

Modified Article	Date of Application	Date of Publication
Article 4.7 added Schedule for Motorsport Australia Motorkhana Championship	22/06/2023	22/06/2023

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.

1. AUTHORITY

- 1.1 The Motorkhana Standing Regulations will:
- 1.1.1 apply to the *Motorsport Australia Motorkhana Championship*, in conjunction with the *Supplementary Regulations* and any Further Instructions issued by the *Organiser*;
 - 1.1.2 apply to a State *Championship Motorkhana* in conjunction with the relevant State *Motorkhana Appendices*, *Supplementary Regulations* and any Further Instructions issued by the *Organiser*; and
 - 1.1.3 act as a guide for the conduct of any other *Motorkhana*.
- 1.2 Reference to these Standing Regulations in the application for an *Organising Permit* and in the *Supplementary Regulations* for a *Motorkhana* will enable use of a shortened form of *Supplementary Regulations* and a substantial reduction in the documentation required to be published for that *Event*.

2. DEFINITIONS

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

Championship Motorkhana: An *Event* which wholly or partially decides the result of a *Motorkhana* Championship.

State or National Level Event: An *Event* open to any Motorsport Australia member who is the holder of a Speed Licence or Junior Speed licence.

Club Event: An *Event* run by a club or group of clubs exclusively for their members (refer *NCR*).

Restricted Event: An *Event* in which a qualifying condition is placed on each *Entry* (refer *NCR*).

Test: The individual *Course* which a *Driver* is required to complete 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*.

3. THE COMPETITION

The object of the *Competition* is for each *Driver* to complete all the *Tests* of the program in the prescribed manner, in the shortest possible time, without incurring penalties. A *Motorkhana* is regarded as the introductory level of *Event* in the spectrum of motor sport. It offers to clubs and *Competitors* the opportunity to conduct and take part in some of the less formalised *Events* conducted under the *NCR*, in which the essential skills of car control and judgement may be practised under conditions which avoid many of the hazards of public roads.

4. MOTORSPORT AUSTRALIA MOTORKHANA CHAMPIONSHIP CONDITIONS

- 4.1 The *Motorsport Australia Motorkhana Championship* must consist only of *Tests* selected from the Motorsport Australia Booklet of Motorkhana Tests. Not less than 25% of scheduled *Tests* must be reversing *Tests*.
- 4.2 Motorsport Australia-approved *Supplementary Regulations* must be available to all member clubs and to *Competitors* at least 8 weeks before the *Event*. The *Supplementary Regulations* must list only the *Tests* that are to be used on the day, to a maximum number of 16. The regulations must satisfy the requirements of the *NCR*.

- 4.3 The *Motorsport Australia Motorkhana Championship* must be conducted on a sealed surface.
- 4.4 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.
- 4.5 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*. Trophies may be provided for the highest placed lady or *Junior Driver*, regardless of whether a specific class is provided. *Driver* categories are not mandatory, and the *Competitor* may choose not to be included in those categories. Classes for Specials and Production *Automobiles* must be provided, with the conditions of Regulations 7.1 applying.
- 4.6 Awards must be presented to the *Drivers* who fill the first 6 places in the general classification; to first, second and third in each class (subject to more than 6 entries in the class) and may be presented to *Drivers* in the additional *Driver* categories. Other awards may be made at the discretion of the *Organiser*. *Junior* and Ladies Production *Automobile* classes will be decided by applying a handicap factor across all times.
- 4.7 The *Motorsport Australia Motorkhana 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:

<u>Year 1 (2023)</u>	<u>New South Wales</u>
<u>Year 2</u>	<u>Western Australia</u>
<u>Year 3</u>	<u>South Australia</u>
<u>Year 4</u>	<u>Victoria</u>
<u>Year 5</u>	<u>Northern Territory</u>
<u>Year 6</u>	<u>Tasmania</u>

5. PROGRAM

- 5.1 Not fewer than 4 *Tests* must be completed for the *Event* to be valid.
- 5.2 The diagrams and procedures of the *Tests* to be attempted should be included in the *Official Program* for distribution to the *Competitors*.
- 5.3 The running order of all *Drivers* through all *Tests* must be rotated on a system defined in the *Supplementary Regulations* based on the number of *Drivers* and the number of *Tests*. Classes are recommended as an appropriate group for such rotation. No split is to be made within a class.
- 5.4 No *Test* will be conducted more than once in a *Championship Motorkhana*.
- 5.5 The ballot for competition numbers must be conducted within each class and those classes must be based on *Automobiles*, not on *Drivers*.

