

AUTO TEST APPENDIX

KHANACROSS STANDING REGULATIONS

Including Conditions for the Motorsport Australia
Khanacross Championship

Modified Article	Date of Application	Date of Publication
13. Start and Finish Procedure	01/01/2023	01/01/2023
Attachment A. AKC Rotation Schedule	01/01/2023	01/01/2023

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.

Any HEADING is for reference only and has no regulatory effect.

A **KHANACROSS EVENT** IS AN INTRODUCTORY LEVEL **AUTO TEST EVENT** THAT OFFERS MOTORSPORT AUSTRALIA CLUBS AND **COMPETITORS** THE OPPORTUNITY TO CONDUCT AND TAKE PART IN **AUTO TEST LEVEL EVENTS** IN WHICH THE ESSENTIAL SKILLS OF CAR CONTROL AND JUDGEMENT MAY BE PRACTISED UNDER CONTROLLED CONDITIONS.

1. GENERAL

- 1.1 The Khanacross Standing Regulations will apply to each *Khanacross* event.
- 1.2 Attachment A will apply to the Australian Khanacross Championship and to a State Khanacross Championship or Series in conjunction with the relevant State *Khanacross* Appendices.
- 1.3 The *Supplementary Regulations* for a *Khanacross* event must refer to these Standing Regulations.

2. DEFINITIONS – KHANACROSS

AKC: The *Competition* to determine the Motorsport Australia Khanacross Champion, which will be conducted as a single *Event* each year.

Course: An individual path, as set by the *Organiser*, which a *Driver* is required to complete, as a test, in the prescribed manner.

Junior: A *Driver* who is not less than 12 years of age and who is less than 18 years of age on the day of the *Event*.

Khanacross: As defined in the National Competition Rules.

3. THE COMPETITION

The object of a *Khanacross Competition* is for each *Driver* to complete each test, of the program of the *Event*, in the prescribed manner, in the shortest possible time, without incurring penalties.

4. EVENT PROGRAM

- 4.1 Not fewer than 4 tests must be completed for the *Event* to be valid.
- 4.2 The running order of all *Drivers* through all tests must be rotated on a system defined in the event regulations based on the number of *Drivers* and the number of *Courses*, however no split is to be made within a class. Classes are recommended as an appropriate group for such rotation.
- 4.3 The ballot for competition numbers must be conducted within each class and those classes must be based on the *Automobile*, not on the *Driver*.

5. AUTOMOBILE REQUIREMENTS

5.1 General Requirements

- 5.1.1 Each *Automobile* must comply with Technical Appendix - Schedule A of the *Motorsport Australia Manual* and with the Group 4K Regulations.
- 5.1.2 Each *Automobile* must be fitted with a fire extinguisher, compliant with the requirements of a Hand-Held Extinguisher within Technical Appendix - Schedule H of the *Motorsport Australia Manual*. (Minimum 900g Capacity AS 1841)
- 5.1.3 The Clerk of the Course must rule on the acceptability of any *Automobile* to compete in the *Event* and on the class in which it shall compete.

5.2 Replacement *Automobile*

- 5.2.1 A *Driver* whose *Automobile* has broken down may use a replacement *Automobile*, provided the consent of the Clerk of the Course has first been obtained. The replacement *Automobile* must undergo scrutineering and be in the same class as the original *Automobile*.
- 5.2.2 If an *Automobile* breaks down and can be repaired, the Clerk of the Course may give consent to the *Competitor* to compete in the remaining *Courses* out of running order to the rest of the field. In making that decision, the Clerk of the Course must consider maintaining the fairness of the *Competition*. Factors such as changing weather conditions and the *Event* program must be considered. Generally, *Courses* will not be held open after the other *Automobiles* have completed that *Course*. Depending on the nature of the repairs, the *Automobile* may have to be represented for scrutineering. No protest will be accepted against a decision of the Clerk of the Course in this matter.

