

Modified Article	Date of Application	Date of Publication

1. PREFACE

A Burnout competition will be conducted in accordance with these Standing Regulations, the National Competition Rules (NCR), the General Regulations of Motorsport Australia and the event Supplementary Regulations.

In recognising that each club/promoter is at varying stages of development, Motorsport Australia are open to revised criteria once each venue is assessed and a Targeted Risk Assessment can be established.

2. DEFINITIONS

Burnout: a competition to be undertaken at low terminal speed where the object is to produce as much smoke as possible from the tyres whilst demonstrating the Driver's ability to control the direction and speed of the automobile within a Judged Area. A Burnout is not a Speed Event.

Burnout Event: an event including one or more Burnout competitions.

Burnout Venue: the venue approved by Motorsport Australia for the conduct of a Burnout Event. Refer to Appendix A: Burnout Venue Approval.

Burnout Pad: the area within the Burnout Venue that the Burnout is conducted upon.

Judging: Conducted by a judge or panel of judges to establish the order of merit, determined by scoring, of Drivers as they compete on the Judged Area.

Judged Area: the portion of the Burnout Pad where Judging will take place.

Organiser: the person or body responsible for the organisation of a Burnout Event.

3. BURNOUT EVENT SAFETY

3.1 Event Safety

- (a) The Organiser must provide adequate means to ensure the safety of spectators and the general public.
- (b) An event Medical Response Plan must be completed by the Organiser, as a minimum in accordance with the Motorsport Australia Medical Services at Motor Sport Events, depending on the status of the event:
 - (i) **Club and Multi-Club level event:** Motorsport Australia Medical Response Plan C;
 - (ii) **State and above level event:** Motorsport Australia Medical Response Plan B.
- (c) The Organiser must consider the fire risk that is present at the venue and ensure that fire management and support services are available for the duration of the event.

3.2 Event Equipment

- (a) Fire extinguishers must be present at the start and finish area and at observers/flag marshals' point/s around the Burnout Pad and other points as specified in the Motorsport Australia Burnout Venue Licence. Each fire extinguisher must be a minimum of a 4.5kg ABE powder fire extinguisher compliant with Australian standard AS 1841.5. The Organiser must ensure that sufficient fire extinguishers are available to perform any fire incident management for the duration of the event. A fire response vehicle may be used in addition to the requirement for fire extinguishers.
- (b) The Organiser must ensure that sufficient equipment and resources are available to perform any necessary clean-up, remove any excess build-up of used tyre rubber and clean up any spills on the Burnout Pad surface.

3.3 Spectators

- (a) Each spectator must remain in the designated area behind the third line of protection established for spectator control.
- (b) Spectator behaviour must be monitored by all event officials and any behaviour that is detrimental to the sport must be reported to the Clerk of the Course.

3.4 Pit and Paddock Areas

- (a) The pit and/or paddock area must be set up to safely control the movement of automobiles, and where this area is open to the public each path for automobile movement must be defined by a suitable method (i.e. bunting, witches hats, defined road).
- (b) A speed limit of 10km/h will apply to the movement of an automobile in any pit or paddock area.
- (c) The location and method of refuelling including the requirement for manned fire extinguisher/s during refuelling and the maximum amount of fuel permitted to be stored at the venue for each automobile must be included in the event Supplementary Regulations.

3.5 Briefing/s

- (a) Each Driver and passenger must attend a briefing prior to participating in a Burnout. The briefing must detail as a minimum:
 - (i) The relevant OH&S matters;
 - (ii) Movement of automobiles to and from the Burnout Pad and within the Burnout Venue;
 - (iii) The conduct of the Burnout competition;
 - (iv) The safety protocols and actions in the event of:
 - (A) an automobile fire;
 - (B) an automobile failure;
 - (C) a burst tyre.
 - (v) The conduct expected of each Driver, passenger and participant;
 - (vi) The Judging criteria for the Burnout competition.
- (b) A briefing for event officials must be conducted to ensure that, as a minimum, each official is aware of their duties, any reporting requirements, the appropriate OH&S matters and the safety protocols that will be in place for the event.

