



MOTORCKHANA

TESTS 2013

CONTENTS

PART A, CHAMPIONSHIP TESTS	2
PART B, NON-CHAMPIONSHIP TESTS	68
PART C, NOTES FOR ORGANISERS	86

Edition no. 9, January 2013

(First Published, May 1982)

© Published by

Confederation of Australian Motor Sport Ltd

851 Dandenong road, Malvern East, Victoria, 3145, Australia

Website: <http://www.cams.com.au>

A.B.N 55 069 045 665

PART A, CHAMPIONSHIP TESTS ALPHABETIC INDEX

TEST NAME	TYPE*	START	LENGTH	WIDTH	FLAG COLOURS				PAGE
					A	B	C	D	NO.
Accordion	M	Left	44	24	3	4	1	-	36
Arrowhead	S	Right	68	20	4	6	-	-	11
Atom	M	Left	44	24	1	2	2	2	43
Atom Bomb	M	Left	44	24	1	2	2	2	44
Big Eyes	M	Left	64	20	6	4	-	-	16
Bowler	M	Right	40	24	1	2	2	-	49
Bulls Eye	M	Left	28	32	12	2	4	-	27
Butterfly	M	Left	40	20	2	4	2	-	46
Cloverleaf	M	Right	66	20	2	4	-	-	12
Corridor	M	Left	56	24	10	2	2	-	30
Crazy Square	M	Left	40	20	2	2	-	-	59
Crossed Four Point	M	Left	50	30	4	4	-	-	54
Crossover	S	Left	64	20	6	4	-	-	15
Diamond Slalom	M	Right	44	24	4	4	-	-	40
Dollar	R	Left	36.5	20	14	14	-	-	58
Double Bone	S	Left	44	24	4	4	1	-	37
Double Garage	R	Right	52	28	22	3	2	-	29
Double Kidney	M	Left	36.5	20	14	14	-	-	56
Double Loop	M	Right	32	24	3	3	-	-	42
Eccentric	M	Left	76	20	3	7	3	-	17
Fleur-de-lis	M	Left	50	30	4	3	-	-	53
Forward & Reverse Slalom	R	Left	64	20	4	1	-	-	10
Gables	M	Left	44	24	4	4	1	-	39
Gate Slalom	S	Right	64	20	6	4	-	-	9
Historic Straight Slalom	S	Right	86	20	7	-	-	-	4
Hopkirk	R	Left	71	20	12	3	-	-	19
Hopscotch	M	Left	78	20	4	4	-	-	13
Lazy Eight	M	Right	35	20	3	2	-	-	61
Loopy Slalom	S	Left	64	25	7	1	-	-	8
Manoeuvring	M	Left	44	20	4	3	1	-	65
MG	R	Left	58	26	28	3	2	-	24
Mothballs	M	Left	56	24	10	2	2	-	31
Multiple Loop	M	Right	30	20	3	2	1	-	47

* M = Manoeuvring Test, R = Reversing Test, S = Slalom Test

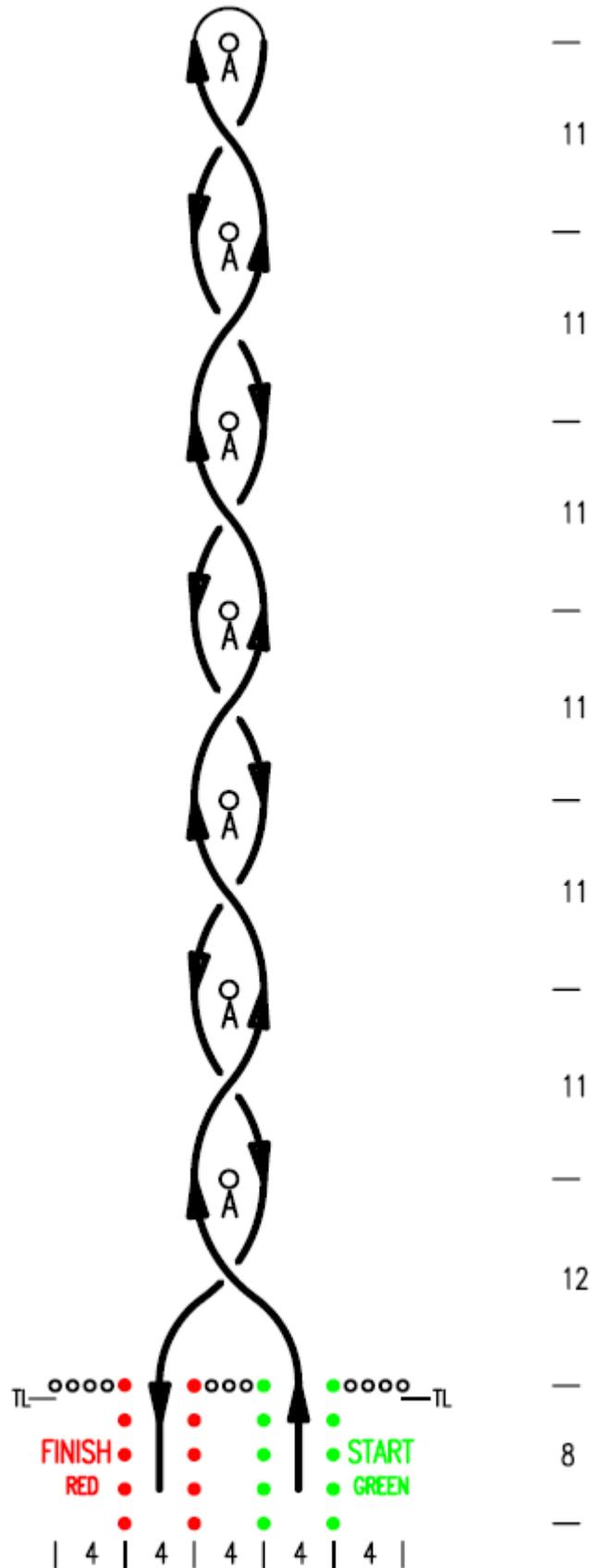
PART A, CHAMPIONSHIP TESTS ALPHABETIC INDEX

TEST NAME	TYPE*	START	LENGTH	WIDTH	FLAG COLOURS				PAGE
					A	B	C	D	NO.
Noughts & Crosses	M	Left	36.5	20	4	8	-	-	57
Nucleus	M	Left	44	24	1	2	2	2	45
Offcentric	M	Left	76	20	3	7	3	-	18
Open Slalom	S	Left	64	25	7	1	-	-	7
Opposite Garages	R	Left	54	28	24	3	-	-	22
Oh What a Feeling	M	Right	50	30	4	4	-	-	55
Paddy	R	Left	71	20	10	3	-	-	20
Pentagon	M	Right	40	24	1	2	2	-	51
Plumb Crazy	M	Left	40	20	2	2	-	-	60
Renno Diamond	M	Right	76	36	7	4	4	-	63
Reverse Garage	R	Left	60	20	12	2	-	-	21
Reverse Lazy Eight	M	Left	35	20	3	2	-	-	62
Reverse Spiro Slalom	R	Left	68	20	2	2	5	-	67
Serpentine	M	Right	68	20	4	4	-	-	64
Six Gate	R	Left	37	25	4	4	4	-	28
Spiro Slalom	S	Left	68	20	2	2	5	-	66
Square Slalom	S	Left	44	24	4	4	-	-	35
Star	M	Right	40	24	1	2	2	-	48
Straight Slalom	S	Right	85	20	5	4	-	-	5
Tee Garage	M	Left	70	24	20	4	-	-	23
Tee Slalom	S	Right	20	48	1	4	-	-	32
Three Lanes	R	Left	28	32	20	2	-	-	26
Tiger Moth	S	Left	50	36	3	4	-	-	33
Top Hat	M	Right	40	24	1	2	2	-	50
Trefoil	M	Left	50	30	4	3	-	-	52
Triple Garage	R	Left	28	32	26	2	-	-	25
Triple Loop	M	Right	44	24	6	3	-	-	38
Try Angles	M	Right	32	24	3	2	1	-	41
Twister	M	Left	50	36	3	4	-	-	34
Waltz Clover	R	Left	66	20	1	2	2	1	14
Waltz Slalom	R	Left	85	20	6	3	-	-	6

