

Modified Article	Date of Application	Date of Publication

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

THE NATIONAL MOTORKHANA STANDING REGULATIONS SHALL:

- (a) apply to the Australian Motorkhana Championship, in conjunction with the Supplementary Regulations and any Further Instructions issued by the organisers;
- (b) apply to State *Motorkhana* Championships in conjunction with the relevant State *Motorkhana* Appendices, event Supplementary Regulations and any Further Instructions issued by the organisers; and
- (c) act as a guide for the conduct of other *motorkhanas*.

Reference to this Standing Regulations in the Application for an Organising Permit and in the Supplementary Regulations for any *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 – MOTORKHANA

2.1 MOTORKHANA DEFINITION: As defined in the National Competition Rules

- (a) AUSTRALIAN MOTORKHANA CHAMPIONSHIP: The competition to determine the Australian Motorkhana Champion, which shall be conducted as a single event each year.
- (b) CHAMPIONSHIP MOTORKHANA: An event which wholly or partially decides the result of a *Motorkhana* Championship.
- (c) STATE OR NATIONAL LEVEL EVENT: An event open to all Motorsport Australia members who are holders of a Speed Licence or Junior Speed licence.
- (d) CLUB EVENT: An event run by a club or group of clubs exclusively for their members (see *NCR*).
- (e) RESTRICTED EVENT: An event in which a qualifying condition is placed on all entries (see *NCR*).
- (f) TEST: The description 'test' must apply to that individual course which a *driver* is required to complete in the prescribed manner.
- (g) JUNIOR: A *Competitor* who is not less than 12 years of age and who is less than 18 years of age on the day of the AMC event.

3. THE COMPETITION

3.1 OBJECT OF 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. They offer to clubs and *Competitors* the opportunity to conduct and take part in some of the less formalised events conducted under the National Competition Rules, 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. AUSTRALIAN MOTORKHANA CHAMPIONSHIP: CONDITIONS

4.1 CONDITIONS:

- (a) The Australian 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.
- (b) Motorsport Australia-approved Supplementary Regulations must be available to the State offices of Motorsport Australia, to all member clubs and to *Competitors* at least eight 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*.
- (c) The Australian Motorkhana Championship must be conducted on a sealed surface (see Regulation 12.1).
- (d) Not more than four *drivers* may be entered to drive the same vehicle. At the Clerk of the Course's discretion this number may be extended for a family unit.
- (e) 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. The AMC may provide trophies for the highest placed lady or *junior driver*, regardless of whether a specific class is provided. *Driver* categories are not mandatory, and the entrant may choose not to be included in those categories. Classes for Specials and Production vehicles must be provided, with the conditions of Regulations 7.1 (a), (b) and (c) applying.
- (f) Awards must be presented to the *drivers* who fill the first six places in the general classification; to first, second and third in each class (subject to more than six 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 organisers. *Junior* and Ladies production car classes shall be decided by applying a handicap factor across all times.

5. PROGRAM

5.1 RUNNING OF EVENT:

- (a) Not fewer than four tests must be completed for the event to be valid.
- (b) The diagrams and procedures of the tests to be attempted should be included in the official program for distribution to the *Competitors*.
- (c) The running order of all *Competitors* through all tests must be rotated on a system defined in the Event Regulations based on the number of *Competitors* and the number of tests. Classes are recommended as an appropriate group for such rotation. No split is to be made within a class.
- (d) No test shall be conducted more than once in a Championship *Motorkhana*.
- (e) The ballot for competition numbers must be conducted within each class and those classes must be based on vehicles, not on *drivers*.

6. VEHICLE REQUIREMENTS

6.1 REQUIREMENTS:

- (f) All vehicles must comply with Schedule A (refer Motorsport Australia Manual; Technical Appendix) and with the Group 4H Regulations.
- (g) All competing vehicles must be scrutineered before the start of an event including practice. Particular attention will be paid to brakes, steering and tyres.
- (h) The Clerk of the Course must rule on the acceptability of any vehicle to compete in the event and on the class in which it shall compete. Acceptable standards of presentation and condition must be met.

6.2 REPLACEMENT VEHICLES:

- (a) A *driver* whose vehicle has broken down may use a replacement vehicle, provided the consent of the Clerk of the Course has first been obtained. The replacement vehicle must be scrutineered and should preferably be in the same class as the original vehicle.
- (b) If a vehicle breaks down and can be repaired, the Clerk of the Course may give consent to the *competitor* to complete 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 should be considered. Generally, test areas

should not be held open after the other *competitors* have completed that set of tests. Depending on the nature of the repairs, the vehicle may have to be re-scrutineered. No protest shall be accepted against the Clerk of the Course's decision in this matter.

