



# ROCKYNATS EVENT BURNOUT RULES

## REVISION HISTORY

Version	Date	Status	Author	Date Approved
1.0	08/12/2017	Initial Document	SRS	
1.1	20/12/2017	Consultation and review	N. Landry, Summernats	
1.2	26/06/2018	Review and update	E. Thorley, Summernats	
	22/09/2019	Review and comment	A. Lopez, Summernats K. Peisley G. Holder S. Rowland	
1.3	26/09/2019	Review and update	E. Thorley, Summernats	27/09/2019
1.4	08/04/2020	Review and update	E. Thorley, Summernats K. Peisley	20/04/2020
1.5	02/02/2021	Review and update	E. Thorley, Summernats K. Peisley B. Schubert, Summernats	02/02/2021
1.6	23/02/2021	Review and update	G. Prosser, Summernats B. Schubert, Summernats	25/02/2021
1.7	03/08/2021	Review and update	K. Peasley, Rockynats Head Judge, G. Holder Rockynats Burnouts Operations Manager, C. Lenihan Rockynats Chief Fire Marshal	03/08/2021

## DRIVER, PASSENGER AND VEHICLE REQUIREMENTS

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1. Drivers and passengers of Burnout Vehicles are required to wear;
  - a. Fire suit meeting or exceeding SFI 3.2A/5 or FIA 8856-2000 as a minimum.
  - b. Closed toe shoes
  - c. Helmet meeting AS/NZS 1698:2006 or AS/ NZS 1698 at a minimum.
  - d. The use of flame-retardant balaclava, socks, gloves and shoes is highly recommended.
2. One passenger in the burnout vehicle is allowed. The passenger must be afforded the same measure of protection afforded the driver under the Rockynats Burnout rules.
3. Passenger must be 18 years or older.
4. Prior to the activity drivers and passengers will be briefed on safety and competition rules by Burnout Officials and must complete the event waiver.
5. Burnout Vehicles are required to pass a technical inspection at Scrutineering
6. Burnout vehicles are permitted to have non-functioning rear brakes for the purpose of competing in the burnout competition
7. Breathalyser testing will be conducted for all drivers and passengers. Any driver returning a reading above 0.00 will be excluded until such times as the driver returns a 0.00 reading. Passengers returning a reading of 0.05 or higher will be excluded until such times as the passenger returns a reading lower than 0.05.
8. It is required that spare wheels and tyres be located at the Cool Down Area adjacent to the pad exit to change blown wheel tyre combinations before re-entering the Burnout Paddock. Burnout Vehicles are not permitted to return to the Burnout Paddock on rims.
9. For Burnout competition is a requirement that vehicles have an approved 1kg fire extinguisher securely installed within the vehicle.
10. Each driver must hold a valid current driver license and valid driver event accreditation.
11. Directions and requests by officials must be obeyed. Each Driver is required to behave in a safe and responsible manner at all times.
12. Each Driver will be responsible for the conduct of their passenger.
13. Seat belts/harness must be worn by driver and passengers at all times while the vehicle is in motion.
14. Mechanical work (including wheel changes) cannot be undertaken in the staging area without official's approval
15. Failure to comply with competition rules and official instructions can lead to disqualification, eviction and long-term bans from the event / future events.
16. All drivers must attend the compulsory drivers briefing prior to competition.

## BURNOUT SCRUTINEERING

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Each Burnout vehicle, as a minimum, must comply with the following:

- Valid and current event scrutineering approvals
- Fitted with a throttle return mechanism, which in the event of any throttle linkage or throttle system failure will close each throttle
- Fitted with a device/s that shall protect any longitudinal propeller shaft from striking the ground and occupants in the event of a component failure
- Fitted with fixed doors with operable and visible external door handles
- Each driven wheel covered by a fixed mud guard
- Where the engine is not covered, or the bonnet is removed, any mechanically driven fan must be removed. An electronically driven fan that is covered by a shroud may be used
- An exposed belt drive accessory and/or supercharger must be fitted with a belt guard

- Air filters fitted to carburettors
- A flame arrester for protruding carburettors
- No oil or other fluid leaks
- No loose items inside the vehicle and in the boot area
- A manufacturer standard of fuel tank or fuel cell securely mounted and vented. The fuel tank or cell must not be mounted in the cabin of the vehicle unless fitted with an approved enclosure.
- If the fuel tank or cell is located in the boot area, a firewall must separate it from the cabin of the vehicle
- All firewalls must be complete (with no open holes, cracks, damage etc)
- Working brake lights
- Seats in good, supportive condition and securely mounted
- Vehicles will be inspected for signs of water or diesel sprayers on rear tyres, which are prohibited