4. EVENT OFFICIALS

4.1 The minimum requirement for event officials are:

- (a) Clerk of the Course or where applicable Club Chief.
- (b) A Steward or where applicable Club Chief.
- (c) A Chief Scrutineer.
- (d) A Start Official.
- (e) A Finish Official.
- (f) Flag or signalling marshals.
- (g) Fire or incident response marshals.
- (h) Recovery marshals.
- (i) Event Judge or Judges.

5. BURNOUT COMPETITION

The object of the competition is to drive the automobile so as to produce as much smoke as possible without losing control of the automobile in a forward direction and to achieve as many points as possible according to

the criteria set down for Judging. Only one competition automobile is permitted on the Burnout Pad at any one time.

5.1 Program

(a) The program for the Burnout Event must be detailed in the event supplementary regulations and may include the following:

(i) **Practice:** Practice sessions will be scheduled by the Organisers. Practice is strictly an opportunity for a Driver to familiarise themselves with the layout of the Burnout Pad and Judged Area and to test their driving ability. The area established for practice must always include the entire Judged Area, and may also include additional areas. Practice runs will not be judged, but may be viewed by the judge/s who may provide advice as to the practice performance;

(ii) **Qualifying:** The Organiser may rank each Driver or Automobile into a qualifying order. This may be determined by subjective assessment, performance in previous competitions or current championship standings where applicable. The process for determining qualifying order will be defined in the Supplementary Regulations or Further Regulations for the event.

Qualifying is an opportunity for each Driver to demonstrate their abilities within the criteria laid down for Judging. Judges will view qualifying and rank each Driver according to the criteria as set down. The amount of qualifying time and the number of qualifying runs given to each Driver will be determined by the Organiser of each event;

Note: Practice and qualifying may be combined, in which case the judge/s must be advised by the start line official/s that a Driver is undertaking a qualifying run as opposed to a practice run.

(iii) **Competition:** The competition is to determine the results for the event. The format for the competition will be defined in the Supplementary Regulations and as determined by the Organiser;

(iv) **Other Activity:** The event organisers may schedule other demonstration Burnout sessions such as an "Expression Session". During any such demonstration session the regulations applicable to the conduct of a Burnout competition will apply, save for the session will not be judged.

5.2 Judging

(a) For each event a judge or panel of judges will be appointed by the Organiser. If there is more than one judge, the Organiser will nominate one judge as the head judge. The head judge will use this position only to adjudicate on tied scores.

(b) The judge/s must be nominated in the event Supplementary Regulations as "Judges of Fact" in accordance with Motorsport Australia NCR.

(c) The score for each Driver shall be based upon the qualitative assessment of judges, based on the Judging criteria defined for the event by the Organiser.

(d) The judge's decision shall be final, and no protest may be made to the Steward/s regarding the decision of the judges of an event.

(e) The judges are the only persons who may advise Drivers on interpretations on the Judging criteria.

5.3 Judging Criteria

(a) Judging criteria may include, but is not limited to:

(i) Create "instant smoke" from the driven wheels, from the start location;

(ii) Elicit response from the spectators;

(iii) Produce continuous smoke from the driven wheels;

(iv) Demonstrate driving technique and undertake Burnout manoeuvres;

(v) Undertake the Burnout without making contact with barriers;

(vi) Blow a tyre during the Burnout.

(b) Unsporting behaviour is any action that is demonstrating behaviour that, in the eyes of the judge/s or event officials, provides the Driver with an undue competitive advantage or that is considered a

dangerous action. This applies whether it is determined as a result of a deliberate action on the part of the Driver, or simply an incident or circumstance that might unjustly influence the results of the competition. Unsporting behaviour will be reported to the Clerk of the Course by the judge/s or by any event official.

