



2024 Motorsport Australia SA Motorkhana Championship Regulations

1. All events will be conducted under the International Sporting Code of the Federation Internationale de l'Automobile and appendices, the National Competition Rules of Motorsport Australia, the National Motorkhana Standing Regulations, the SA Appendix to the National Motorkhana Code, these regulations, the Motorsport Australia Come & Try Policy, the motorsport Australia Guidelines for Passengers in Vehicles, the Supplementary Regulations of each event, and any Further Regulations or Instructions issued by the Organisers.

This Event will be conducted under and in accordance with Motorsport Australia OH&S and Risk Management Policies, which can be found on the Motorsport Australia website at www.motorsport.org.au

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au

2. The 2024 Motorsport Australia SA Motorkhana Championship will consist of the following events:

- Round 1 February 18th, Mallala Motorsport Park, MG Car Club of SA.
- Round 2 April 14th, Mallala Motorsport Park, Nissan Datsun Car Club of SA.
- Round 3 May 19th, Mallala Motorsport Park, Modified Mini Car Club of SA.
- Round 4 September 1st, Mallala Motorsport Park, SA/NT Autotest Panel.
- Round 5 SAT. Dec 7th, Mt Gambier Saleyards, South- Eastern Automobile Club of SA.

3. Championship performance will be determined by the number of points earned in a competitor's best N-1 rounds, where N is the total number of rounds in the series. Please note this means the competitor's worst round will be dropped if all rounds have been contested. If only 2 rounds have been contested, only 2 rounds will count As per item 3.5.1 of 2024 SA Appendix points in a round shall be allocated as follows, based on outright positions:-

32,30,28,24,22,20,18,16,14,12,10,9,8,7,6,5,4,3, and 2 points for 1st to 19th respectively and 1 point for 20th and onwards.

Officials not competing may claim their series average points for a round so long as they compete in two rounds or more of the series. In the event of a tie the driver with the most first places will be awarded the winner, if this does not resolve the tie the most second places will be counted. If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges. If this procedure fails to produce a result, Motorsport Australia will nominate the winner according to such criteria as it thinks fit.

4. Awards: For the Championship, trophies will be awarded to 1st, 2nd and 3rd outright, and 1st, in each class. A competitor must compete in a minimum of two rounds of the Championship to be eligible for an award.

5. Round 5, conducted by SEAC has been added to SAMC Series to expand the competition and to encourage travel in both directions. It is not intended that any additional obligations will fall upon SEAC due to the inclusion of the event in the SAMC series. To that end competitors must nominate to be included as a SAMC before the start of competition. The SA/NT Autotest Panel will then assign the competitors into the appropriate National class in accordance with the NMC. The individual driver's times will be converted into DPI times by the Panel and their position in the SAMC calculated. This process will have no bearing on their results within the SEAC multi-club event

SOUTH AUSTRALIAN APPENDIX to the MOTORKHANA STANDING REGULATIONS 2024

INTRODUCTION:

This appendix is provided as an adjunct to the National Motorkhana Code, and provides rules and regulations that assist in the organisation and the running of the South Australian Motorkhana Championship. This appendix is highly recommended for use as a guide to the organisation and conduct of lower status motorkhana events held within the jurisdiction of South Australia.

1. FORMAT

- 1.1 The South Australian Motorkhana Championship, hereinafter referred to as the SAMC, may be decided by one event or as an alternative it may be decided over a series of events or rounds.
- 1.2 The event or rounds will preferably be conducted throughout a calendar year.
- 1.3 Each event or round shall be controlled by a nominated Clerk of Course who shall be responsible for the entire organizational arrangements.
- 1.4 Each event or round is recommended to be held on a solid fixed surface such as bitumen or concrete but may alternatively be held on a loose surface with prior written approval of the Autotest Advisory Panel. The surface type must be specified in any Supplementary Regulations.
- 1.5 Events not Strictly complying with these regulations can still be included in a Championship with the approval of the SA/NT Autotest Panel. The purpose of this clause is to allow such events such as those conducted in Mt. Gambier under Victorian regulations to count toward the SA Championship. In such cases the raw times of competitors who nominate to the Autotest panel that they wish to be included are entered into the appropriate SA classes and the D.P.I is applied.