* M = Manoeuvring Test, R = Reversing Test, S = Slalom Test

HISTORIC STRAIGHT SLALOM

Timing line (0.5 - 1m) \overline{TL}
 Length 86m
 Width 20m



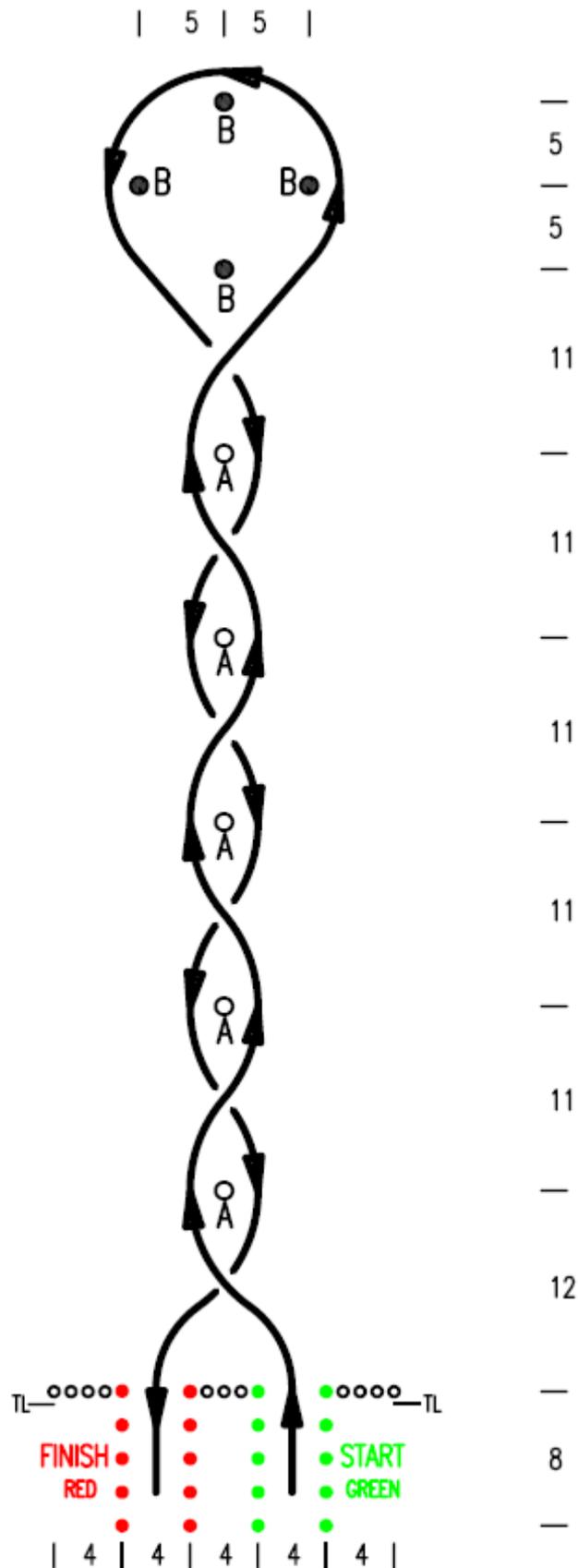
Similar test layouts - Page No 5,6,7,8,9,10

STRAIGHT SLALOM

Timing line (0.5 - 1m) TL

Length 85m

Width 20m

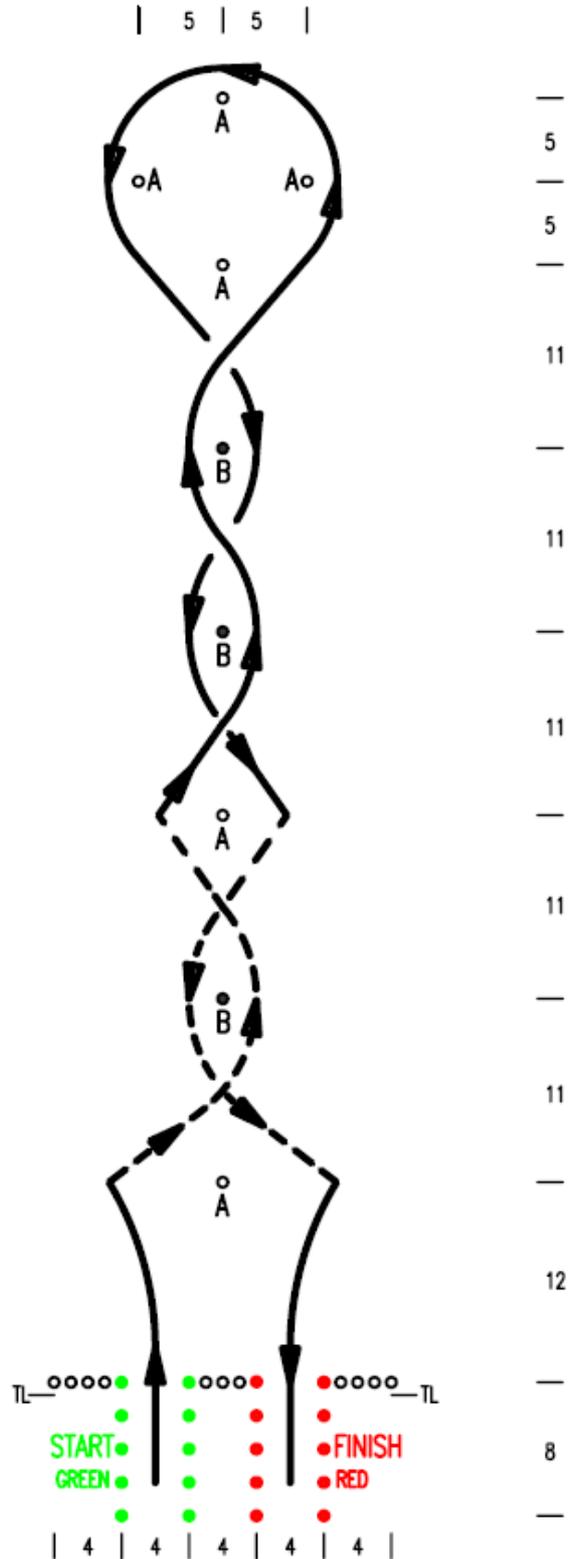


Similar test layouts - Page No 4,6,7,8,9,10

WALTZ SLALOM (Revised)

Changes from reverse to forward and forward to reverse may be made at any point, so long as the line between flags A-B-A is crossed in reverse.

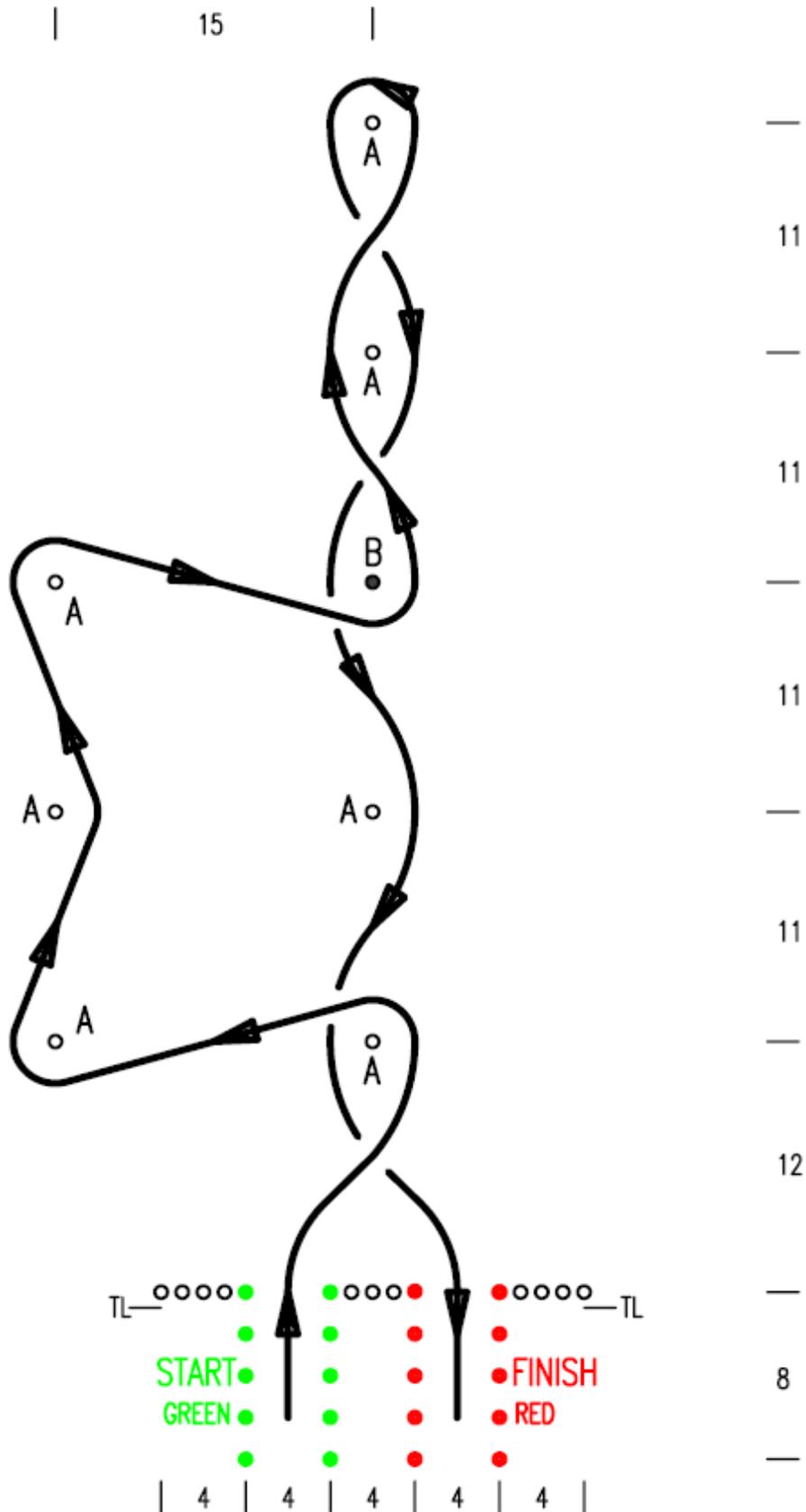
Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 85m, Width 20m



