the wall, barrier or any other obstruction he/she will be deducted 5 points for every time that it occurs. The meaning of hitting the wall may be a heavy hit, or a slightest of hits. Spotters will be placed at 4 points of the pad to signal if the wall has been hit by holding up a yellow flag. 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 spotter or judge.

## REVERSE

If a driver pulls reverse under any circumstances, a deduction of 5 points will apply for each time that this occurs.

## STATIC BURNOUT

If a driver is deemed to be static for a period longer than 5 seconds or more deduction of 5 points shall apply. This may be due to the driver being engulfed in he/she own smoke and struggling for vision, it may be due to the driver being too close to the wall or barrier. If a driver is static for more than 5 seconds or more it shows poor driving skills so 5 points will be deducted for each time that it occurs.



## 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 it is too low to get off under its own power, the deduction will apply. If a steering arm breaks and the car needs assistance from a person outside of the car 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. Any assistance needed by officials to remove car from the pad deductions shall apply.

## UNDER NO CIRCUMSTANCES SHALL PIT CREW ENTER PAD TO ASSIST

## BURNOUT INCORRECT ORDER

Order of burnout order will be drawn at drivers briefing.

Once a competitor is on the return road, if they cannot skid (for whatever reason – flat battery, electrical issues, mechanical issues etc.), a one point deduction will apply for every position out of order.

## PRESENTATION

Presentation will no longer be calculated towards overall score.

However, each competitor shall have their presentation noted at the event.

**Poor presentation** such as major dents and scratches, excessive panel rash with no attempt to conceal or polish. Very poor panel condition and mismatched colour or rust holes. Poorly executed modifications such as vents etc. cut into bonnet. Poor condition steel wheels on front.

Please note, that cars with the above description may not be accepted into the event – excessive poor presentation may see entry refused.

This is at the organisers discretion.



## PIT/PADDOCK ALLOCATIONS & FEES

The competitor entry fee includes the following

**ENTRY** – 1 x Burnout vehicle pass  
1 x Tow vehicle pass  
1 x Driver entry

Entrant Fee must be paid prior to Events.

Note – Entry to Event will not be accepted until fee is paid.

## ENTRANT SIGN IN – SCRUTINEERING

- All Drivers, have photo ID to sign in.
- Driver and Passenger must complete ALL required indemnity forms before they can sign in.
- Drivers with passengers must be 16 years or older.
- Passengers must be 16 years or older.
- Drivers under the age of 18 years must hold a current drivers licence.
- No ID, no competing.

## ALCOHOL MAXIMUM ACCEPTABLE LIMITS

### **Drivers**

At time of sign-in: 0.0

At time of burnout: 0.0

### **Passengers**

At time of sign-in: 0.0

At time of burnout: 0.0

**There will be zero tolerance for the consumption of alcohol by Drivers and Passengers. Drivers and Passengers will be asked to leave Event if they are found to have done so.**

Random Breath Testing (RBT) will be conducted on Drivers, Passengers and crew.