5.4 Penalties

- (a) Actions contrary to these Regulations, any Supplementary or Further Regulations, the directions of officials or any other inappropriate behaviour outside of applicable Motorsport Australia regulations may result in a penalty being applied in accordance with the NCR.
- (b) A penalty of up to and including exclusion from the event may be imposed upon a Competitor or Driver by the Clerk of the Course in conjunction with the Steward/s where applicable.
- (c) Other penalties may be imposed such as loss of a qualifying run, percentage of point/s loss for the event, loss of a practice run or reprimand at the discretion of the Clerk of the Course in conjunction with the Steward/s where applicable.

5.5 Flags / Lights

- (a) Flags or lights must be used to display the start and finish of a Burnout.
- (b) Flags or lights to be used are:

Green Flag or Light/s	Used to indicate the start of a Burnout.
Red Flag or lights/s	Used to stop or finish a Burnout.

- (c) The red flag/s or light/s must be situated so that they can easily recognised by the Driver. The red flag or light/s must be displayed if:
 - (i) The Burnout has been stopped by the Competitor;
 - (ii) The Burnout automobile has suffered a mechanical failure; or
 - (iii) A fire has been identified by the officials.

5.6 Conducting a Burnout

- (a) The start official will indicate that a Burnout may commence by use of the start flag or light/s. Once the start is displayed the Burnout must commence, failure to commence the Burnout will see that Driver forfeit their run.
- (b) The Burnout will finish when:
 - (i) The Driver ceases the Burnout; or
 - (ii) The red flag/light is displayed.
- (c) Once a red flag or light is displayed the Driver must cease the Burnout immediately. Failure to cease the Burnout will result in the Driver being referred to the Clerk of the Course who may impose a penalty.
- (d) Where a fire is identified, the affected automobile's engine must be stopped and the automobile ignition system switched off, where able to do so. An automobile which has been stopped due to fire must not be restarted on the Burnout Pad. The automobile will be removed from the Burnout Pad under the direction of the officials to a suitable location where it can be assessed for any further fire risk.
- (e) The Driver and passenger are not permitted to extend any part of their person outside the body work of the automobile. This includes actions such as hands/arms out windows, or opening of doors whilst the automobile is in motion.
- (f) Each Competitor must ensure that spare wheels with tyres are placed in the designated area in the vicinity of the exit of the Burnout Pad so that any blown tyre can be replaced on the automobile before it may leave the Burnout Pad or area defined for tyre replacement as advised by the Organiser.
- (g) The event Supplementary Regulations will detail any further conditions applicable to the conduct of a Burnout for that event.

5.7 Automobile Identification

- (a) Each automobile in competition may be identified by a number or by other means as advised by the Organiser.

5.8 Classes

- (a) The Organiser may allocate classes within a particular event to delineate appropriate groups of Competitors or Automobiles. Competitors will be advised if any classes apply to an event in the Supplementary Regulations.

6. PARTICIPANTS

6.1 Driver

- (a) Each Driver must, as a minimum, be the holder of a Motorsport Australia Speed Licence.
- (b) Each Driver must wear apparel as required for the event in accordance with the Motorsport Australia Manual Schedule D
- (c) Directions and requests by officials must be obeyed. Each Driver is required to behave in a safe and responsible manner at all times.
- (d) Each Driver will be responsible for the conduct of their passenger.

6.2 Passenger

- (a) A single passenger is permitted in a Burnout competition. Each passenger must:
 - (i) Complete and sign the Motorsport Australia Passenger Entry form.
 - (ii) Wear the level of apparel as per the Driver.
- (b) Directions and requests by officials must be obeyed. A passenger is required to behave in a safe and responsible manner at all times.