6. AUTOMOBILES

6.1 AUTOMOBILE REQUIREMENTS

- 6.1.1 Each *Automobile* must comply with Schedule A (refer *Motorsport Australia Manual*; Technical Appendix) and with the Group 4H Technical Regulations.
- 6.1.2 Each *Automobile* must be scrutineered before the start of an *Event* including practice. Particular attention will be paid to brakes, steering and tyres.
- 6.1.3 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 will compete. Acceptable standards of presentation and condition must be met.

6.2 REPLACEMENT AUTOMOBILE

- 6.2.1 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 be scrutineered and preferably be in the same class as the original *Automobile*.
- 6.2.2 If an *Automobile* breaks down and can be repaired, the Clerk of the Course may give consent to the *Competitor* to compete in further *Tests* 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, *Test* areas will not be held open after the other *Automobiles* have completed that set of *Tests*. Depending on the nature of the repairs, the *Automobile* may have to be re-scrutineered. No protest will be accepted against the Clerk of the Course's decision in this matter.
- 6.2.3 *Automobile* scrutiny checks at *Club Events* will include the following items – steering, brakes, tyre condition, seat belts, seats, secure wheels, no loose objects in the cabin.

7. CLASSES

7.1 CRITERIA

- 7.1.1 Although a *Championship Motorkhana* is an outright *Event*, a *Competition* to determine various class winners may be conducted within that *Event*. *Automobiles* may be divided into 'production' and 'specials' classes and may be further subdivided by such criteria as the wheelbase of the *Automobile* or drive arrangement.
- 7.1.2 Classes for production two-wheel drive vehicles must be subdivided on the basis of the manufacturer's specification of the wheelbase of the vehicles thus:

Class A:	2WD, wheelbase up to 2150mm
Class B:	2WD, wheelbase 2151 to 2390mm
Class C:	2WD, wheelbase 2391 to 2574mm
Class D:	2WD, wheelbase 2575mm and over

- 7.1.3 A class must be provided for production four-wheel drive *Automobiles*, which must be driven in the four-wheel drive mode throughout the *Competition*. If there is three or fewer *Automobiles* entered in this class, these *Automobiles* may be amalgamated into their respective wheelbase classes at the discretion of the Clerk of the Course.

Class E:	4WD vehicles (which must be driven in the four-wheel drive mode throughout the competition)
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- 7.1.4 Classes for Specials must be subdivided on the basis of front or rear wheel drive, thus:

Class F:	Front-Wheel Drive Specials
Class G:	Rear-Wheel Drive Specials

Note: Group 4H Technical Regulations prohibit four-wheel drive in Specials.

- 7.1.5 Refer to Regulation 4.5 for additional *Motorsport Australia Khanacross Championship* classes.

8. SUPPLEMENTARY REGULATIONS

Supplementary Regulations must be made available to Motorsport Australia and to all invited clubs and *Competitors* before the *Event*. Refer to Regulation 4.2 for *Motorsport Australia Khanacross Championship* conditions.

9. ENTRIES

9.1 DRIVERS

- 9.1.1 *Drivers* in a *Motorkhana* must hold at least a current Motorsport Australia Speed Licence or Junior Speed Licence. For Competition Licence regulations refer General Appendix in the *Motorsport Australia Manual*.
- 9.1.2 Each *Driver* is allowed only one *entry*.
- 9.1.3 Each *Entry* must be accepted in accordance with the *NCR*.
- 9.1.4 The standard *Entry* form must be used whenever practicable.

