



2026-2027 Perth Motorplex Burnout Championship Series

Version 1.1 – 30/09/25

1. Rounds and DATES

1.1 Four major Perth Motorplex Burnout events will be run exclusively at Perth Motorplex between October and March, Concluding in the crowning of the “Burnout King” on Good Friday (easter long weekend). Individual event dates, times and information will be published on www.motorplex.com.au

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|---------------------------|----------------|
| • Round 1 – October 2026 | Burnout Boss |
| • Round 2 – December 2026 | Burnout Blitz |
| • Round 3 – February 2027 | Motorvation 40 |
| • Round 4 – April 2027 | Burnout King |

2. CHAMPIONSHIP SERIES EVENT FORMAT

- 2.1 Each event will be subject to its own unique format, however all rounds of the Championship Series are designed to try and give all entrants the chance to have two (2) burnouts during the event:
- For Example: One Qualifying Burnout and one Finals Burnout (for entrants who score well enough into the top XX to make the finals) – For entrants who do not make the finals, a “Demo skid” Burnout may be offered (time permitting)
 - For the PRO Class – Some events may be a “One Shot” Competition for all entrants (Finals Only) – However, testing opportunities will be granted to all PRO Class entrants during the qualifying psessions
- 2.2 Qualifying and finals for each event will run as per the event schedule, qualifying or finals run 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 allowance for drivers re-qualify 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 will be published on the Perth Motorplex Website within 3 days of the event competition.



2026-2027 Perth Motorplex Burnout Championship Series

Version 1.1 – 30/09/25

3. Competition CLASSES and eligibility

- **PRO Class**
 - Any number of cylinders permitted
 - ANY Aftermarket Power Adders (Mechanical Supercharging, Turbocharging or Nitrous Oxide)
 - Competitors may enter a Naturally Aspirated vehicle into the PRO class to compete for the top prize, however Perth Motorplex reserves the right to alter their entry into the OPEN Class, based on the presentation and prior performance of the entrant and their vehicle
 - Fuel: Petrol (PUMP), Diesel, E85, Ethanol or Methanol
- **OPEN Class**
 - Any Number of cylinders permitted
 - Naturally Aspirated engines ONLY - or standard OEM Supercharged/Turbocharged engines allowed (factory standard LSA, XR6 Turbo engines etc)
 - Fuel: Petrol (PUMP), Diesel, E85, Ethanol or Methanol
 - Nitrous Oxide NOT Permitted
- **SPORTSMAN Class**
 - Must be less than 8 cylinders
 - **Naturally Aspirated Engines only**
 - Fuel: Petrol (PUMP), Diesel, E85, Ethanol or Methanol
 - Nitrous Oxide NOT Permitted
 - **SKID KIDS Class** - For 14-16 year old competitors, competing within the SPORTSMAN Class
 - Vehicle must meet the requirements of SPORTSMAN class above
 - Fuel: Diesel or Petrol ONLY (No E85, Ethanol or Methanol)
 - The Driver must always compete with a Parent or Legal Guardian as the passenger (A sibling or friend that is 18+ years old cannot be assigned as a guardian)
 - The Driver must demonstrate driving competency to officials before being permitted to compete

3.1 Entrants can enter multiple classes in the same event with different cars, but not in the same car.

3.2 Two or more entrants can compete in the same car however a different plate and entrant number 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.



2026-2027 Perth Motorplex Burnout Championship Series

Version 1.1 – 30/09/25

4. Licencing & Vehicle Technical Regulations

- 4.1 All competitors are required to meet the current ANDRA Burnout Regulations, available in the ANDRA Supplementary Rulebook, and available in the *ANDRA Burnout Competition Policy* – available under the [Technical Documentation](https://www.andra.com.au/technical/technicaldocumentation/) page.
(<https://www.andra.com.au/technical/technicaldocumentation/>).
- 4.2 There is no requirement to have an ANDRA technical inspection or vehicle log book
- 4.3 Scrutineering will be conducted in alignment with the ANDRA ESP (Extended Scrutineering Program) – A minimum of 20% of all vehicles will be randomly audited prior to the event.
- 4.4 All vehicles that pass scrutineering will be issued a “Passed ANDRA Scrutineering” sticker on the windscreen. This is valid for 12 months from the date of the event but does not supersede the requirement for scrutineering if randomly selected.