6.3 Apparel

- (a) Each Driver and passenger must wear apparel in accordance with Motorsport Australia Manual Schedule D for a Club status Speed Event. This includes as a minimum:
 - (i) Helmet standard of AS/NZ1968 or other Motorsport Australia recognised standard;
 - (ii) Clothing covering from ankle to wrist of non-synthetic materials (i.e. nylon which is not permitted.);
 - (iii) Enclosed shoes with leather uppers (elastic-sided work boots permitted).
- (b) For an automobile classified as a Modified Burnout Automobile the following additional apparel will apply:
 - (i) A flame-retardant multi-layer 1 piece overall of a minimum standard of FIA 8856-2000 or SFI3.2A/5
 - (ii) The use of flame-retardant balaclava, socks, gloves and shoes is highly recommended.

7. BURNOUT AUTOMOBILES

7.1 Eligible automobiles

- (a) An automobile must be as defined by the NCR. In general this will be a rear wheel drive automobile as a front wheel drive or all-wheel drive automobile may not suit a burnout competition.
- (b) The Organiser may apply specific eligibility criteria in the event Supplementary Regulations.

7.2 General requirements for a Burnout automobile

- (a) Each Burnout automobile must comply as a minimum with Motorsport Australia Manual Schedule A. In addition to Schedule A the following will also apply:
 - (i) Be fitted with a throttle return mechanism which in the event of any throttle linkage or throttle system failure will close each throttle;
 - (ii) Be fitted with a device or devices (i.e. Tailshaft loop) that shall protect any longitudinal propeller shaft from striking the ground in the event of a component failure;

- (iii) Be fitted with fixed doors with operable and visible external door handles;
- (iv) Have each driven wheel covered by a fixed mud guard;
- (v) Where the engine is not covered, or the bonnet is removed, any mechanically driven fan must be removed. An electrically driven fan that is covered by a shroud may be used.
- (vi) An exposed belt drive accessory and/or supercharger must be fitted with a belt guard.
- (b) Each automobile must be fitted with a fire extinguisher in accordance with Motorsport Australia Manual Schedule H for a Speed Event (a single AS1841, except AS1841.2, extinguisher of a minimum capacity of 900g).
- (c) Each automobile must be fitted with a Safety Harness for the Driver and where applicable the passenger in accordance with Motorsport Australia Manual Schedule I for a Club status Speed Event (minimum of a lap sash seat belt to the applicable Motorsport Australia standard).
- (d) Each open automobile must be fitted, as a minimum, with a Motorsport Australia Manual Schedule J Type 2 Safety Cage Structure. Where a non-Motorsport Australia Registered or approved safety cage structure is fitted it must be approved for use in the event by the Chief Scrutineer.

7.3 General requirements for a Modified Burnout Automobile

- (a) **Modified Burnout Automobile:** An automobile that is constructed for the purpose of conducting a Burnout, that is not covered by civil registration and is:
 - (i) fitted with a non-Original Equipment Manufacturer (OEM) supercharger/turbocharger; and/or
 - (ii) using an alcohol based fuel.
- (b) In addition to the General requirements for a Burnout Automobile the following will apply:
 - (i) Both manual and automatic transmissions be fitted with a scatter shield, as specified in Motorsport Australia Manual Schedule M, which must provide protection to minimise the risk of injury to the Driver and passenger as a result of a failure of drive components contained within the transmission bell housing.
 - (ii) It is highly recommended that a plumbed in fire extinguisher system be fitted.
 - (iii) The Organiser may apply additional requirements in the event Supplementary Regulations.

7.4 Wheels and Tyres

- (a) Wheels and Tyres must comply with Motorsport Australia Manual Schedule E and:
 - (i) Split type wheel rims are not permitted;
 - (ii) Hubcap/s, wheel trims or embellishments are not permitted;
 - (iii) Wheel weights are not permitted;
 - (iv) Steel valve caps must be fitted;
 - (v) Only a tyre with a tread pattern is permitted which must have a minimum tread depth of 1mm across the full surface of the tyre.
 - (vi) No fluid is permitted on a tyre.
 - (vii) Each tyre can only be inflated with natural air and no other chemical, gas or fluid may be used to inflate a tyre.
 - (viii) Event organisers may apply additional requirements in the event Supplementary Regulations.