Similar test layouts - Page No 4,5,7,8,9,10

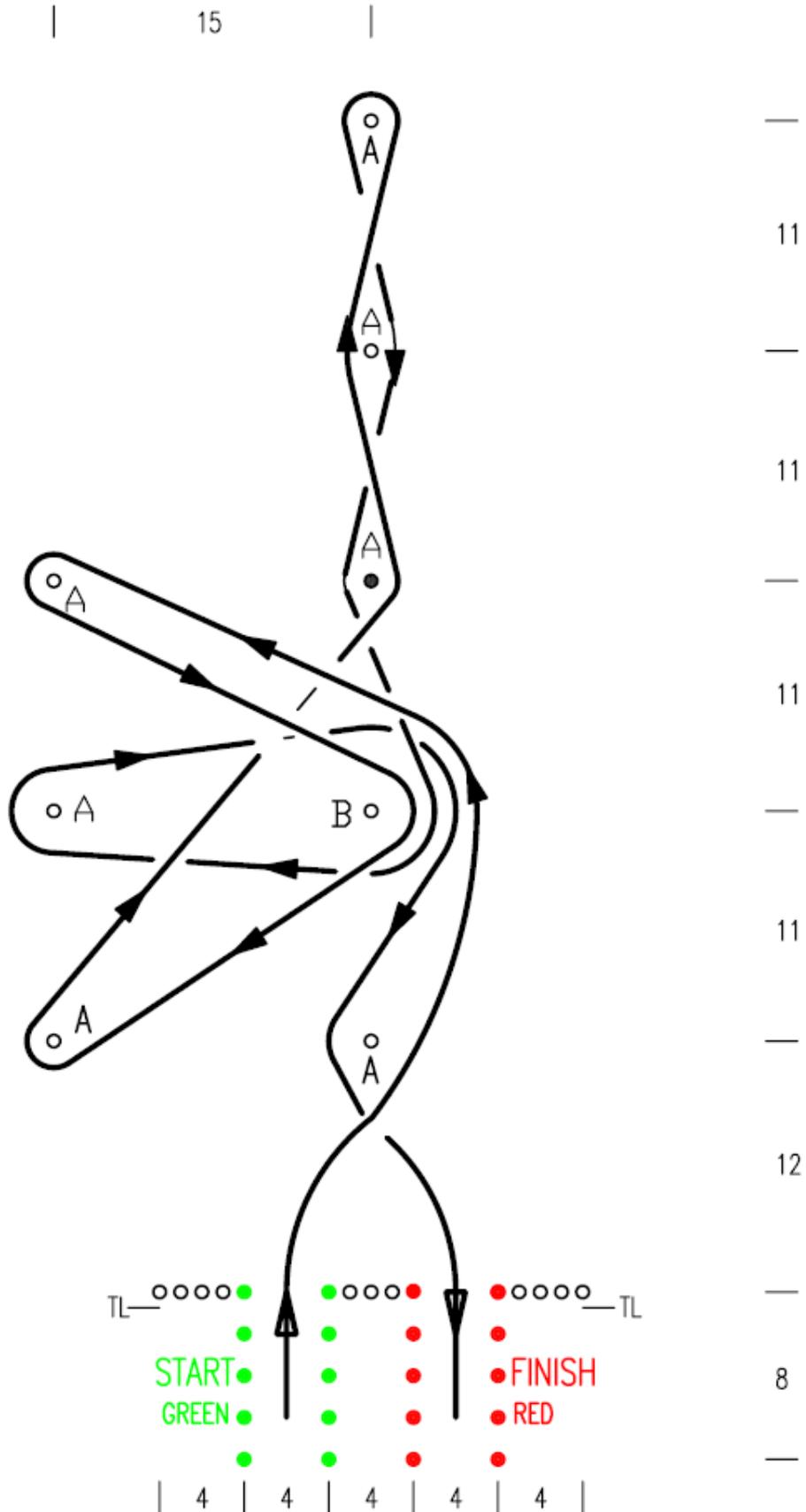
OPEN SLALOM

Timing line (0.5 - 1m) TL
 Length 64m
 Width 25m



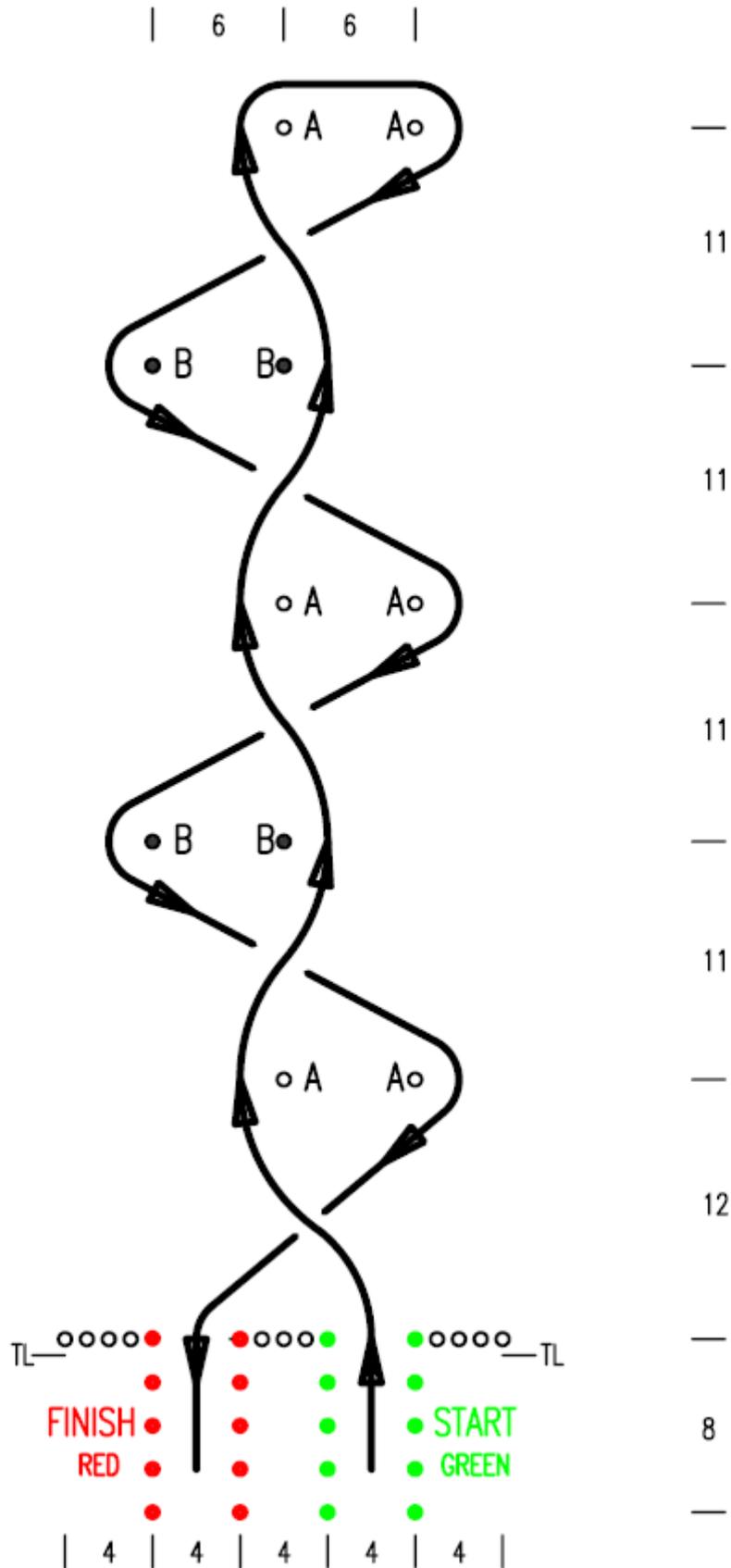
LOOPY SLALOM

Timing line (0.5 - 1m) TL
 Length 64m
 Width 25m



GATE SLALOM

Timing line (0.5 - 1m) \overline{TL}
 Length 64m