5.3 Scrutineering

- 5.3.1 Each competing *Automobile* must be presented for scrutineering, in an acceptable standard of presentation and condition, before the start of an *Event*.
- 5.3.2 *Automobile* scrutineering checks will include the following as a minimum:
 - 5.3.2.1 general occupant safety;
 - 5.3.2.2 steering;
 - 5.3.2.3 brake system;
 - 5.3.2.4 seat belt/safety harness;
 - 5.3.2.5 *Seat/s*;
 - 5.3.2.6 condition of wheels/tyres; and
 - 5.3.2.7 security of objects in the cabin.

6. CLASSES

- 6.1 For Club and non-Championship or Series *Events*, competing *Automobiles* may be divided into 'production' and 'specials' classes and may be further subdivided by such criteria as the engine capacity of the *Automobile*, drive arrangement or tyre type such as the use of rally, All-Terrain, Mud and Snow or radial road tyres. Classes for each *Khanacross Event* must be detailed in the event regulations. Alternatively, the classes established for the AKC may be used at any *Khanacross Event*.
- 6.2 Classes for production two-wheel drive *Automobiles* must be subdivided on the basis of the engine specification and/or capacity.
- 6.3 A class may be provided for production four-wheel drive *Automobiles*, which must be driven in the four-wheel drive mode throughout the *Competition*. This class may be further divided.
- 6.4 A class for Specials must only contain two-wheel drive *Automobiles*. 4 Wheel Drive Specials are prohibited.
- 6.5 The multiplication factors for supercharged and rotary engines are as per Technical Appendix - Classification of Automobiles of the *Motorsport Australia Manual*.

7. ENTRIES

- 7.1 Each *Driver* in a *Khanacross Event* must hold at least a current Motorsport Australia Speed or Junior Speed Licence. For *Competitor* Licence requirements refer to the General Appendix – Competition Licences of the *Motorsport Australia Manual*.
- 7.2 Each *Driver* is allowed only one entry.
- 7.3 Entries must be accepted in accordance with the *NCR*.
- 7.4 The standard entry form must be used whenever practicable.

8. DRIVERS

- 8.1 Each *Driver* must, while competing, wear at least a lap sash seat belt (Type C), in compliance with Technical Appendix - Schedule I of the *Motorsport Australia Manual*.
- 8.2 Each *Driver* must wear a helmet in compliance with the requirements for a *Khanacross* in Technical Appendix - Schedule D of the *Motorsport Australia Manual*.
- 8.3 Each *Driver* must wear apparel in compliance with the requirements for a *Khanacross* in Technical Appendix - Schedule D of the *Motorsport Australia Manual*.
- 8.4 Each *Driver* of an *Automobile* to which no windscreen is fitted must wear adequate eye protection in accordance with the requirements for Goggles or Visor in Technical Appendix - Schedule D of the *Motorsport Australia Manual*.
- 8.5 The minimum age for a driver in a *Khanacross Competition* is 12 years.
- 8.6 The Clerk of the Course must ensure that each *Driver* maintains control of their *Automobile*. The Clerk of the Course may cease the *Competition* of a *Driver* who is not driving in a controlled manner.

9. EVENT PROCEDURE

9.1 Course Diagram

The *Organiser* may provide a diagram of each *Course* for inspection by *Drivers* prior to each run.

9.2 Convoy Run

A convoy run may be held before the start of *Competition* on that *Course* to permit each *Driver* to familiarise themselves with the *Course*. If a convoy run is held it will be led by the Clerk of the Course or their nominee and will not exceed 20 km/h. Competing *Automobiles* will follow the lead car. Other *Competitors* may be carried as *Passengers* during the convoy run, provided the *Automobile* provides proper accommodation for such *Passengers*.

NOTE: It is each *Competitor's* responsibility to participate in the convoy run. Missing the convoy run is not justification for the granting of a re-run.

9.3 Course/Test Completion

- 9.3.1 An *Automobile* must complete the full distance of each *Course/test* and must do so under its own power.
- 9.3.2 An *Automobile* may retrace an incorrect path taken in completing the required *Course*, in which case the attempt will be accepted as valid.