- (a) Vehicle scrutiny checks at club events shall include the following items – steering, brakes, tyre condition, seat belts, seats, secure wheels, no loose objects in the cabin.

7. CLASSES

7.1 CRITERIA:

- (a) Although a Championship *Motorkhana* is an outright event, a competition to determine various class winners may be conducted within that event. Competing vehicles may be divided into 'production' and 'specials' classes, and may be further subdivided by such criteria as the wheelbase of the vehicle or drive arrangement.
- (b) 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

- (c) A class must be provided for production four-wheel drive vehicles, which must be driven in the four-wheel drive mode throughout the competition. Should there be three or fewer cars entered in this class, these vehicles 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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- (d) 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 regulations prohibit four-wheel drive in Specials.

Refer to Regulation 4.1 (e) for additional AMC 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 4.1 (b) for AMC conditions.

9. ENTRIES

9.1 DRIVERS:

- (a) *Drivers* in a *Motorkhana* must hold at least a current Motorsport Australia Speed Licence (formerly Motorsport Australia Level 2NS Licence) or Junior Speed Licence. For *competitor* licence requirements refer "General Regulations of Motorsport Australia" in the Motorsport Australia Manual of Motor Sport.

- (b) Each *driver* is allowed only one *entry*.
- (c) Entries must be accepted in accordance with the *NCR*.
- (d) The standard *entry* form must be used whenever practicable.

10. DRIVERS

10.1 DRIVER REQUIREMENTS:

- (a) Directions and requests by an official must be obeyed. All *drivers* must behave in a safe and responsible manner.
- (b) 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 exclusion from any further competition on the day. The imposition of this penalty will be at the discretion of the Clerk of the Course.
- (c) Notwithstanding the requirements of Schedule I (refer Motorsport Australia Manual; Technical Appendix) all *drivers* must, while competing, wear at least a lap-type seat belt, properly adjusted. *Drivers* of cars registered with Motorsport Australia as Historic cars are exempted from this requirement.
- (d) *Drivers* of *motorkhana* specials must wear helmets complying with AS 1698 or another standard listed in Schedule D (refer Motorsport Australia Manual; Technical Appendix) and it is highly recommended for all drivers of other open vehicles.
- (e) *Drivers* of vehicles to which no windscreen is fitted must wear adequate while competing either non-shattering protective goggles or a helmet with a non-shattering visor.
- (f) Adequate footwear must be worn while competing. Bare feet, thongs or sandals are not permitted.
- (g) Any *driver* or official who consumes or is visibly affected by alcohol or drugs during an event must be excluded from further participation in the event (see the *NCR*).
- (h) The minimum age for *drivers* in any *motorkhana* is 12 years. *Drivers* must be able to demonstrate an ability to control the vehicle.

11. PROCEDURE

11.1 TESTS:

- (a) It is the *driver's* responsibility to understand the method of executing each test.
- (b) The only officials of the event who may advise *Competitors* 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.
- (c) If a test marker has been displaced from its original position by a vehicle during an attempt at a test, and if the vehicle 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).
- (d) A vehicle must complete the full distance of a test under its own power.
- (e) So long as the vehicle 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:

- (a) The Australian Motorkhana Championship event must be conducted on a sealed surface. Other championship and non-championship *motorkhanas* may be conducted on sealed or unsealed surfaces.
- (b) 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 *drivers* or to vehicles.
- (c) The layout of each test as specified in the test booklet must be strictly adhered to, subject to a tolerance of ± 200 mm on each dimension.

- (d) Test markers must be at least 750mm high and must not exceed 300mm square at the base. They must be distinctively and prominently coloured and must be constructed so as to not cause damage to competing vehicles. Only green markers shall be used for the start garage, and only red for the finish garage. No other marker shall be coloured red or green. Markers shown on the test diagrams by different letters shall be of different colours.
- (e) All garages used in a test must be clearly marked at their 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 vehicles shall 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.
- (f) A field boundary line must extend across the fronts of the start and finish garages of each test extending 4m 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.
- (g) The competition area should 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, for example if the surface has been made slippery by rain.
- (h) Only officials of that test, the competing vehicle, the *driver* and the passenger (where permitted in a non-championship event) are permitted within the field boundary during the competition.
- (i) No person or vehicle shall be permitted between the finish garage and the field boundary during the competition.
- (j) All officials must be located in safe positions.