 Width 20m

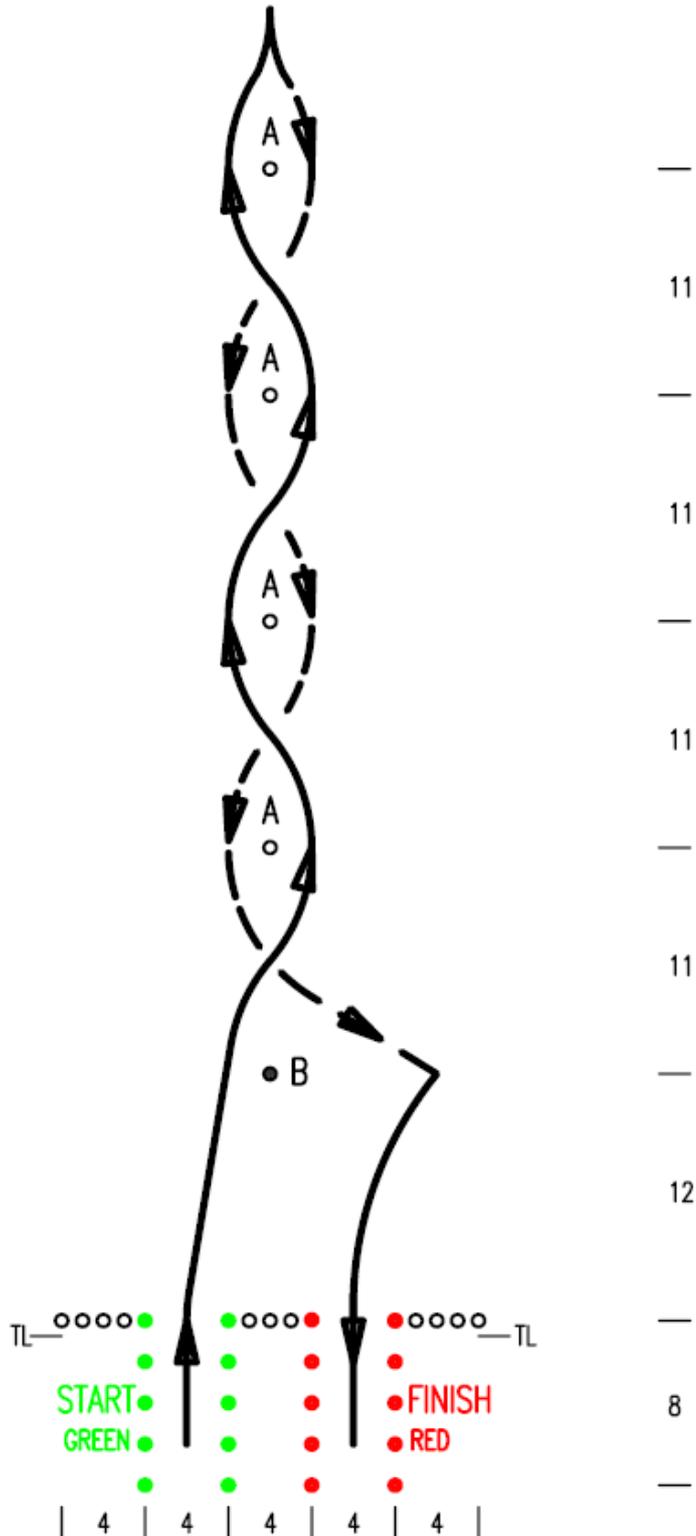


Similar test layouts - Page No 4,5,6,7,8,10, 12

FORWARD & REVERSE SLALOM

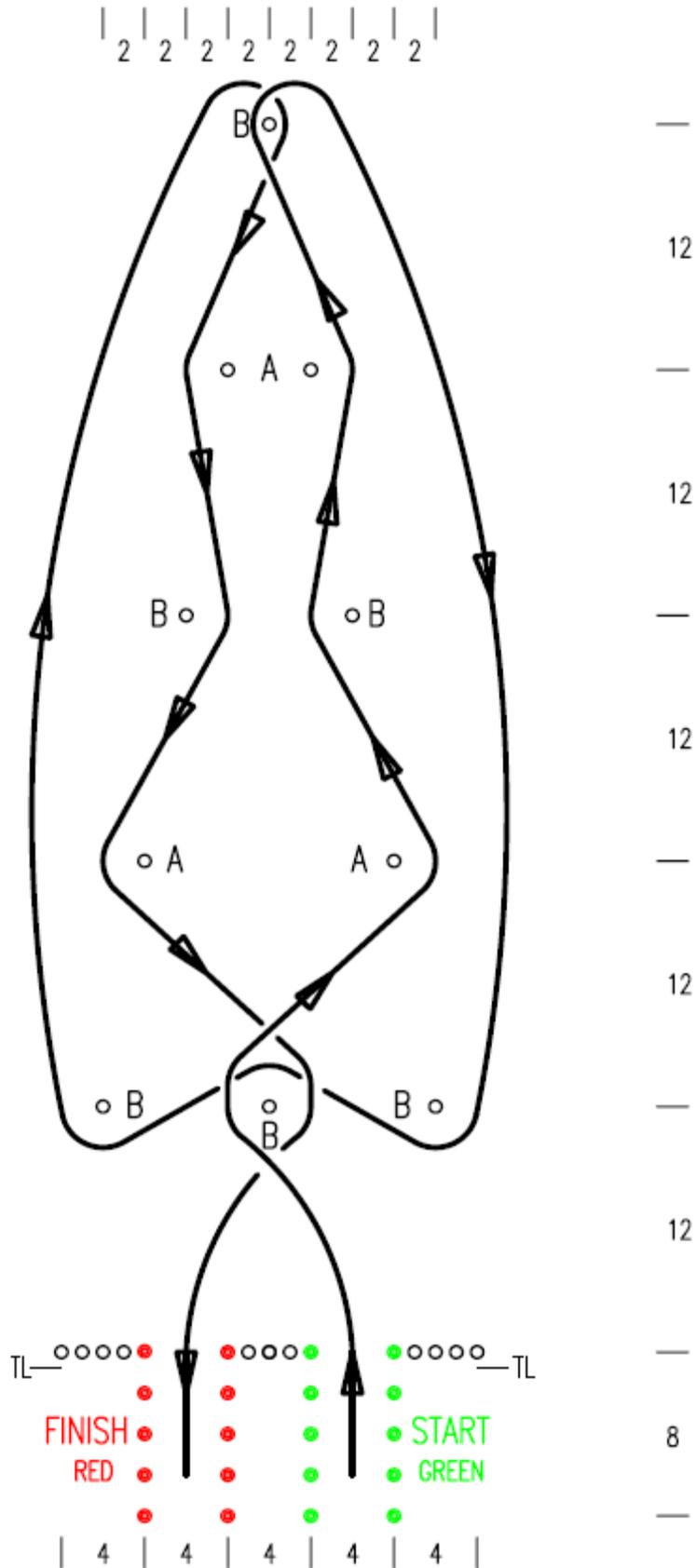
The turn from reverse to forward may be made in either direction, after the entire vehicle has crossed the line A-B in a reverse direction.

Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 64m
 Width 20m



ARROWHEAD

Timing line (0.5 - 1m) TL
 Length 68m
 Width 20m



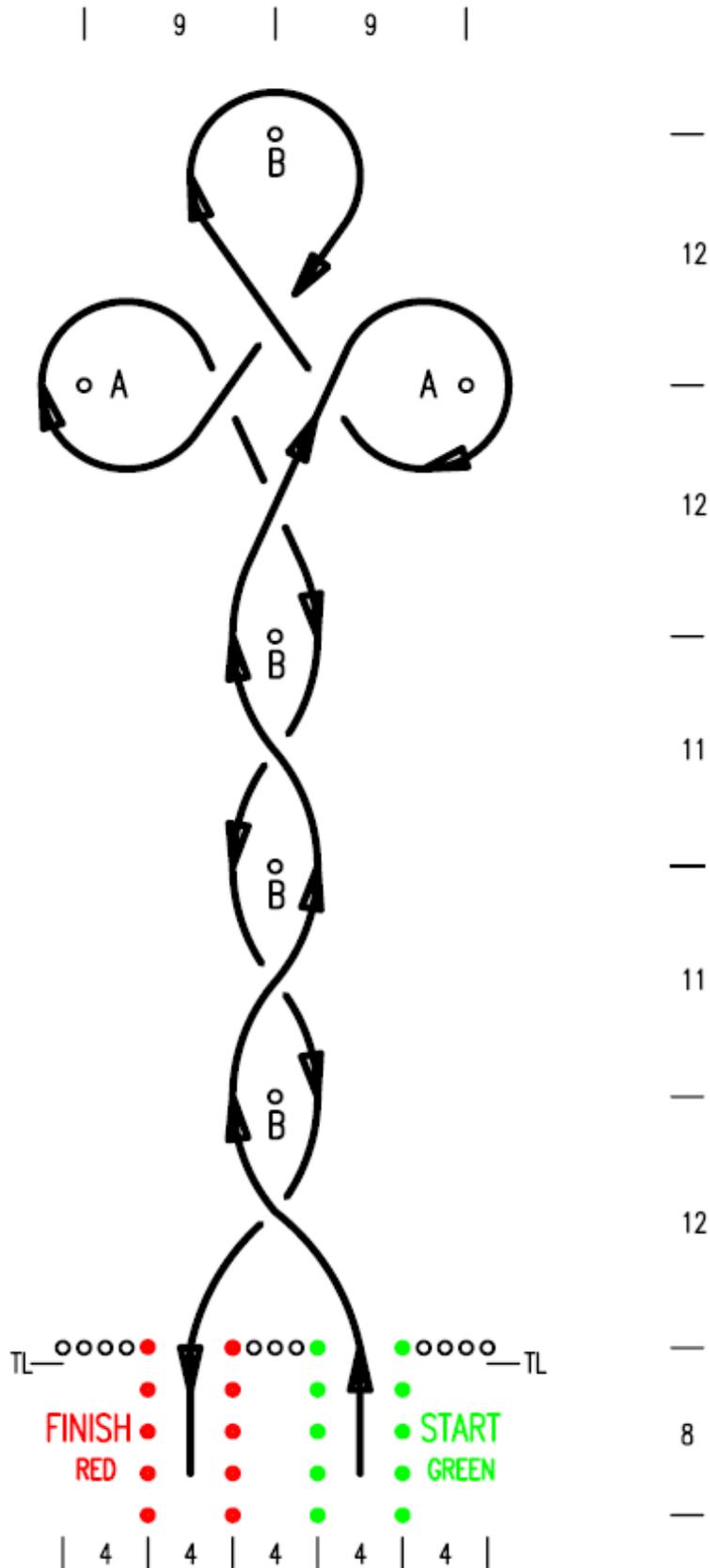
Similar test layouts - Page No 64,80,81

CLOVERLEAF

Timing line (0.5 - 1m) TL

Length 66m

Width 20m



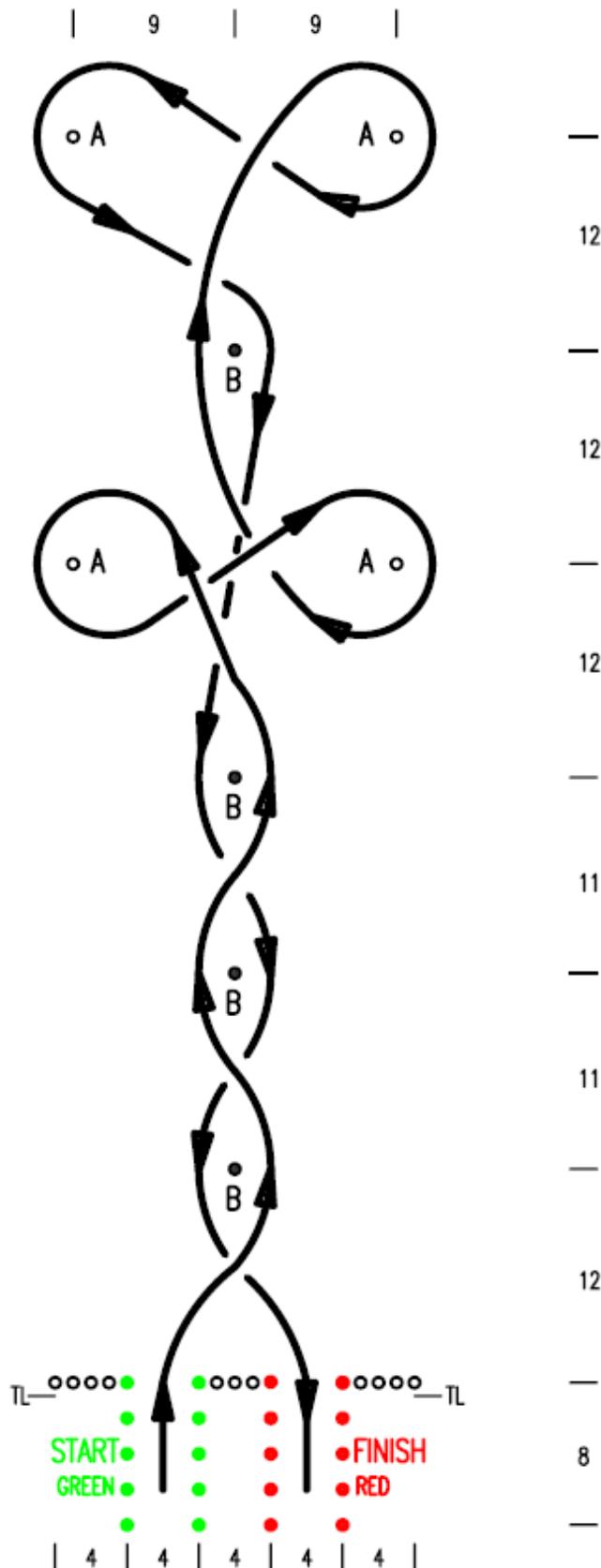
Similar test layouts - Page No 13,14

HOPSCOTCH

Timing line (0.5 - 1m) TL

Length 78m

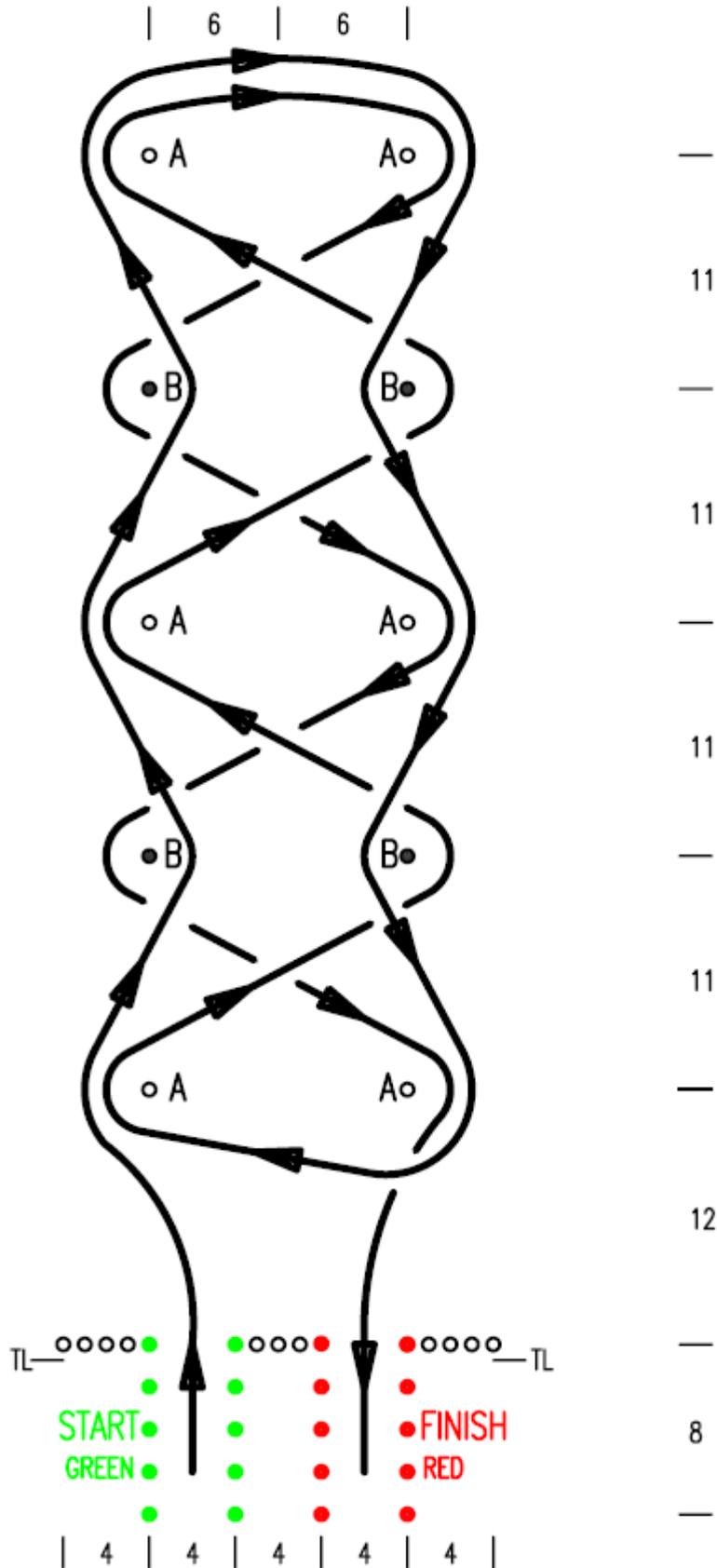