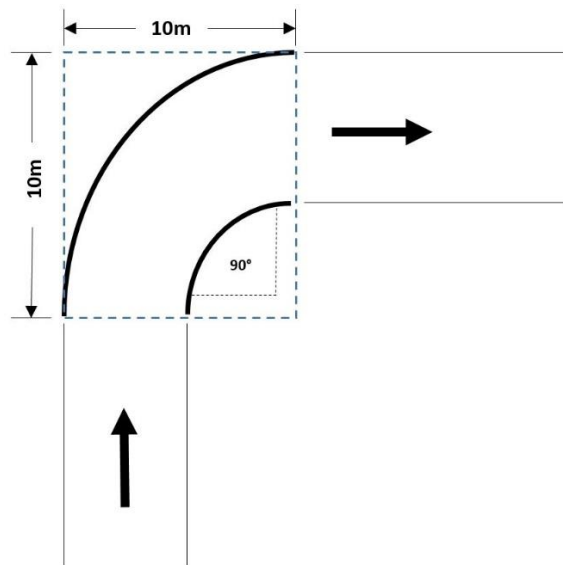
9.4 Movement of *Automobiles* between each *Course/Test* and pit area

A speed limit of 10 km/h must apply in the pit area and when proceeding between each *Course/test*. Failure of a *Driver* to respect this limit may lead to denial of participation in any further *Competition* on the day. The imposition of this penalty will be at the discretion of the Clerk of the Course.

10. EVENT LAYOUT

- 10.1 Each *Course* must not exceed 2 km in length. No straight section of the *Course* may exceed 100 metres in length without a turn of 90° or more, otherwise there must be a course garage, in which each competing *Automobile* must stop, before continuing the *Course*. The 90° turn must pass through an established area of a maximum of 10 m x 10 m (refer diagram 1). The *Automobile* will not normally be required to reverse while competing, at the Clerk of the Course's discretion. Markers will clearly define the correct *Course* to be taken.

DIAGRAM 1



- 10.2 Courses must be designed to ensure that competing *Automobiles* do not exceed 100 km/h at any time during the tests and that the risk generated by *Automobile* speed is acceptable given the circumstances of the event.
- 10.3 The *Course* will be denoted by suitable markers or arrows. These must be placed so that they are easily seen by *Drivers*, especially if the *Event* is to be run at night. All arrows must be placed approximately 1.2 metres above the ground.
- 10.4 Each *Course* may be used as a test more than once and in each direction during an *Event*.
- 10.5 Bunting, if used, must not be affixed to *Course* markers.

11. GARAGES

11.1 Start/Finish Garages

- 11.1.1 The Start/Finish garages may be the same garage or two separate garages. In either case each garage will be 4 metres wide and 10 metres long. All *Starts* will be standing *Starts* and all finishes will be within the finish garage.
- 11.1.2 All garages will have a minimum of 8 flags or other suitable markers.
- 11.1.3 The *Finish Line* will extend across the front of the finish garage of each *Course* and will extend 4 metres either side.

11.2 Course Garage

- 11.2.1 *Course* garage/s of 4 metres wide and 10 metres long may be placed in the *Course* and each *Automobile* is required to stop in each garage.
- 11.2.2 A penalty, as per Article 15.2, will be applied if the *Automobile* does not stop.

12. START AND FINISH PROCEDURE

- 12.1 Each *Automobile* must *Start* and finish each test in a forward direction.
- 12.2 To *Start* correctly, the *Automobile* must be stationary, wholly within the boundaries of the start garage and as close as practical to the designated *Start Line* before the commencement of the attempt at that test.
- 12.3 To *Start* or finish correctly, any point in the front half of the *Automobile* must precede all points in the rear half of the *Automobile* across the *Start Line* or *Finish Line*.

13. METHOD OF SCORING

- 13.1 Placings must be decided on the aggregate of elapsed times on the tests completed, plus any penalties. The winner/s must be the *Driver/s* having the lowest aggregate, including any penalties, at the completion of the *Event*. In the case of equal scores, the tied *Drivers* must be declared joint winners.
- 13.2 If any error is detected in timing equipment or timing method, which gives reason to doubt the validity of *Drivers'* times in a test, the requirements of Article 14 will apply.
- 13.3 If the primary system of timing fails to record a time, then the *Competitor* must be offered the choice of a re-run or the average of the manual back-up times used. If any penalty was incurred on the initial run, then only the manual back-up times can be offered.