10. DRIVERS

10.1 DRIVER REQUIREMENTS

- 10.1.1 Directions and requests by an official must be obeyed. Each *Driver* must behave in a safe and responsible manner.
- 10.1.2 A speed limit of 10 km/h must apply in the pit area and when proceeding between *Tests*. Failure by any *Driver* to respect this limit may lead to *Disqualification* from any further *Competition* on the day. The imposition of this penalty will be at the discretion of the Clerk of the Course.
- 10.1.3 Notwithstanding the requirements of Schedule I (refer Motorsport Australia Manual, Technical Appendix) each *Drivers* must, while competing, wear at least a lap-type seat belt, properly adjusted. Any *Driver* of an *Automobile* registered with Motorsport Australia as Historic are exempted from this requirement.
- 10.1.4 Each *Driver* of a *Motorkhana* special must wear a helmet complying with AS 1698 or another standard listed in Schedule D (refer Motorsport Australia Manual, Technical Appendix) and it is highly recommended for each *Driver* of any other open *Automobile*.
- 10.1.5 A *Driver* of an *Automobile* to which no windscreen is fitted must wear adequate eye protection while competing either non-shattering protective goggles or a helmet with a non-shattering visor.
- 10.1.6 Adequate footwear must be worn while competing. Bare feet, thongs or sandals are prohibited.
- 10.1.7 Any *Driver* or official who consumes or is visibly affected by alcohol or drugs during an *Event* must be *Disqualified* from further participation in the *Event* (see the *NCR*).
- 10.1.8 The minimum age for a *Driver* in any *Motorkhana* is 12 years. Each *Driver* must be able to demonstrate an ability to control the *Automobile*.

11. PROCEDURE

11.1 TESTS

- 11.1.1 It is the *Driver's* responsibility to understand the method of executing each *Test*.
- 11.1.2 The only officials of the *Event* who may advise *Competitors/Drivers* on the interpretation of *Test* procedure are the Clerk of the Course and any officials appointed by him for that purpose. No timekeeper, observer, recorder or Judge of Fact must give any interpretation of the method of any *Test*.
- 11.1.3 If a *Test* marker has been displaced from its original position by an *Automobile* during an attempt at a *Test*, and if the *Automobile* is required to negotiate that marker again during the attempt, the *Driver* must then proceed according to the original position of the marker (refer to Regulation 17).
- 11.1.4 An *Automobile* must complete the full distance of a *Test* under its own power.
- 11.1.5 So long as the *Automobile* covers all of the required *Course* of a *Test*, even if this entails some retracing of an incorrect path, that attempt must be accepted as valid.

12. EVENT LAYOUT

12.1 COMPETITION AREA:

- 12.1.1 The *Motorsport Australia Motorkhana Championship* must be conducted on a sealed surface. Any other championship and non-championship *Motorkhana* may be conducted on a sealed or unsealed surface.

- 12.1.2 The *Competition* area must be as flat and as smooth as is reasonably practical and must be free of any features which could be hazardous to a *Driver* or *Automobile*.
- 12.1.3 The layout of each *Test* as specified in the Motorsport Australia Motorkhana Tests booklet must be strictly adhered to, subject to a tolerance of ± 200 mm on each dimension.
- 12.1.4 *Test* markers must be at least 750 mm high and must not exceed 300 mm square at the base. They must be distinctively and prominently coloured and must be constructed so as to not cause damage to any *Automobile*. Only green markers will be used for the start garage, and only red for the finish garage. No other marker will be coloured red or green. Markers shown on the *Test* diagrams by different letters must be of different colours.
- 12.1.5 Each garage used in a *Test* must be clearly marked at its extremities, and by markers in each side. The back of each garage must be marked in a similar manner unless it is required that the *Automobiles* will travel through the garage. Thus, where a garage is to be entered and left from the same end, 12 markers must be used, and where a garage is to be passed through, 10 markers must be used.
- 12.1.6 A field boundary line must extend across the fronts of the start and finish garages of each *Test* extending 4 metres to each side and joining the fronts of such garages, spaced one metre apart. The markers of this field boundary must be of a distinctive form and/or colour different from all other markers of the *Test*.
- 12.1.7 The *Competition* area must be surrounded by a field boundary. This boundary must define the spectator limits and may also control the proximity of adjacent *Tests*. Conditions may dictate enlargement of the field boundary in the interests of safety, e.g. the surface has been made slippery by rain.
- 12.1.8 Only officials of that *Test*, the *Automobile*, the *Driver* and the *Passenger* (where permitted in a non-championship *Event*) are permitted within the field boundary during the *Competition*.
- 12.1.9 No person or *Automobile* will be permitted between the finish garage and the field boundary during the *Competition*.
- 12.1.10 Each official must be located in a safe position.