Width 20m



Similar test layouts - Page No 12,14

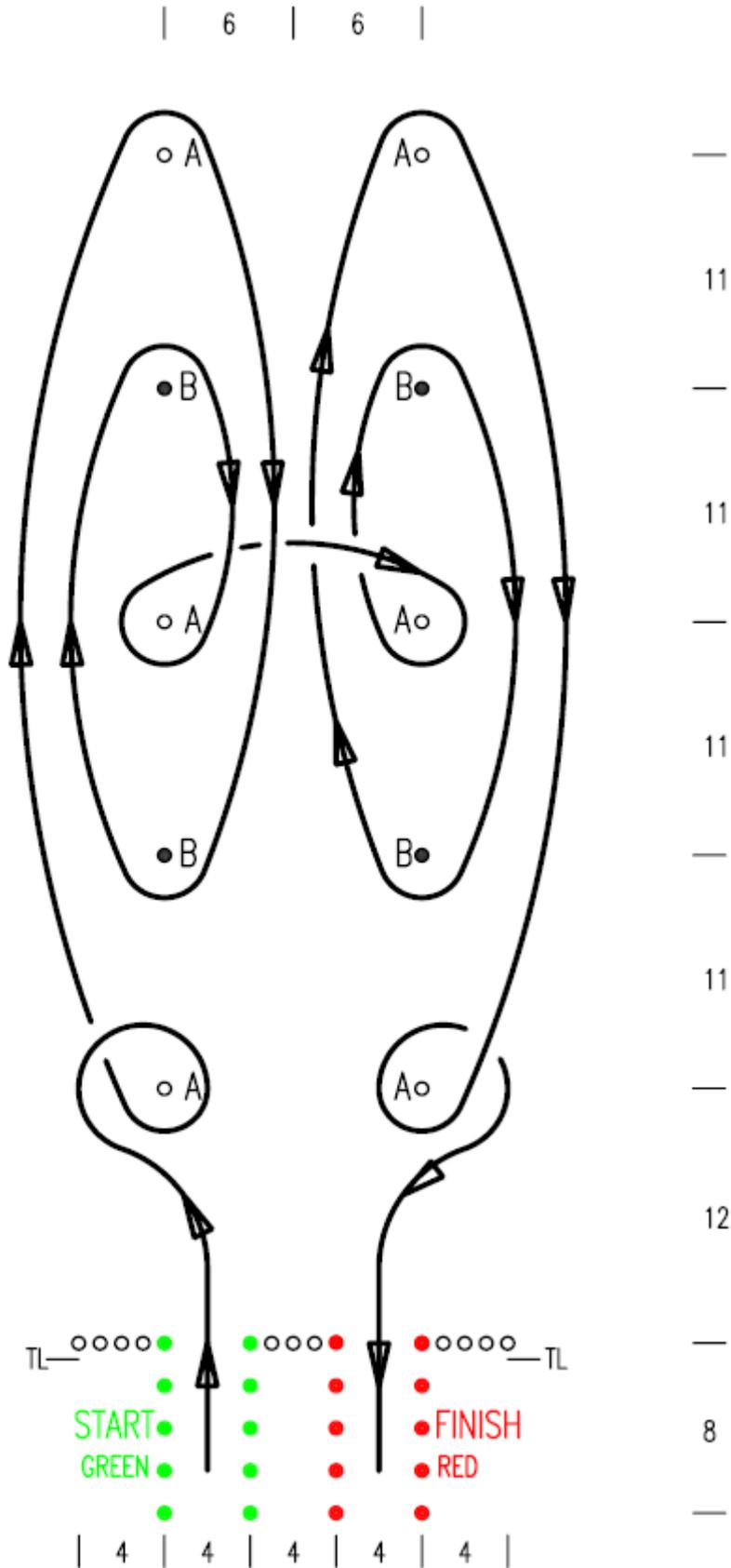
CROSSOVER

Timing line (0.5 - 1m) TL
 Length 64m
 Width 20m



BIG EYES

Timing line (0.5 - 1m) \overline{TL}
 Length 64m
 Width 20m



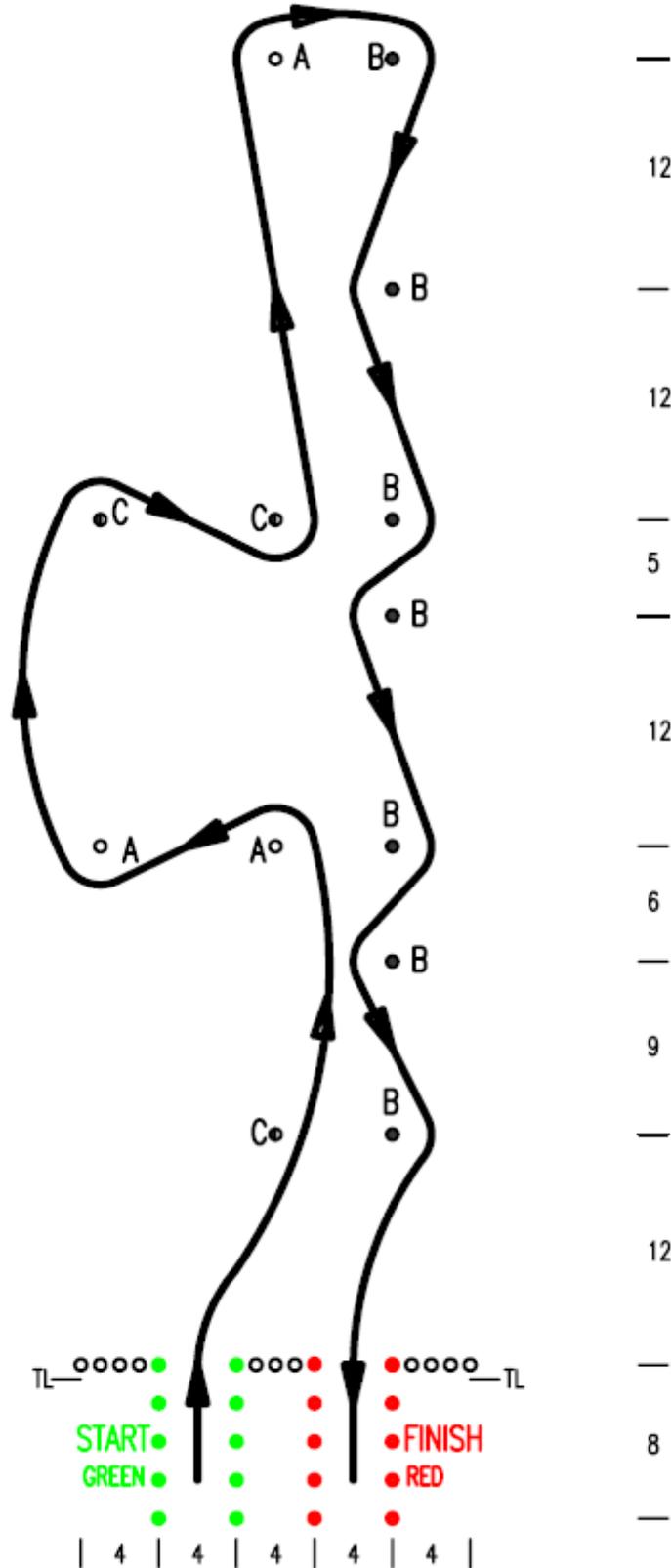
OFFCENTRIC

Timing line (0.5 - 1m) TL

Length 76m

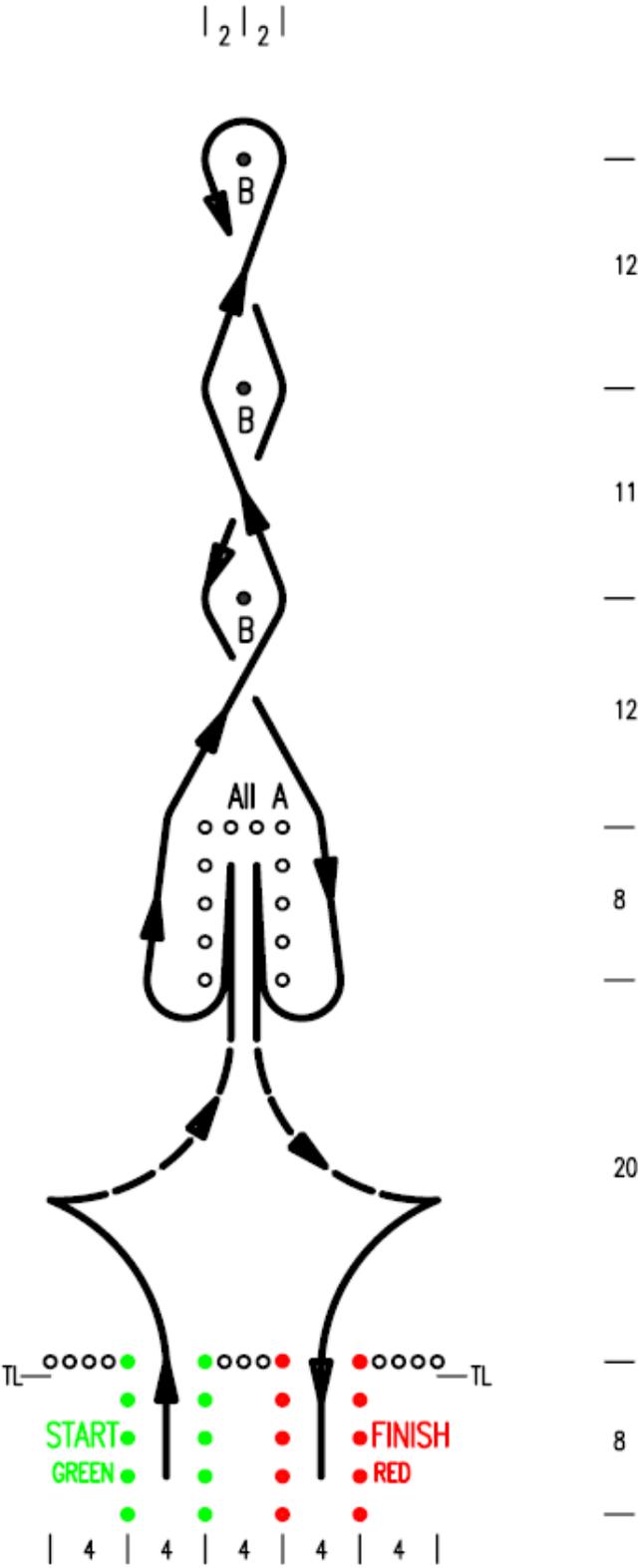
Width 20m

| 9 | 6 |



HOPKIRK

