



2024-2025 Perth Motorplex Burnout Championship Series

Version 1.2 – 20/09/2024

1. Rounds and DATES

1.1 The Motorplex Burnout Championship Series will be run exclusively at Perth Motorplex between October 2024 and April 2025.

- Round 1 – October 5 2024 Burnout Boss
- Round 2 – December 21 2024 Burnout Blitz
- Round 3 – Jan 31 – Feb 2 2025 Motorvation 39
- Round 4 – Feb 22 2025 BadAss Burnouts
- Round 5 – April 18 2025 Good Fryday Burnout King

2. CHAMPIONSHIP SERIES EVENT FORMAT

2.1 All rounds of the Championship Series will have one round of qualifying burnouts and Finals.

The top 20 cars from each class will go into the finals.

2.2 Qualifying and finals for each event will run as per the event schedule, qualifying or finals order is at the discretion of the event organiser

2.3 Drivers MUST use the same car between qualifying and finals burnouts of the same event – there is no re-qualifying in a second car.

2.4 All events in the Series will be run under the Australian National Drag Racing Association (ANDRA) rules and regulations. – found at andra.com.au

2.5 Results and Point Score will be published on the Perth Motorplex Website within 3 days of the event competition.



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3. CLASSES and ELIGIBILITY

- **PRO Class**
 - Any number of cylinder permitted
 - ANY Aftermarket Power Adders (Mechanical Supercharging, Turbocharging or Nitrous Oxide)
 - Naturally Aspirated V8 powered Vehicles - **at the discretion of the organiser**
NA V8 Vehicles can enter the PRO class to compete for the top prize, given that they meet the criteria below:
 - Must present with a high standard of appearance and build quality that is considered WORTHY of representing the peak category of burnouts.
 - Must have demonstrated past performance to be worthy of competing in the PRO class (ie the vehicle/driver has won Open class major events, or placed in PRO class at major events in recent past)
- **OPEN Class**
 - Any Number of cylinders permitted
 - Naturally Aspirated or OEM Supercharged/Turbocharged engines (factory standard LSA, XR6 Turbo engines etc)
- **SPORTSMAN Class**
 - Must be less than 8 cylinders
 - Naturally Aspirated 4cyl, 6yl or Rotary engines.

3.1 Entrants can enter two classes with different cars, not in the same car.

3.2 Two or more entrants can compete in the same car however a different plate must be used for each driver.

3.3 The onus is on the entrant(s) to make sure the correct entrant number is visible for judging prior to their Burnout. Points are not transferable should a driver change class during the season.

4. SCRUTNEERING

ALL VEHICLES WHICH DO NOT HAVE A CURRENT ANDRA TECH INSPECTION are required to go through the scrutineering shed prior to competing in each event.

A pool of 10% of ANDRA Tech Inspected vehicles will be randomly chosen to present to scrutineering at each event



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5. AWARDS and PRIZES

- 5.1 The top three in each class will receive a Trophy and Prize money.
- 5.2 The prize money for each of the Perth Motorplex Burnout Championship events (Excluding Motorvation) will be distributed as follows:

	PRO class	Open Class	Sportsman Class
1 st Place	\$10,000	\$3,000	\$1,000
2 nd Place	\$2,500	\$1,150	\$500
3 rd Place	\$1,500	\$650	\$250

- 5.3 To be eligible for a Perth Motorplex Burnout Championship Series award, the competitor must compete at all rounds of the series
- 5.4 The prize money for the Perth Motorplex Burnout Championship Series will be awarded following the conclusion of the season in April 2025, and will be distributed as follows:

	PRO class	Open Class	Sportsman Class
1 st Place	\$10,000	\$3,000	\$1,000
2 nd Place	\$2,500	\$1,150	\$500
3 rd Place	\$1,500	\$650	\$250

6. JUDGING CRITERIA and POINTS

- 6.1 3 Judges will be used with all 3 scores being counted.
- 6.2 All judging decisions are considered a judgement of fact, they are considered final and cannot be protested or appealed by the competitor at any time either during or after the event.
- 6.3 Judging is completed by assessing criteria of skill on a points system out of 100 points. Judges will allocate points for the following:

- 1. 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.
- 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 may result in loss of points in this category.
- 3. 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.
- 4. DRIVER SKILL/CONTROL – 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. Drivers will be judged in 5 sub-criteria worth 10 points each for the Tip in, Pad Use, Car Speed, Throttle Control and Excitement



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7. Point Deductions: (applied once per burnout)

- TYRES NOT BLOWN - minus 15pts for each tyre not blown
- NOTICABLE CONTACT WITH BARRIER – minus 30pts
- REVERSING – minus 30pts
- STOPPING or STALLING – minus 30pts
- FAILURE TO DRIVE OFF PAD – minus 30pts
- LARGE FIRE (burnout is forced to stop) – minus 30pts
- SHORT BURNOUT (see rule 7)

7.1 Burnout Duration

The minimum burnout time will be 60 seconds. Any burnout less than 60 seconds will receive a deduction of 30points. Any Burnout less than 50s will be judged as a “Did not Finish” (DNF) and receive zero (0) points.

7.2 The burnout duration will be monitored by a member of the track crew, and judges will be advised of the time once the burnout is completed (tyres blown or the car is stopped). The timer will start when the vehicle begins to move.

7.3 Application of point deductions

In the instance where point deductions are not unanimous from all 3 judges, the penalty will be applied if the majority of the judges have marked the penalty on their scoresheets (ie if 2 out of 3 judges have marked a deduction, it will apply – if 1 out of 3 judges have marked a deduction, it will not be applied)

In the event where the judges have scored 3 different results for point deductions (ie TYRES NOT BLOWN) – then the Median deduction will be applied – for example if Judge 1 does not submit a penalty for Tyres not blown, but Judge #2 shows 1 tyre not blown, and judge #3 shows neither tires were blown – the competitor will be deducted 15pts (for 1 tyre not blown).



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8. CHAMPIONSHIP POINTSCORE

8.1 The Perth Motorplex Burnout Championship will award championship points from the event standings of each event as follows:

Event Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th
Points	100	90	83	78	74	71	68	65	62	59	57
Event Position	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd*
Points	55	53	51	49	47	45	43	41	40	39	38

**each position from 22nd and beyond will be awarded 1 point less, all positions from 59th and beyond will score 1 point.*

8.2 The top qualifier for each event will score an additional 10 bonus points for the championship

8.3 All rounds of the Perth Motorplex Burnout Championship will count towards the overall standings – there will be **no** drop round

8.4 Positions inside the top 20 for each will be awarded based on the finals, positions from 21st onwards will be awarded based on the qualifying results of those who did not make the finals

8.5 In the event where a competitor qualifies in the top 20, but cannot compete in the finals, they will still be awarded a place in the top 20

9 TIEBREAKS

9.1 Event Tiebreaks

In the event of a tied score after finals, the higher position will be awarded to the driver with the higher qualifying position.

9.2 Qualifying tiebreaks

In the event of a tied score for qualifying, the higher position will be awarded to the driver with the highest score for “Driver Skill”. If a Tie still exists, then the higher position will be awarded for the driver with the highest score for “Volume of smoke”

9.3 Championship Tiebreaks

In the event of a tied championship pointscore, the higher position will be awarded to the driver with the highest number of event wins. If a tie still exists, the higher position will be awarded to the driver with the highest number of 2nd place results and so on (highest number of 3rd place, 4th place etc).