14. METHOD OF TIMING

- 14.1 Timing must be to .01 of a second and recorded in writing.
- 14.2 If manual timing is used, it must be conducted using 2 manually operated stopwatches each operated by a different official. The 2 times must be recorded, and the average of those times will be the elapsed time for the test. If one of the manual times is judged inaccurate then the Clerk of the Course will consider whether a re-run is justified or whether the other time alone will be offered or enforced in order to obtain a fair result in the *Competition*. In this regard the Clerk of the Course is entitled to consider the one accurate time recorded as the manual back-up time when enforcing Article 14.
- 14.3 When automatic timing is used at least 2 manually operated stopwatches must be used as back-up. All the times so determined must be recorded separately and must be used if failure of the automatic equipment occurs, so that the *Event* can continue.
- 14.4 If it is necessary to use back-up timing, then the average of the 2 recorded back-up times will be used.
- 14.5 The elapsed time for each *Driver* who completes the test must be recorded. Any penalty/ies incurred must be recorded separately. A *Driver's* time card must be issued to each *Driver* and have the time and penalties recorded on it at each test.
- 14.6 Timing must commence when the leading point of the *Automobile* crosses the designated *Start Line* and must cease when the leading point of the *Automobile* crosses the designated *Finish Line*. The designated *Finish Line* must be not less than 500 mm and not more than 1 metre behind the front of the finish garage.

15. RE-RUNS

- 15.1 Re-runs of a test, whether for an individual or for the whole field, are to be avoided unless that re-run is the only means of ensuring a fair result for all concerned.
- 15.2 Individual re-runs may be authorised only by the Clerk of the Course whose decision will be based on the degree of control the *Driver* could reasonably be expected to have over the circumstances which support the *Competitor's* claim for a re-run (e.g. a dog on the test area). The Clerk of the Course must ensure that the time-keeper and other officials of the test concerned are notified of any authorised re-run.
- 15.3 If a timing equipment malfunction is discovered during a *Driver's* attempt at a test the *Driver* should be allowed to complete the test, then action taken as provided for in Article 13.
- 15.4 If difficulty is encountered with either automatic or manual timing equipment, correct operation must be verified without repeated attempts being made by the competing *Driver/s*. If necessary, a non-competing *Driver* will be used to check the operation of equipment.
- 15.5 Each *Driver* must be advised as soon as possible if any error is detected in timing equipment or timing method which gives reason to doubt the validity of the field's times in a test. In such a case, the Clerk of the Course will decide whether:
 - 15.5.1 the test concerned will be abandoned, providing that the program will still then contain at least the requisite minimum number of tests; or
 - 15.5.2 the original test will be re-run with restored or alternative equipment; or
 - 15.5.3 the test will revert to manual timing for all *Competitors* as provided for in Article 13.

16. PENALTIES

16.1 Base Penalties

16.1.1 The base penalties applicable to each test, which then become the time recorded for the penalised *Driver* in lieu of that which was recorded, are:

16.1.1.1 **Plus 5 seconds** which means that 5 seconds must be added to the time recorded by that *Driver* on that test for each infringement.

16.1.1.2 **Slowest time plus 5 seconds** which must be calculated in accordance with the following:

Adding 5 seconds to the slowest time recorded by a *Driver* who completed that test correctly and without a penalty being applied; or

Where the slowest time plus 5 seconds exceeds double the fastest time recorded by a *Driver* who completed that test correctly and without a penalty being applied, the penalty time to be applied will be double the fastest time.

16.1.1.3 **Slowest time plus 10 seconds** which must be calculated in accordance with the following:

Adding 10 seconds to the slowest time recorded by a *Driver* who completed that test correctly and without a penalty being applied; or

Where the slowest time plus 10 seconds exceeds double the fastest time recorded by a *Driver* who completed that test correctly and without a penalty being applied, the penalty time to be applied will be double the fastest time.