7.5 Fuel

- (a) Fuel must be compliant with Motorsport Australia Manual Schedule G.

Appendix A – BURNOUT VENUE APPROVAL

1. BURNOUT VENUE

A Burnout Venue will include the Burnout Pad and must be so designed as to ensure that the requirements for the safety of spectators, the general public and officials are met. Each Burnout Venue must be approved by Motorsport Australia and issue with a Burnout Venue Licence.

1.1 Burnout Pad

- (a) The Burnout Pad must be an all-weather sealed bitumen or concrete surface and:
 - (i) Be a minimum dimension of 15 metres x 15 metres;
 - (ii) Be a maximum area of 1750m² with a maximum dimension of 50 metres on any single side, unless otherwise approved by Motorsport Australia;
 - (iii) Be designed to ensure that the entry and exit locations are clearly defined;
 - (iv) Must incorporate a first line of protection barrier system at least 800mm high (in relation to the surface of the burnout pad) designed to stop automobiles from escaping the confines of the Burnout Pad. This barrier system must be so designed as to prevent the passage of debris through the barrier;
 - (v) At a distance of no less than 5 metres behind the first line of protection barrier system, an additional barrier (third line of protection barrier, also known as a Spectator Fence) must be erected in all locations where the public are permitted. This barrier must be at least 2.0 metres high and be capable of restricting debris from entering the public zone from the Burnout Pad;
 - (vi) Additional second line of protection debris fencing may be required at the discretion of Motorsport Australia;
 - (vii) Any officials/marshals/Judges location must be positioned behind the first line of protection and protected by second line of protection debris fencing where applicable;
 - (viii) Certain parts may be designated 'no Burnout zones'. These areas may include entry/exit areas and other areas at the discretion of the organisers.

1.2 Burnout Venue Approval

- (a) In order to establish suitability of the Burnout Venue for approval, an application proposal must be presented to Motorsport Australia which includes a scale drawing showing the location of, and each element of, the Burnout Pad in relation to other structures including the locations and details of the following:
 - (i) Dimensions of the Burnout Pad including the pad entry and exit locations;
 - (ii) Surface material of the Burnout Pad;
 - (iii) The first line of protection barrier including:
 - (A) Material and approximate weight per metre;
 - (B) Height and length;
 - (C) Connection devices; and
 - (D) Other protection measures in the case of exposed hard edges.
 - (iv) Second line protection debris fencing where applied to the Burnout Pad.
 - (v) The proposed locations of spectators and the third line of protection barriers/spectator fence including:
 - (A) Material;
 - (B) Height and length;
 - (C) Connection devices;

- (D) Secured access points for officials and marshals; and
- (E) Evacuation areas and routes.
- (vi) The proposed officials/marshals/Judges locations including the provision of second line protection debris fencing;
- (vii) Detail the location/s and method/s of the flag/light system to be used to start and stop a Burnout;
- (viii) Burnout Venue emergency response plan including the:
 - (A) location of the event emergency, medical and incident response equipment;
 - (B) location of fire response equipment, and the equipment specifications (i.e. fire extinguisher/s, fire response vehicle);
- (ix) Automobile marshalling area;
- (x) Relevant land owner authority or permit for use of the area as a Burnout venue.
- (b) Motorsport Australia will be the sole arbiter in determining the approval of a Motorsport Australia Burnout Venue. Motorsport Australia may employ additional measures to determine the approval of a Burnout Venue.
- (c) An application proposal must be submitted to Motorsport Australia no less than 6 weeks prior to a proposed Burnout Event.
- (d) Motorsport Australia may apply fees for the approval of a Burnout Venue in which case Motorsport Australia will advise what fees will be applicable on receipt of a Burnout Venue application proposal.