13. START AND FINISH

- 13.1 Each *Automobile* must start and finish each *Test* in a forward direction.
- 13.2 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*.
- 13.3 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*.
- 13.4 A *Driver* may request the assistance of an official when aligning their *Automobile* at the *Start Line*.
- 13.5 To finish correctly, the following procedure must be observed:
 - 13.5.1 the crossing of the start/finish field boundary line, described in Regulation 12.1.6, other than between the two front (red) markers of the finish garage must incur a penalty under Regulation 17.1.5 "Incorrect Method" unless at least one of those front (red) markers is displaced. The penalty for knocking any marker of the finish garage must be Plus Five Seconds, imposed under Regulation 17.1.5; and
 - 13.5.2 after crossing the designated *Finish Line*, the *Automobile* must continue and halt completely within the boundaries of the finish garage. This manoeuvre must be completed without reversing and within a period not exceeding 10 seconds. Spinning an *Automobile* to a halt in the finishing garage is not considered as reversing.

14. METHOD OF SCORING

- 14.1 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.
- 14.2 If any error is detected in timing equipment or methods, which gives reason to doubt the validity of *Drivers'* times in a *Test*, Regulation 16.1.5 must ensure that the *Test* can continue.

- 14.3 If the primary system of timing fails to record a *Driver's* 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.

15. METHOD OF TIMING

- 15.1 Timing must be to 0.01 of a second, recorded in writing.
- 15.2 In *Championship Motorkhanas* if manual timing is used, it must be conducted using 2 manually operated stopwatches each operated by a different official. The two times must be recorded, and the average of those times will be the *Driver's* 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 Regulation 14.3.
- 15.3 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 *Test* can continue.
- 15.4 If it is necessary to use back-up timing then the average of the two recorded back-up times will be used.
- 15.5 The elapsed time for each *Driver* who completes the *Test* must be recorded. Any penalty/ies incurred must be recorded separately. A *Driver's* timecard must be issued to each *Driver* and have the time and penalties recorded on it at each *Test*. 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 one metre behind the front of the finish garage.

16. RE-RUNS

16.1 CRITERIA FOR A RE-RUN

- 16.1.1 A re-run 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.
- 16.1.2 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 timekeeper and other officials of the *Test* concerned are notified of any authorised re-run.
- 16.1.3 If a timing equipment malfunction is discovered during a *Driver's* attempt at a *Test* the *Driver* will be allowed to complete the *Test*, then action taken as provided for in Regulation 14.3.
- 16.1.4 If difficulty is encountered with either automatic or manual timing equipment, correct operation must be verified without repeated attempts being made by a competing *Driver*. If necessary, a non-competing *Driver* will be used to check the operation of equipment.
- 16.1.5 All *Drivers* must be advised as soon as possible if any error is detected in timing equipment or methods 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:
- 16.1.5.1 the *Test* concerned will be abandoned, providing that the program will still then contain at least the requisite minimum number of *Tests*; or
 - 16.1.5.2 the original *Test* will be re-run with restored or alternative equipment; or
 - 16.1.5.3 the *Test* will revert to manual timing for all *Drivers* as provided for in Regulation 14.3

17. PENALTIES

17.1 APPLICABLE PENALTIES

- 17.1.1 There are two basic penalties applicable in a *Motorkhana*:
- 17.1.1.1 plus five seconds (refer to Regulation 17.1.2 for clarification);
 - 17.1.1.2 slowest time plus five seconds (refer to Regulation 17.1.3 for clarification).
- 17.1.2 The penalty of "plus five seconds" means that five seconds must be added to the time recorded by that *Driver* on that *Test* for each infringement.