16.2 Application of Penalties

The application of penalties must be as follows for each infringement:

Penalty Condition	Penalty Applied
Wrong direction	Slowest time plus five (5) seconds
Any other action that can be deemed as incorrectly completing that <i>Course</i> (such as reversing after exceeding the limits of a garage)	Slowest time plus five (5) seconds
Failure to complete a test	Slowest time plus five (5) seconds
Running out of order (without the prior approval of the Clerk of the Course)	Slowest time plus five (5) seconds
Failing to stop completely within a mid- <i>Course</i> garage	Slowest time plus five (5) seconds
Failing to stop completely at the finish of a test	Slowest time plus five (5) seconds
Finish a test with the <i>Automobile</i> stopped but completely outside the garage	Slowest time plus five (5) seconds
Finishing a test with part of the <i>Automobile</i> outside the garage boundaries (plus the penalty for striking any flag/marker)	Plus five (5) seconds plus any flag/marker strike
Striking a <i>course</i> flag/marker (including garage boundary flag/marker)	Plus five (5) seconds per flag/marker
Failure to attempt a test	Slowest time plus ten (10) seconds

NOTES:

If an *Automobile* is observed *Striking a Course flag/marker*, the Judge of Fact for that test must rule whether the appropriate penalty is – *Striking a Course flag/marker*, or *incorrectly completing that Course*.

Prior to a *Driver* being issued a penalty for *Failure to attempt a Course*, the event officials must make full effort to call them to the *Start Line*. The officials may discharge this responsibility by calling the *Driver* twice by competition number and name throughout the pit area/s. A *Driver* who, having presented themselves at a *Course* fails to *Start* the competition run at that *Course* within 1 minute of being requested to do so by the timekeeper or their assistant, will be deemed to have failed to attempt the *Course*.

A penalty of *Disqualification* may also be imposed for infringements of these Standing Regulations and for other offences prescribed by the *NCR*.

17. DUTIES OF OFFICIALS

17.1 Clerk of the Course

- 17.1.1 There must be one Clerk of the Course of the *Event*, who will be held ultimately responsible for the conduct of the *Event*. Their duties are defined in the *NCR*. They may have Deputy Clerk/s of the Course for the discharge of their duties. In particular the Clerk of the Course;
- 17.1.1.1 must act as controller of the functions of all officials of the *Event* and will co-ordinate their activities;
 - 17.1.1.2 will be responsible for decisions concerning the running of the *Competition*, particularly those relating to safety, eligibility, timing and interpretation of these Standing Regulations;
 - 17.1.1.3 will give rulings on re-runs and on changes of *Automobile*;
 - 17.1.1.4 will complete and provide to *Motorsport Australia* a report dealing with any reportable matters arising from the *Event*;
 - 17.1.1.5 must prepare a written report containing the information necessary for the Stewards to prepare their reports;
 - 17.1.1.6 must ensure that all officials are fully briefed on their duties and on the use of equipment in their charge and on all the regulations relevant to the tests over which they have control; and
 - 17.1.1.7 must also ensure that all tests are laid out in the correct manner and to the requisite dimensions, and that no natural or artificial features create a hazard to *Drivers*, officials or spectators.

17.2 Test Officials

- 17.2.1 In Championship *Events*, for each test there must be at least one principal timekeeper (two when manual timing is being used), and two back-up timekeepers.
- 17.2.2 These officials may also act as starters, recorder and Judges of Fact for that test. Their duties will include being conversant with these Standing Regulations particularly those regulations dealing with the method of timing, Article 15, and with penalties Article 16.
- 17.2.3 They will also be conversant with *NCR* (Duties of the Chief Timekeeper and Duties of a Judge of Fact).

17.3 Observers

- 17.3.1 In each test which requires the entry into a garage by an *Automobile*, observers must ensure that the *Automobile* is fully garaged, and that any penalty is applied fairly.
- 17.3.2 A garage observer must be placed on the projection of a line drawn across the front of each such garage, to enable observation of any incomplete garage entry.
- 17.3.3 Other observers may be appointed by the Clerk of the Course. Each observer will be a Judge of Fact as referred to in the *NCR*.