5. AWARDS and PRIZES

- 5.1 The top three in each class (Pro, Open and Sportsman) at each event will receive a Trophy and Prize Money, The prize money for each event will be outlined in the event information published on www.motorplex.com.au before the event.
- 5.2 Minors (entrants under 18) are not eligible for Prize Money payments, however the highest placed SKID KID at each event will be awarded a trophy

6. JUDGING

- 6.1 The judging of all events will be managed by a team of at least 3 Judges and one scorekeeper, with an optional extra position as an observer/timekeeper (non scoring). All three judges scores will count in the scoring of each competitor. In the event where more than 3 judges are used, all scores will be counted and an average will be used to determine the placings
- 6.1.1 Judging team roles & responsibilities:

Judge:

Observe the burnout competition and deliver an objective score to the best of their ability, based on the criteria listed under rule 7.

Judges are held to the highest standard of expertise & professionalism, and are expected to always remain impartial and unbiased.

Scorekeeper:

The scorekeeper is expected to oversee & manage the data entry of the judges scores, ensuring the rules are always followed, noting any inconsistencies and using the scoring systems in place to deliver a fair result for the event. The Scorekeeper may not alter, influence or have an impact on judging decisions; however, they can make corrections to the judges scores when required and requested by the judges



2026-2027 Perth Motorplex Burnout Championship Series

Version 1.1 – 30/09/25

Observer/Timekeeper:

This is an optional position, the observer is intended to assist the scorekeeper in their task, keeping a track of the minimum burnout time and keeping notes for any corrections required by the scorekeeper.

- 6.2 To deliver a fair and consistent result, the judging team will be given the opportunity to meet following the final competition skid (of that qualifying or finals round) to deliberate any potential corrections or adjustments. The Judges will meet with the scorekeeper in isolation to review the scores, before a result is published. Once the meeting is concluded, the results will be frozen and cannot be adjusted retrospectively in any manner.
- 6.3 All judging decisions are considered a judgement of fact and final, they cannot be protested or appealed by the competitor at any time either during or after the event. Any form of Photo or Video evidence during a competition is inadmissible and cannot be used to dispute any score or penalty.

7. JUDGING CRITERIA & POINTS DEDUCTIONS

Judging is completed by assessing criteria of skill on a points system out of 100 points (per judge). Judges will allocate points for the following:

1. **INSTANT SMOKE – up to 10 Points per judge**
Vehicles that produce tyre smoke immediately at the commencement of their burnout are awarded more points than those who do not.
2. **CONSTANT SMOKE – up to 20 Points per judge**
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 per judge**
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 per judge**
The driver must produce all 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**

DEDUCTIONS

5. **TYRES NOT BLOWN – minus 15 points total for each tyre not blown**
An entrant's score will be deducted by 15 points for each tire not blown on the burnout pad (the equivalent of 5 points per judge). Both tires must be blown before the car leaves the burnout area to avoid this deduction.



2026-2027 Perth Motorplex Burnout Championship Series

Version 1.1 – 30/09/25

6. **NOTICABLE CONTACT WITH BARRIER / OUT OF BOUNDS – minus 30 points total**
An entrant's score will be deducted by 30 points if they appear to make a collision with any of the boundary walls in the burnout area. In the event where there is no boundary wall (ie at the ends of the entry or exit roads) then the painted white line on the ground will be treated as the wall.