- 17.1.3 The penalty of “slowest time plus five seconds” must be calculated by adding five seconds to the slowest time recorded by a *Driver* who completed that *Test* correctly, which then becomes the time for the penalised *Driver* in lieu of that which was recorded. No penalty must exceed double the fastest time recorded by a *Driver* who completed that *Test* correctly. Where slowest time plus five seconds exceeds double the fastest time, the time to be applied must be double the fastest time.
- 17.1.4 When establishing either fastest time or slowest time, no time which includes any penalty is to be used. Where the fastest time or slowest time incurred a penalty, then the next fastest time or slowest time without any penalty must be used.
- 17.1.5 The application of these penalties must be as follows:

knocking any marker	plus five seconds each infringement
<i>Automobile</i> not fully garaged during a <i>Test</i>	plus five seconds each infringement
finishing a <i>Test</i> with part of the <i>Automobile</i> outside the end of the finish garage	plus five seconds
failing to halt completely at the finish of a <i>Test</i>	slowest time plus five seconds
finishing a <i>Test</i> with the <i>Automobile</i> completely outside the finish garage boundaries	slowest time plus five seconds
incorrect method (any procedure other than that specified as the correct procedure for completing that <i>Test</i>)	slowest time plus five seconds
failure to complete a <i>Test</i> (see notes below)	slowest time plus five seconds
running out of order without the prior approval of the Clerk of the Course	slowest time plus five seconds
reversing after crossing the designated <i>Finish Line</i> (see Regulation 13.5.2)	slowest time plus five seconds
failure to attempt a <i>Test</i>	slowest time plus 10 seconds regardless of the “double the fastest time” being faster

Notes:

In the situation referred to in Regulation 11.1.3 (displaced marker), the Judge of Fact for that *Test* must rule whether the penalty for “knocking any marker”, or the penalty for “Incorrect Method”, is the appropriate penalty.

Before a *Driver* may be penalised for “Failure to attempt a *Test*”, the 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 at a *Test* fails to *Start* that *Test* within one minute of being requested to do so by the timekeeper or their assistant, will be deemed to have failed to attempt the *Test*.

A penalty of *Disqualification* may also be imposed for infringements of the *Standing Regulations* 10.1.2, 10.1.7 and 19 and for other offences prescribed by the *NCR*.

18. DUTIES OF OFFICIALS

18.1 CLERK OF THE COURSE

- 18.1.1 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 assistant Clerks of the Course for the discharge of their duties. In particular:
- 18.1.1.1 They must act as controller of the functions of all officials of the *Event* and co-ordinate their activities;
- 18.1.1.2 They will be responsible for decisions concerning the running of the *Competition*, particularly those relating to safety, eligibility, timing and interpretation of the *Standing Regulations*;
- 18.1.1.3 They will give rulings on re-runs and on changes of *Automobile*;
- 18.1.1.4 They will complete and provide to *Motorsport Australia* a report dealing with any reportable matters arising from the *Event*;

- 18.1.1.5 They must prepare a written report containing the information necessary for the Stewards to prepare their reports;
- 18.1.1.6 They 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
- 18.1.1.7 They 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 *Competitors*, *Drivers*, officials or spectators.

18.2 TEST OFFICIALS

In the *Motorsport Australia Motorkhana Championship*, for each *Test* there must be at least one principal timekeeper (two when manual timing is being used), and two back-up timekeepers. These officials may also act as starters, recorder and Judges of Fact for that *Test*. Their duties will include being conversant with the *Standing Regulations* particularly those regulations dealing with the method of timing (Regulation 15) and with penalties (Regulation 17). They must also be conversant with the *NCR* (Duties of Timekeepers) and with *NCR* (Duties of a Judge of Fact).