17.4 Safety

- 17.4.1 Each Official must ensure that they are in safe positions while the *Event* is in progress, especially near the finish garage.
- 17.4.2 For each venue, layout and surface, consideration will be given to the risk presented by the proximity to the *Course* of areas/enclosures for paddock, pit/s and/or spectators and controls and/or protection systems must be introduced to reduce the risk to these areas and persons to an acceptable level.
- 17.4.3 Other safety requirements, such as an area for refuelling, are also to be considered.

17.5 Club Events

- 17.5.1 For Club *Khanacross*, the Clerk of the Course is an Essential Official. In addition, an Assistant Clerk of the Course may be appointed to a Club *Khanacross*. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty or during such time the acting Clerk of the Course must be clearly and readily identifiable.

- 17.5.2 The duties of the Secretary of the Event, Chief Timekeeper and Chief Scrutineer may be discharged by the Clerk of the Course or by another suitably qualified Official. While these duties are being discharged by such alternate Official, a Clerk of the Course and his Assistant (where an Assistant Clerk of the Course has been appointed), the Secretary of the Event, the Chief Timekeeper and the Chief Scrutineer may participate as a *Competitor* or *Driver* in the Event.
- 17.5.3 Any matter arising from the Event which requires action by the Stewards shall be referred to a stewards' hearing which shall be organised by Motorsport Australia which shall have the standing of a hearing by Stewards of the Event.

17.6 State and National *Events*

At a State or National Championship *Khanacross*, Essential Officials will be appointed in full accord with the *NCR*.

18. PASSENGERS

- 18.1 A *Passenger* may be carried in an *Automobile* while competing in a *Khanacross* except:
- 18.1.1 In the Australian *Khanacross* Championship; and
 - 18.1.2 Where prohibited in the *Supplementary Regulations*.
- 18.2 An inexperienced *Driver* (either *Junior* or an adult), may carry an experienced *Passenger*, or an experienced *Driver* may carry a *Junior* or inexperienced adult *Passenger* for the purpose of instruction and guidance in State or Club level *Events* under the following conditions:
- 18.2.1 A request is lodged with and approved by the Clerk of the Course;
 - 18.2.2 The suitability of the *Passenger* or the experienced *Driver* is at the discretion of the Clerk of the Course;
 - 18.2.3 Each *Passenger* must complete the Motorsport Australia "Passenger Entry Form" before any test;
 - 18.2.4 Any *Driver* carrying a *Passenger* during *Competition* is not eligible to score points in a State *Khanacross* Championship *Event*;
 - 18.2.5 Only 1 *Passenger* is permitted in the *Automobile* with the *Driver* at any time during a test; and
 - 18.2.6 Times achieved by a *Driver* with a *Passenger* will not be used as a basis for the application of penalties to other *Drivers*.
 - 18.2.7 Each *Passenger* must comply with the apparel and safety requirements for the *Competition* during any attempt at a test.

19. SPECTATORS

- 19.1 It is the responsibility of the Clerk of the Course to ensure that all spectators and *Competitors* are restricted to safe areas. To this objective, marshals will be appointed.
- 19.2 Only appointed officials, persons authorised by the Clerk of the Course and *Competitors* and *Drivers* will be allowed in the competition area.
- 19.3 Spectators will be excluded from the pit area and, if possible, the area will be supervised by a permanently appointed pit area marshal and assistant/s.
- 19.4 Animals must not be admitted to the competition or pit areas.

20. SAFETY EQUIPMENT

- 20.1 The Clerk of the Course must ensure that each *Event* is prepared, organised and staffed to ensure the safety of the *Event*. Consideration should be given to the access to the event venue by emergency services and any heightened fire risk (i.e. dry grass).
- 20.2 For each *Khanacross Event* there will be:
- 20.2.1 A minimum of a basic first aid kit;
 - 20.2.2 A minimum of a 9 kg (or two 4.5 kg) ABE powder fire extinguisher complying with Australian Standard AS 1841.5.