2. MOTORKHANA GROUNDS:

2.1 Rules pertaining to motorkhanas held on solid surfaces:-

- 2.1.2 Marker base positions must be outlined by chalk (or an equivalent) on the solid surface. The base support shall be considered a part of the marker.

2.1.3 One or two runs per test may be held and this shall be nominated in the Supplementary Regulations. If two runs are used apply rules 2.2.1 of this appendix for scoring. In the event that the Clerk of Course does not believe that there is sufficient time for two runs at a particular test they may declare a single run only prior to the commencement of said test.

2.1.4 In the event of inclement weather making conditions impractical to continue an event or round, a result can only be determined if a minimum of 50% of the programmed tests have been completed.

2.1.5 Tests can be of any form and need not come from the test booklet.

2.2 Rules pertaining to motorkhanas held on loose surfaces:-

2.2.1 Competitors have two non-consecutive runs at each test and the Supplementary Regulations for the event must specify the method of scoring, whether both times are added, or whether the best of both times is accepted, or any other suitable method applies.

2.2.2 Winter treads, lug, bar type, hand cut or modified tyres may be prohibited for use in a South Australian Motorkhana Championship, the Clerk of Course of the event has the discretion of banning such tyres, but must stipulate this in event Supplementary Regulations.

2.2.3 Waive 5.3 of the Motorkhana Standing Regulations and use the following:

Depending on the layout of the ground and tests, the field may be rotated in such a way as to balance out changing conditions of the ground and advantages or disadvantages to competitors. The Director shall have sole right to decide the time and method of rotation. Supplementary Regulations can be used to describe the method of rotation to be used.

2.2.4 In the event of the weather making conditions impractical to continue an event or round, a result can only be determined if a minimum of three tests have been completed.

2.2.5 If the ground becomes broken or cut up at any particular time during the motorkhana, the Director, in the interests of safety, may use his discretion regarding repairs or abandonment.

2.3 START & FINISH GARAGES:

2.3.1 It is recommended to have individual start and finish garages according to the National Motorkhana Code but if a valid reason, such as insufficient room, then one garage may be used for a start and finish, but the Director or organiser must declare this in the event Supplementary Regulations.

2.3.2 Any other method for start or finish, such as a line to be straddled etc., must be approved by the Motorkhana Advisory Panel before use.

3 ADMINISTRATION OF THE CHAMPIONSHIP SCORE

- 3.1 For each Championship event or round, the nominated Clerk of Course shall send a copy of the provisional results to the SA/NT Autotest Panel, via sa@motorsport.org within 120 hours of the completion of the event. Refer MSR 22.1
- 3.2 The SA/NT Autotest Panel or their designated agent shall apply the points to these results as outlined in Section 3.6 of this appendix.
- 3.3 In addition to the outright championship, there shall be a class award for each class based on those listed in the Mototorkhana Standing Regulations and award positions as declared in the Supplementary Regulations of the event or the Championship Regulations of a Multi-Round Championship.
- 3.4 Determination of South Australian Champions, outright and class shall be made by the application of the Driver Performance Index (D.P.I.) system as outlined in Rule 5, on a single event or alternatively over a number of events or rounds that constitute a State Series. In the case of a series a competitor must enter two or more rounds to be eligible for an award.
- 3.5 To be classed as a finisher and to score points for an event or round, a competitor must *attempt* at least 50% of the tests conducted for the event or round.
 - 3.5.1 Points in a series of events or rounds shall be totalled, a competitor's points being summed if three or less rounds are conducted or "drop one round" if four or more rounds are conducted.
 - 3.5.2 In the case of competitors with the same total of points after all the calculation, then a countback as specified by Motorsport Australia shall be used.
- 3.6 ALLOCATION OF POINTS IN A SERIES (over a number of events or rounds)
 - 3.6.1 The final outcome of all scoring, whether a single Championship event or a number of events making up a Championship Series, shall be presented to the S.A. State Council by the Chair of the Autotest Panel.
 - 3.6.2 Points in a round shall be allocated as follows, based on outright positions:-

1st 32,30,28,24,22,20,18,16,14,12,10,9,8,7,6,5,4,3,2 and 1 point for 20th and onwards.
 - 3.6.3 In the case of a tie in a round, each tied competitor shall receive the normal for that tied position; but the next competitor will have points

reduced accordingly, e.g., if three competitors tie for equal second, they each get 30 points and the next competitor gets 22 points.