18.3 OBSERVERS

- 18.3.1 In each *Test* which requires entry into a garage by an *Automobile*, observers must ensure that the *Automobile* is fully garaged, and that any penalty is applied fairly. 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. Other observers may be appointed by the Clerk of the Course. All observers will be Judges of Fact as referred to in *NCR* (Duties of a Judge of Fact).
- 18.3.2 Each official must ensure that they are in a safe position while the *Event* is in progress, especially near the finish garage.
- 18.3.3 For Club *Motorkhana*, the Clerk of the Course is an Essential Official. In addition, an Assistant Clerk of the Course may be appointed to a Club *Motorkhana*. If the Clerk of the Course intends to compete a Deputy Clerk of the Course must be appointed. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty and during such time the acting Clerk of the Course must be clearly and readily identifiable.
- 18.3.4 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 their Assistant (where an Assistant Clerk of the Course has been appointed), the Secretary of the Event, the Chief Timekeeper and the Chief Scrutineer may be a *Competitor* or *Driver* at the *Event*.
- 18.3.5 Any matter arising from the *Event* which requires action by the Stewards will be referred to a Stewards hearing which will be organised by *Motorsport Australia* and which will have the standing of a hearing by Stewards. At a *Motorsport Australia Motorkhana Championship*, Essential Officials will be appointed in full accord with the *NCR*.

19. PASSENGERS

19.1 PASSENGER REQUIREMENTS

- 19.1.1 A *Passenger* may be carried in an *Automobile* while competing in a *Motorkhana* as described in 19.1.2, except:
 - 19.1.1.1 in the *Motorsport Australia Motorkhana Championship*.
 - 19.1.1.2 where prohibited in the *Supplementary Regulations*.
- 19.1.2 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:
 - 19.1.2.1 A request is lodged with and approved by the Clerk of the Course.
 - 19.1.2.2 The suitability of the *Passenger* or the experienced *Driver* is at the discretion of the Clerk of the Course.
 - 19.1.2.3 Each *Passenger* must complete the Motorsport Australia "Passenger in Vehicle Disclaimer Form" before any *Test*.
 - 19.1.2.4 Only one *Passenger* is permitted in the *Automobile* with the *Driver* at any time during a *Test*.

- 19.1.2.5 Times achieved by a *Driver* with a *Passenger* will not be used as a basis for the application of penalties to other *Drivers*.
- 19.1.2.6 Each *Passenger* must comply with the apparel and safety requirements for the *Competition* during any attempt at a *Test*.

20. SPECTATORS

20.1 GUIDELINES

- 20.1.1 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.
- 20.1.2 Only appointed officials, persons authorised by the Clerk of the Course and *Drivers* will be allowed in the *Competition* area.
- 20.1.3 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.
- 20.1.4 Animals must not be admitted to the *Competition* or pit areas.

21. SAFETY EQUIPMENT

It is recommended that a first aid kit and a fire extinguisher be provided at all *Events*.

22. RESULTS

22.1 TIMEFRAME

- 22.1.1 Within 120 hours of the completion of the *Event* a dated list of the provisional results must be supplied to:
 - 22.1.1.1 *Motorsport Australia*;
 - 22.1.1.2 the Stewards; and
 - 22.1.1.3 each *Competitor*

22.2 FORMAT

- 22.2.1 The results sheet will be in a format which shows the following details:
 - 22.2.1.1 *Driver* and *Driver's* home state and, if possible, club;
 - 22.2.1.2 competition number;
 - 22.2.1.3 make and/or model of *Automobile*;
 - 22.2.1.4 class;
 - 22.2.1.5 name of each *Test*;
 - 22.2.1.6 performance of each *Driver* in each test by time, including any penalty; and
 - 22.2.1.7 placings - general classification.

22.3 PENALTY MARKINGS

- 22.3.1 Uniform markings will be used to indicate and identify penalties, eg:

1F, 2F etc	Hit Marker
wd	Incorrect Method
dns	Did Not Start
dnf	Did Not Finish
nfg	Not Fully Garaged

- 22.3.2 In a State Championship *Event*, a list of all championship point scores must be shown separately.
- 22.3.3 To be classified as a finisher in an *Event*, a *Driver* must attempt at least 50% of the *Tests* conducted in that *Event*.

23. PROTESTS

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

24. PRIZES

The event awards will be presented as specified in the *Supplementary Regulations* for each event.

For *Motorsport Australia Motorkhana Championship* awards see Regulation 4.6.