13. START AND FINISH

- (a) Vehicles must start and finish each test in a forward direction.
- (b) To start correctly, the vehicle 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.
- (c) To start or finish correctly, any point in the front half of the vehicle must precede all points in the rear half of the vehicle across the start or finish line.
- (d) A *driver* may request the assistance of an official when aligning their vehicle at the start line.
- (e) To finish correctly, the following procedure must be observed:
 - (i) the crossing of the start/finish field boundary line, described in Regulation 12.1 (f), other than between the two front (red) markers of the finish garage must incur a penalty under Regulation 17.1 (e) (vi) "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 (e) (i); and
 - (ii) after crossing the designated finish line, the vehicle 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 a car to a halt in the finishing garage is not considered as reversing.

14. METHODS OF SCORING

14.1 SCORING:

- (a) 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 *Competitors* must be declared joint winners.
- (b) If any error is detected in timing equipment or methods, which gives reason to doubt the validity of *Competitors'* times in a test, Regulation 16.1 (e) (iii) should ensure that the test can continue.
- (c) If the primary system of timing should fail to record a *Competitor'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:

- (a) Timing must be to .01 of a second, recorded in writing.
- (b) In Championship events if manual timing is used, it must be conducted using two manually operated stopwatches each operated by a different official. The two times must be recorded, and the average of those times shall be the *Competitor's* elapsed time for the test. Should one of the manual times be judged inaccurate then the Clerk of the Course shall consider whether a re-run is justified or whether the other time alone should 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 14.1 (c).
- (c) When automatic timing is used at least two 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.
 - (i) Should it be necessary to use back-up timing then the average of the two recorded back-up times shall be used.
- (d) 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. Timing must commence when the leading point of the car crosses the designated start line and must cease when the leading point of the car crosses the designated finish line. The designated finish line must be not less than 500mm and not more than one metre behind the front of the finish garage.

16. RE-RUNS

16.1 CRITERIA FOR RE-RUNS:

- (a) 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.
- (b) Individual re-runs may be authorised only by the Clerk of the Course whose decision shall 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.
- (c) Should timing equipment malfunction be 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 Regulation 14.1 (c).
- (d) Should difficulty be encountered with either automatic or manual timing equipment, correct operation should be verified without repeated attempts being made by competing *drivers*. If necessary, a non-competing *driver* shall be used to check the operation of equipment.
- (e) 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:
 - (i) the test concerned will be abandoned, (i) providing that the program will still then contain at least the requisite minimum number of tests; or
 - (ii) the original test will be re-run with restored or alternative equipment; or
 - (iii) the test will revert to manual timing for all *Competitors* as provided for in Regulation 14.1 (c)

17. PENALTIES

17.1 APPLICABLE PENALTIES:

- (a) There are two basic penalties applicable in a *Motorkhana*:
 - (i) plus five seconds (refer to Regulation 17.1 (b) for clarification);
 - (ii) slowest time plus five seconds (refer to Regulation 17.1 (c) for clarification).
- (b) 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.

- (c) 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.
- (d) 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.
- (e) The application of these penalties must be as follows:

(i)	knocking any marker	plus five seconds each infringement
(ii)	vehicle not fully garaged during the course of a test	plus five seconds each infringement
(iii)	finishing a test with part of the vehicle outside the end of the finish garage	plus five seconds
(iv)	failing to halt completely at the finish of a test	slowest time plus five seconds
(v)	finishing a test with the vehicle completely outside the finish garage boundaries	slowest time plus five seconds
(vi)	incorrect method (any procedure other than that specified as the correct procedure for completing that test)	slowest time plus five seconds
(vii)	failure to complete a test (see note (a) below)	slowest time plus five seconds
(viii)	running out of order without the prior approval of the Clerk of the Course	slowest time plus five seconds
(ix)	reversing after crossing the designated finish line (see Regulation 13.5 (b))	slowest time plus five seconds
(x)	failure to attempt a test	slowest time plus 10 seconds regardless of the “double the fastest time” being faster

NOTES:

In the situation referred to in Regulation 11.1 (c) (displaced marker), the Judge of Fact for that test must rule whether penalty 17.1 (e) (i) – Knocking any marker, or penalty 17.1 (e) (vi) – Incorrect Method, is the appropriate penalty.

