



Judging Criteria

Instant Smoke: /10

The amount of smoke generated in the first few seconds of the skid, being able to select top gear and hit peak revs almost instantly.

Constant Smoke: /20

The ability to generate the same amount of smoke for the duration of the burnout, maintain steady rpm and vehicle speed.

Volume of Smoke: /20

The overall amount of smoke generated for the entirety of the burnout, ultimately rpm and final drive ratio equates to wheel speed & smoke volume. (things like wind speed, water on pad, coloured tyres all to be considered)

Driver Skill: /50

The vehicle control displayed, tip in, car speed (biggest change in recent years), pad use, throttle control (limiter as well as pedalling, should be smooth as possible) and excitement (proximity to walls, 720's etc.)

Deductions Per Incident: Note deductions apply until you have left the pad upon completion of the burnout. Deductions are set at 10 points as this is more than enough to take you out of winners contention as most comps are separated by only a couple of points usually

Tyres: -10

5 points per rear tyre not blown

Reversing: -10

Selecting reverse at any stage during the burnout, each time

Stopping / Static: -10

Stopping mid burnout or sitting static while lost in smoke includes engine stalling

Wall Hit / Off Pad: -10

Any contact with any perimeter wall / barrier / post or tyres leaving an open pad extremities of the vehicle over the edge is too contradictory

Failure to drive off the pad: -10

Vehicle must be able to drive off under its own power with no external assistance

Large Fire: -10

Any fire that the fire marshal deems unsafe to continue, at this point judging stops (deductions can be still applied). This deduction applies as soon as the fire marshal signals the burnout to stop.

Sub 60 seconds: -10

10 point deduction for every 5 seconds under 60, maximum of 40 points (note only used in Burnout Masters Events at present)