- 3.6.4 The Chair of the Autotest Panel or a person nominated by the Autotest Panel shall make the announcement of the winners.
- 3.6.5 The presentation of Championship awards for outright and class shall be made at a time and place decided upon by the Autotest Panel.
- 3.6.6 Any other awards allocated by a Clerk of Course of an event or round and not presented with Championship awards may be made at a time and place agreed to by the Chair of the Motorkhana Advisory Panel.

4 PENALTIES

- 4.1.1 Penalties to be applied are as detailed in the MSR; "17. PENALTIES" with the exception of an amendment of the first paragraph of 17.1.3, where the words," of all classes", to be inserted in lines 2 and 5 after the word "time"

This paragraph will now read:

The penalty of "slowest time plus five seconds" shall be calculated by adding five seconds to the slowest time **of all classes** recorded by an Adult driver who completed that test correctly, which then becomes the time for the penalised driver in lieu of that which was recorded. No penalty shall exceed double the fastest time **of all classes** recorded by a driver who completed that test correctly. Where slowest time plus 5 seconds exceeds the double fastest time of all classes the double fastest time must be applied.

- 4.1.2 In the calculation of "slowest time" and "fastest time", the competitor's fastest time recorded, (where there is more than one run for any test), will be used.

5 DRIVER PERFORMANCE INDEX (D.P.I.) SYSTEM - determination of points

- 5.1 Each class shall be allocated a total target time, being the addition of all target times in a single event or round.
- 5.2 A test target time is the fastest time recorded to date (since June 1982) for a particular class on a sealed surface, in a National or State Championship status event or any other Autotest Panel ratified event held on a sealed surface.
- 5.3 For a test not previously used, the fastest time recorded in each class shall be deemed as the test target time when the test is completed.
- 5.4 A Driver Performance Index percentage is calculated by the comparison of a class total target time against the driver's total time (including all penalties) and uses the formula:-

Total Target Time

$$\text{D.P.I.} = \frac{\text{Driver's Total Time}}{\text{Total Target Time}} \times 100$$

recorded to two (2) decimal figures only

- 5.5 The Driver Performance Index (DPI) winner shall be the total of all eligible percentage points (as per Section 3.5.1). No tie-break will apply.

6 THE AWARDS - 'S.A. Motorkhana Champion & Class Position'

- 6.1 Outright winners shall be eligible for class awards.
- 6.2 The awards "Outright 1st., 2nd. & 3rd." shall be financed by Motorsport Australia
- 6.3 The awards "Class Winner(s)", i.e. 1st. in Class. The awards allocated in each class shall be in proportion to the number of competitors in that class throughout the year of the event. Motorsport Australia will provide a 1st. place Trophy only).
- 6.4 If the Championship is conducted over one or two events only, then the Clubs will seek guidance for the value of the Class Awards from the Motorkhana Advisory Panel.
- 6.5 All other awards are at the discretion of the event's Clerk or Course or organiser, and shall be made in consultation with the Autotest Panel or as specified in Supplementary Regulations.

7. PROGRAMME for a CHAMPIONSHIP EVENT or ROUND:

- 7.1 On bitumen or suitably solid surface, a minimum of six (6) tests must be programmed.
- 7.2 On loose surface, a minimum of four (4) tests must be programmed.

8.0 TIMING.

- 8.1 For greater accuracy and consistency, electronic timing is preferred and recommended method of recording a competitor's time. Apply the rules of MSR 15 as a guide.
- 8.2 Manual timing, if used, shall be recorded to the nearest one tenth of a second, and will be the average time recorded by two stop watches.
- 8.3 Manual timing shall commence when the vehicle crosses the designated start line and shall cease when the foremost part of the vehicle crosses the designated finish line.

8.4 For the purpose of records, only the results of electronic timing may be used.

9.0 ENTRIES

9.1 The maximum number of entrants allowed to compete in one vehicle shall be four (4). *As detailed in MSR, art 4.4.*

9.2 Each driver is allowed only one competing entry in an event or round.