If two (2) wheels of the car are over the painted line(s), the car is deemed to have contacted the barrier and the penalty will apply. If all Four (4) wheels of the car are over the painted line(s), the car is deemed to have left the burnout arena (out of bounds), the penalty will apply and judging will conclude immediately, with all associated penalties applicable (short burnout, tires not blown etc)
7. **REVERSING – minus 30 points total**
An entrant's score will be deducted by 30 points if the entrant is required to use reverse gear at any time during the burnout performance.
8. **STOPPING OR STALLING DURING THE BURNOUT – minus 30 points total**
An entrant's score will be deducted by 30 points if they appear to have come to a complete stop and then restart their burnout. (ie if the rear wheels stop turning altogether for more than one second) or if the engine stalls or switches off at any time during the burnout performance.
9. **FAILING TO DRIVE OFF THE PAD – minus 30 points**
An entrant's score will be deducted by 30 points if they cannot drive off the burnout pad under their own power without any external assistance (either from the passenger, safety staff or officials). Assistance includes pushing or making any effort to correct the trajectory (steering) of the vehicle in any way. For the purposes of this deduction, the vehicle will be considered "off the pad" once the rear tires have crossed the threshold between the main burnout pad and the exit chute.
10. **LARGE FIRE – minus 30 points**
An entrant's score will be deducted by 30 points if they are forced to stop and have safety staff or officials intervene to extinguish a vehicle fire at any time during the burnout performance. Such intervention is at the discretion of the safety staff.
11. **SHORT BURNOUT – minus 30 points**
An entrant's score will be deducted by 30 points if the total duration for the burnout performance is less than 60 seconds.
An entrant's score will be discarded entirely (DNF) if the total duration of the burnout performance is less than 50 seconds.
The duration timing starts from the instant the entrant's rear tires begin to spin and finishes the instant that a) both tires are blown; or b) the vehicle leaves the burnout pad (if tires not



2026-2027 Perth Motorplex Burnout Championship Series

Version 1.1 – 30/09/25

blown, for the purpose of clarity, the car has 'left' the burnout pad in this instance once all four wheels have crossed the outer boundary line on the exit chute)

7.1 Application of point deductions

Point deductions will apply throughout the burnout up until the vehicle crosses the finish line leaving the burnout pad.

For example, if the driver finishes their performance but then fails to leave the pad under their own power, judges will apply the 'failure to drive off pad' deduction. If the car stalls or stops before leaving the pad, judges will apply the 'stopping or stalling' deduction.

"Stopping or Stalling" will not apply to drivers stopping or exiting their vehicle to celebrate for the fans – however the vehicle must still exit the burnout pad under its own power.

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).

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	22 nd *
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 For events where qualifying is used: 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 from the event and points will be awarded based on finals results for finalists, followed by qualifying results for non-finalists. For Example, in an event that had 20 finalists, the top 20 will be awarded points based on their finals scores, positions from 21st onwards will be awarded based on the qualifying results of those who did not make the finals



2026-2027 Perth Motorplex Burnout Championship Series

Version 1.1 – 30/09/25

- 8.5 In the event where a competitor qualifies for, but cannot compete in the finals, they will still be awarded a place amongst the finalists (Eg 20th place)
- 8.6 The Perth Motorplex Burnout Championship is a driver-based championship. A driver may enter multiple events in multiple cars, and the cumulative points are awarded to the driver only. If a driver enters multiple cars into a single event – only the highest scoring entry will be awarded to their championship tally.
- 8.7 At the conclusion of the championship, the top 3 in each class will be awarded championship trophies, and the winner will earn the title of being the “Perth Motorplex Burnout Champion” for their respective classes.

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”. In the rare event of a tie still existing, the same will be applied to “Constant Smoke”, “Instant Smoke” and then “Tip In” in that order. If a tie still exists, the judging team will deliberate to determine which driver will be awarded the higher position.

9.3 Championship Tiebreaks

In the event of a tied championship point score, 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).