“Failure to attempt a test”: before a *driver* may be penalised under regulation 17.1 (e) (vii) – Failure to attempt a test, the officials must make full effort to call him to the starting 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 himself at a test fails to start their competition run at that test within one minute of being requested to do so by the timekeeper or their assist-ant, shall be deemed to have failed to attempt the test.

A penalty of disqualification may also be imposed for infringements of the *Standing Regulations* (Regulations 10.1 (b), 10.1 (g) and 19) and for other offences prescribed by the *NCR*.

18. DUTIES OF OFFICIALS

18.1 CLERK OF THE COURSE:

- (a) 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:
- (b) They must act as controller of the functions of all officials of the event and shall co-ordinate their activities;
- (c) They shall be responsible for decisions concerning the running of the competition, particularly those relating to safety, eligibility, timing and interpretation of the *Standing Regulations*;
- (d) They shall give rulings on re-runs and on changes of vehicles;
- (e) They shall complete and provide to Motorsport Australia a report dealing with any reportable matters arising from the Event;
- (f) They must prepare a written report containing the information necessary for the Stewards to prepare their reports;
- (g) 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
- (h) 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*, officials or spectators.

18.2 TEST OFFICIALS:

In Australian Motorkhana Championship events, for each test there shall 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 shall include being conversant with the *Standing Regulations* particularly those regulations dealing with the method of timing (Regulation 15) and with penalties (Regulation 17). They shall also be conversant with the *NCR* (Duties of Timekeepers) and with *NCR* (Duties of Judges).

18.3 OBSERVERS:

- (a) In all tests which require *entry* into a garage by a vehicle, observers must ensure that the vehicle 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 shall be Judges of Fact as referred to in *NCR* (Duties of Judges).
- (b) Officials must ensure that they are in safe positions while the event is in progress, especially near the finish garage.
- (c) 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 Course intends to compete a Deputy Clerk of 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.
- (d) The duties of the Secretary, 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, the Chief Timekeeper and the Chief Scrutineer may compete at the *Event*.
- (e) 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 and which shall have the standing of a hearing by Stewards. At a National Championship Motorkhana, Essential Officials shall be appointed in full accord with the *NCR*.

19. PASSENGERS

19.1 PASSENGER REQUIREMENTS:

- (a) A passenger may be carried in a vehicle while competing in a *Motorkhana* as described in 19.1(b), except:
 - (i) In the Australian Motorkhana Championship.
 - (ii) Where prohibited in the Supplementary Regulations.
- (b) 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:
 - (i) A request is lodged with and approved by the Clerk of the Course.
 - (ii) The suitability of the passenger or the experienced *driver* is at the discretion of the Clerk of the Course.
 - (iii) Each passenger shall complete the Motorsport Australia "Passenger in Vehicle Disclaimer Form" before any test.
 - (iv) Only one passenger is permitted in the vehicle with the driver at any time during a test.
 - (v) Times achieved by a *driver* with a passenger shall not be used as a basis for the application of penalties to other *drivers*.
 - (vi) Each passenger shall comply with the apparel and safety requirements for the competition during any attempt at a test.

20. SPECTATORS

20.1 GUIDELINES:

- (a) 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 should be appointed.
- (b) Only appointed officials, persons authorised by the Clerk of the Course and *Competitors* shall be allowed in the competition area.
- (c) Spectators should be excluded from the pit area and, if possible, the area should be supervised by a permanently appointed pit area marshal and assistant/s.
- (d) 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:

- (a) Within 120 hours of the completion of the event a dated list of the provisional results must be supplied to:
 - (i) Motorsport Australia
 - (ii) the Stewards
 - (iii) each *Competitor*

22.2 FORMAT:

- (a) The results sheet should be in a format which shows the following details:
 - (i) *driver* and *driver's* home state and, if possible, club
 - (ii) *Competitor* number
 - (iii) make and/or model of vehicle
 - (iv) class

- (v) name of each test
- (vi) performance of each *Competitor* in each test by time, including any penalty; and
- (vii) placings - general classification.

22.3 PENALTY MAKINGS:

- (a) Uniform markings should 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

- (b) In State Championship events, a list of all championship point scores should be shown separately.
- (c) To be classified as a finisher in an event, a *Competitor* 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 shall be presented as specified in the supplementary regulations for each event. For Australian Motorkhana Championship awards see Regulation 4.1 (f).