21. RESULTS

- 21.1 Within 120 hours of the completion of the *Event* a dated list of the provisional results must be supplied to:
 - 21.1.1 *Motorsport Australia*
 - 21.1.2 the Stewards
 - 21.1.3 each *Competitor*
- 21.2 The results sheet will be in a format which shows the following details:
 - 21.2.1 *Driver* and *Driver's* home state and, if possible, club
 - 21.2.2 competition number
 - 21.2.3 make and/or model of *Automobile*
 - 21.2.4 class
 - 21.2.5 name of each test
 - 21.2.6 performance of each *Driver* in each test by time, including any penalty; and
 - 21.2.7 placings - general classification.
- 21.3 Uniform markings will be used to indicate and identify penalties, e.g.: 1F, 2F etc. Hit Marker, WD, Incorrect Method, DNS (Did Not Start), DNF (Did Not Finish), NFG (Not Fully Garaged).
- 21.4 In a *State Championship Event*, a list of all championship point scores will be shown separately.
- 21.5 To be classified as a finisher in an *Event*, a *Driver* must attempt at least 50% of the *Courses* conducted in that *Event*.

22. PROTESTS

Any protest must be in accordance with the *NCR*.

23. PRIZES

- 23.1 The *Event* awards will be presented as specified in the *Supplementary Regulations* for each *Event*.
- 23.2 For *AKC* awards see Attachment A.

Attachment A

MOTORSPORT AUSTRALIA KHANACROSS CHAMPIONSHIP CONDITIONS

1. CONDITIONS

- 1.1 The *Event* must consist only of *Courses* created in accordance with the requirements of Khanacross Standing Regulations Article 10
- 1.2 *Supplementary Regulations* must be available to all member clubs and to *Competitors* at least 8 weeks before the *Event*. The regulations must satisfy the requirements of the *NCR*.
- 1.3 The *Event* may be conducted on a sealed or unsealed surface.
- 1.4 The diagrams and procedures of the *Course/s* to be attempted must be included in the *Official Program* for distribution to each *Competitor*.
- 1.5 Not more than 4 *Drivers* may be entered to drive the same *Automobile*. At the Clerk of the Course's discretion this number may be extended for a family unit.
- 1.6 The *Event* must not include any class for novice *Drivers*. It may include classes for *Junior* and lady *Drivers*. To be eligible to compete in any class for *Juniors*, *Drivers* must be less than 18 years of age on the day of the *Event*. *Driver* based classes are not mandatory, and the *Competitor* may choose not to be included in those classes.
- 1.7 Awards must be presented to the *Drivers* who fill the first 6 places in the general classification and to first, second and third in each class (subject to more than 6 entries in the class). Other awards may be made at the discretion of the *Organiser*.

2. ROTATION SCHEDULE

The Championship will be contested annually, at a venue and on a date approved by *Motorsport Australia* in consultation with the relevant State Council and generally in accordance with the following rotational system:

Year 1 (2023)	Queensland
Year 2	Tasmania
Year 3	Victoria
Year 4	New South Wales
Year 5	Western Australia
Year 6	Northern Territory
Year 7	South Australia

3. CLASSES

Although the Australian Khanacross Championship is an outright event, a competition to determine various class winners may be conducted within that event.

The following table details the classes for the AKC:

A	0 - 1300cc	F	2WD Specials
B	1301cc to 1600cc	G	4WD Production Vehicles
C	1601cc to 2000cc	H	SXS Vehicles
D	2001cc to 3000cc	MP	Modified 2WD & 4WD Production Vehicles
E	3001cc and over.		

NOTE:

CLASS F, is for 4H & 2-Wheel Drive 4K Vehicles (2WD Motorkhana and *Khanacross* Specials)

CLASS G, is for 4-Wheel Drive Production Vehicles

CLASS H is for a vehicle defined as a SXS (Side x Side) within the Off Road Vehicles - Specific Requirements for Off Road Vehicles section of the Motorsport Australia Manual. A SXS vehicle that is in standard specification as produced by the manufacturer may enter a *Khanacross* event and compete in this specification. Any modification from the standard specification will require the vehicle to comply with each requirement of the Off Road Vehicles - Specific Requirements for Off Road Vehicles section of the Motorsport Australia Manual, including where relevant the safety cage requirements of Schedule J of the Motorsport Australia Manual.

CLASS MP. Modified 4-Wheel Drive & 2-Wheel Drive Production Vehicles