#### **Wheel and Tyre requirements:**

- Wheel nuts to be fitted and secured to all wheel studs
- Split type wheel rims are not permitted
- Hubcap/s, wheel trims or embellishments are not permitted
- Wheel weights are not permitted and must be removed prior to competition
- Each tyre can only be inflated with natural air and no other chemical, gas or fluid may be used to inflate a tyre
- No steel valve caps

#### **Other Vehicle Recommendations:**

- A radiator overflow bottle (catch can) is preferred and recommended
- A scatter shield is preferred and recommended
- Go Pros or similar may be used, however must be securely fixed with an appropriate mount.
- No 'selfie sticks' are permitted

#### **Fuel:**

- Only methanol or petrol-based fuels are permitted during competition.
- Exhibition vehicles are not considered competition vehicles and alternative fuels are allowed by prior approval.
- Leaded fuel is not permitted

#### **Conduct**

1. Participants are to take steps to avoid making contact with the concrete barriers.
2. The burnout shall only commence when the competitor is flagged on by the start line official.
3. Where a competitor is "red flagged" the competitor is to cease the burnout immediately. A red flag will be used in the event of;
  - a. A fire within or outside the vehicle
  - b. An identified mechanical issue with the vehicle
  - c. Any safety concern raised by officials
  - d. A burnout taking too long to complete

**A failure to cease the burnout immediately when 'red flagged' may result in a Did Not Finish (DNF) point score.**

4. Restarts after a fire may be permitted and are at the discretion of the Burnout Track Operations Manager and the Fire Crew Chief.
5. After a fire, vehicles are able to drive off the burnout pad to the cooldown zone only if approved by the fire crew. Vehicles must be thoroughly checked before they are able to proceed any further than the cooldown zone.
6. Vehicles that are not permitted or not able to drive off the burnout pad will be towed or pushed by officials only to the cool down zone.
7. When the participant blows the tyres off the rims the driver shall drive off the burnout pad as directed and it is required that inflated tyre and wheel combination is fitted before proceeding back to the Burnout Paddock. Burnout Vehicles are not permitted to return to the Burnout Paddock on rims.
8. The permitted passenger must wear a seat belt/harness where it is fitted and must keep all parts of their body inside the dimensions of the burnout vehicle at all times. Passengers must not push vehicles post burnout.
9. No fluid permitted on tyres or devices that introduce fluid onto the tyres. Tyres can only be inflated with natural air; no other chemical or gas may be used in inflated tyres.
10. No alcohol permitted in paddock, staging or burnout areas.
11. If at the end of the competition run the driver decides to exit the vehicle to 'celebrate', at no point in time is it permitted to touch the throttle.

## JUDGING

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

### **Burnout Judging Criteria**

#### **Point Allocations**

Judges will allocate points for the following:

#### **Instant Smoke – up to 10 points**

The start of your run is just as important as the finish. Vehicles that do not produce smoke immediately are allocated less points.

#### **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.

#### **Volume of Smoke – up to 20 points**

The volume of the smoke plume produced is also taken into consideration. Judges will be mindful of the varying wind conditions.

#### **Driving Skill – up to 50 points**

The driver must produce all of the above and demonstrate skill and control across the entire course from the start to the finish line, including the donut pad. Excellence in the donut pad area alone is not considered to be a good burnout.

#### **Burnout Time**

The minimum burnout time will be 60 seconds. Any burnout less than 60 seconds will be judged as a 'did not finish' (DNF). A deduction of 10 points for each 5 seconds under a burnout time of 60 seconds will also apply

(to a maximum time deduction of 40 points).

### **Point Deductions**

Judges will deduct points for the following:

- Reversing – minus 10 points
- Stopping or Stalling – minus 10 points
- Contact with a barrier – minus 10 points
- Failure to drive off the pad – minus 10 points
- Large Fire – minus 10 points
- Tyres Still Inflated – minus 5 points per tyre

### **Burnout Judges (Judges of Fact)**

The judge's decision shall be applied as a 'Judge of Fact' and are considered final. No protest may be made regarding the decision of the judges (as outlined in the Motorsport Australia Burnout Event Standing Regulations).