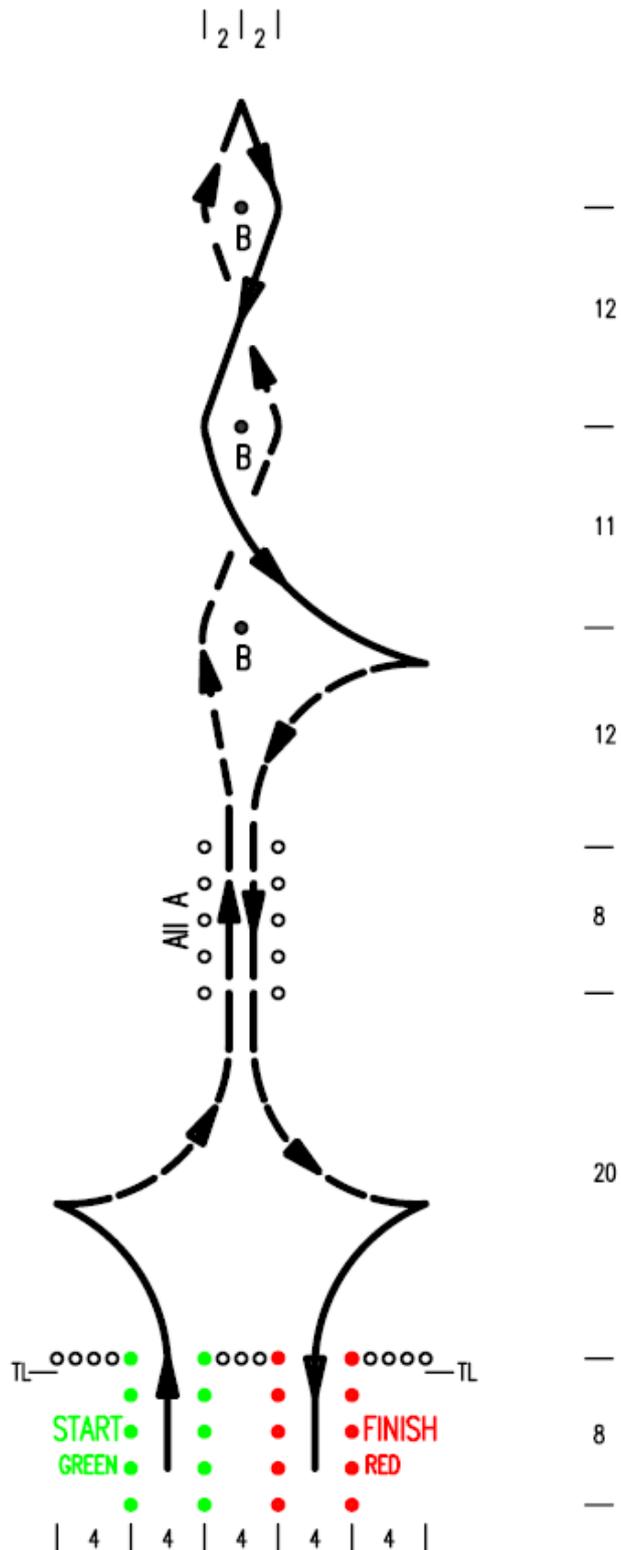
Turns, from forward to reverse and from reverse to forward, may be in either direction.
 Field garage (O) shall be colour A.
 Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 71m, Width 20m



PADDY

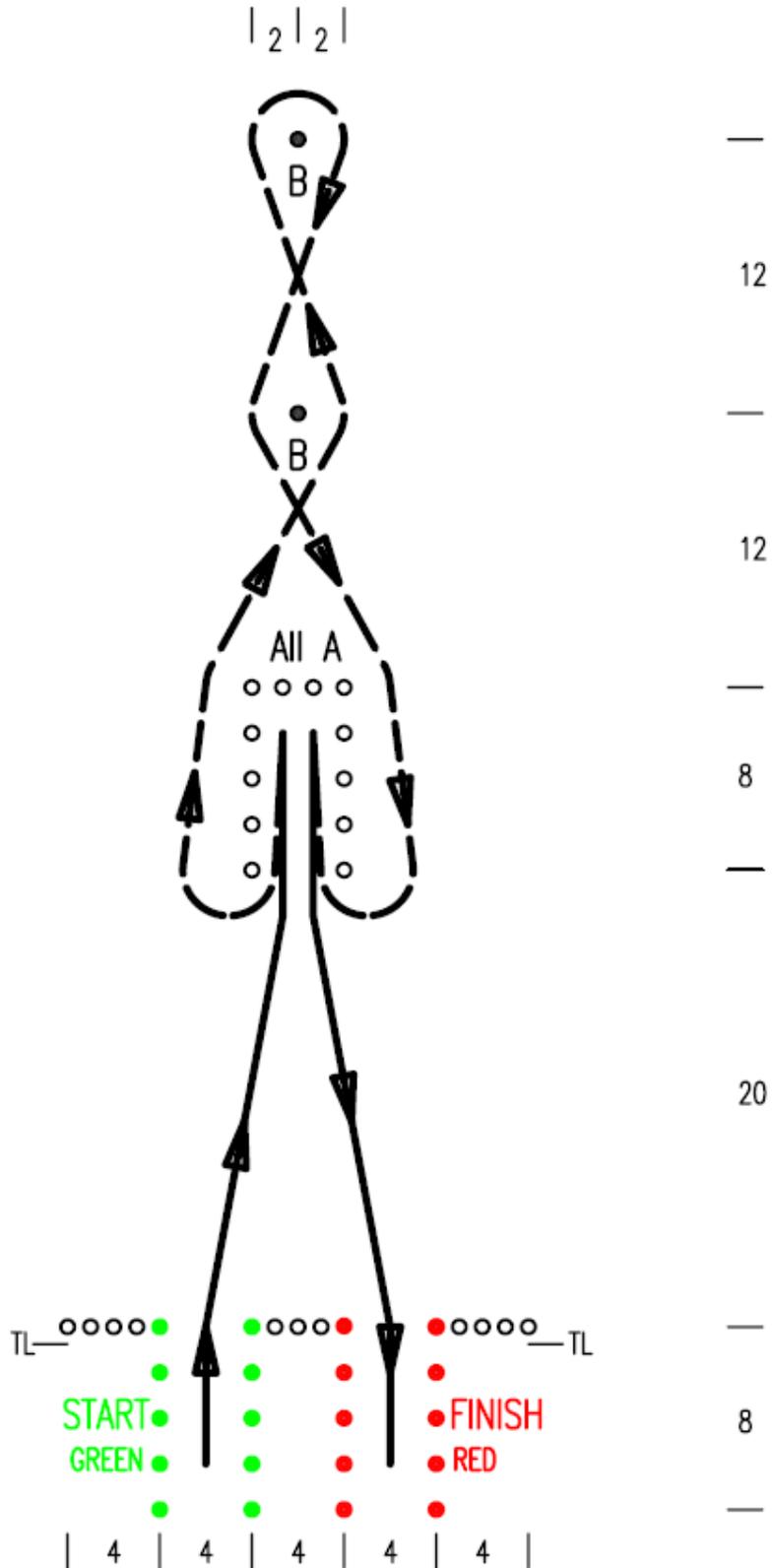
Turns between start or finish garages and field corridor, and between slalom and field corridor, may be in either direction. Field corridor (O) shall be colour A.

Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 71m, Width 20m



REVERSE GARAGE

Field garage (O) shall be colour A.
 Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 60m
 Width 20m



OPPOSITE GARAGES

The turn between the field garage and the finish may be made in either direction.

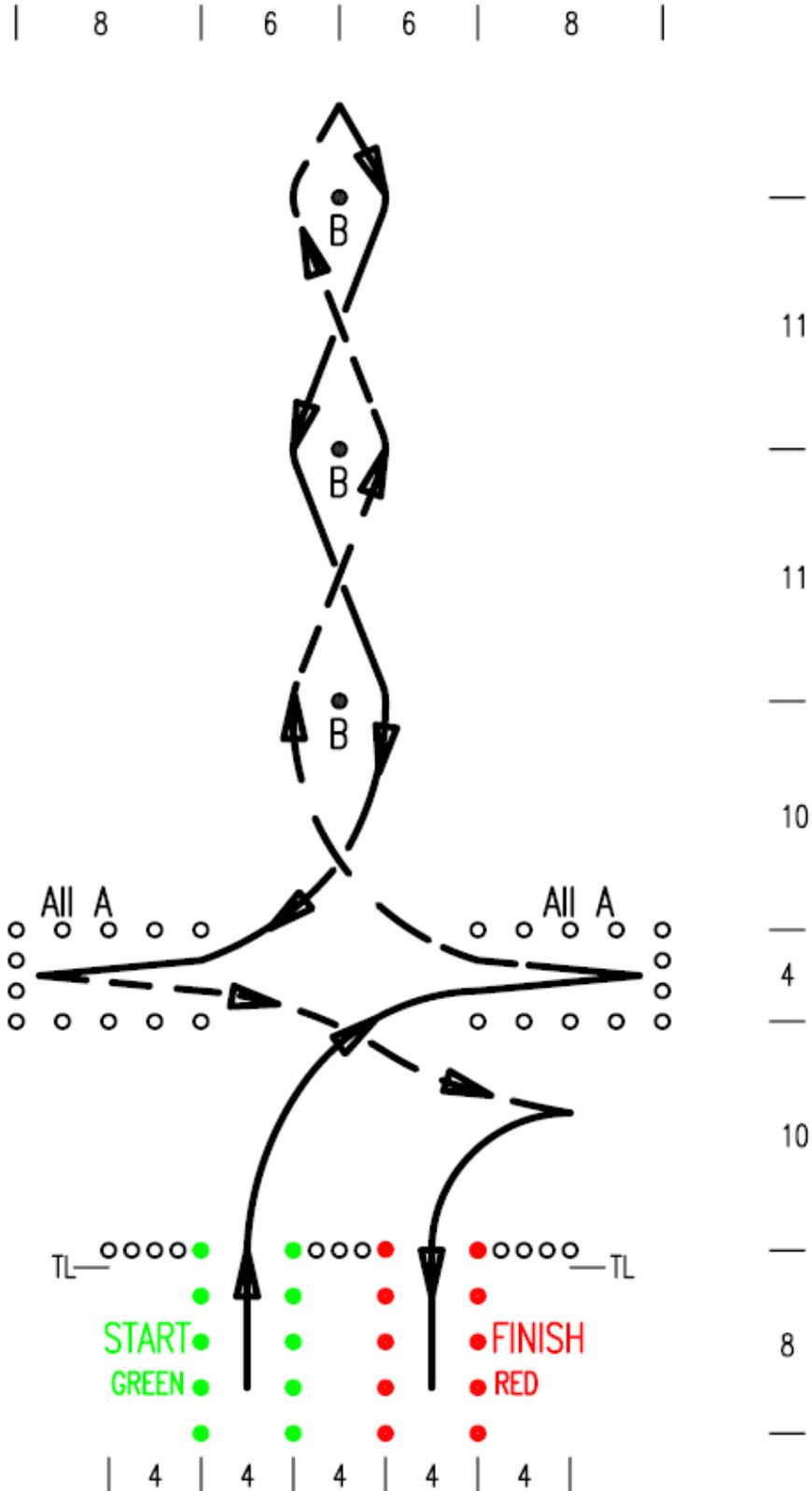
Field garages (O) shall be colour A.

Forward \longrightarrow

Reverse \dashrightarrow

Timing line (0.5 - 1m) TL

Length 54m, Width 28m



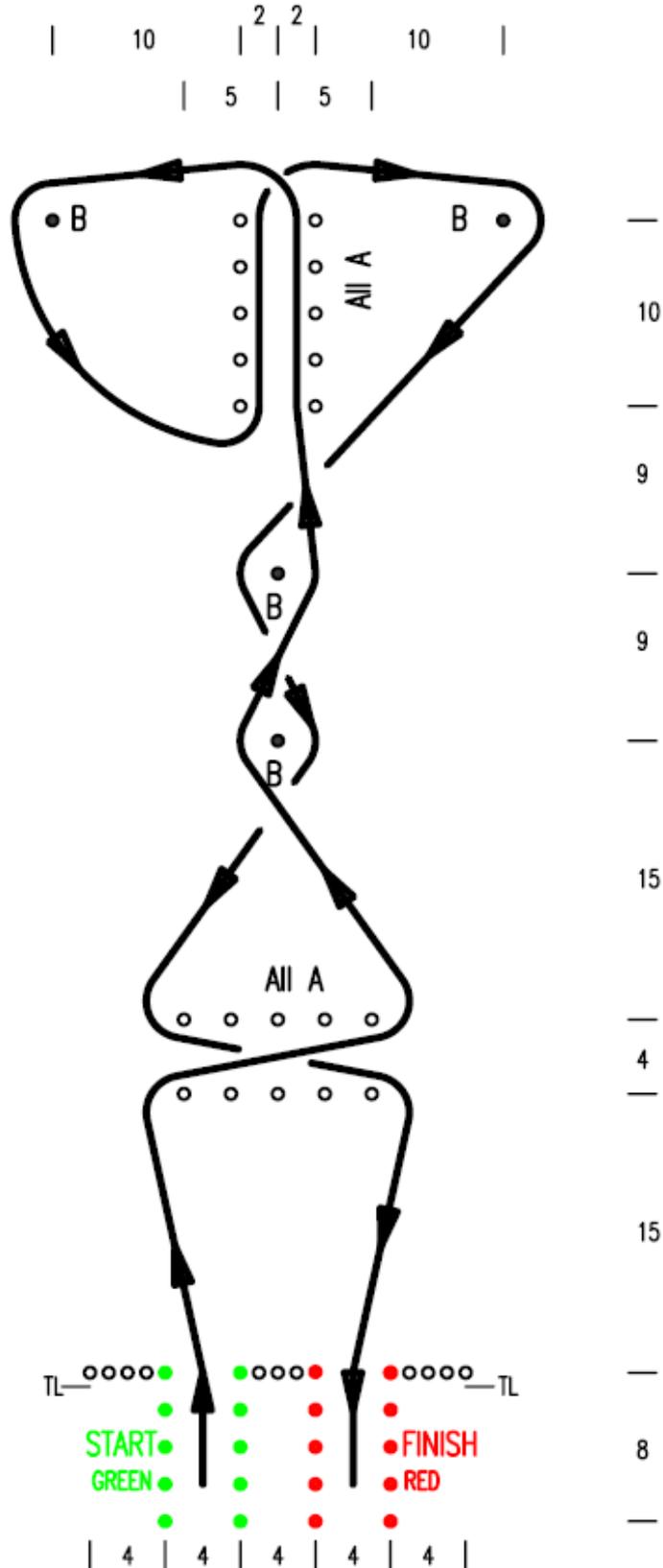
TEE GARAGE

Field corridors (O) shall be colour A.

Timing line (0.5 - 1m) TL

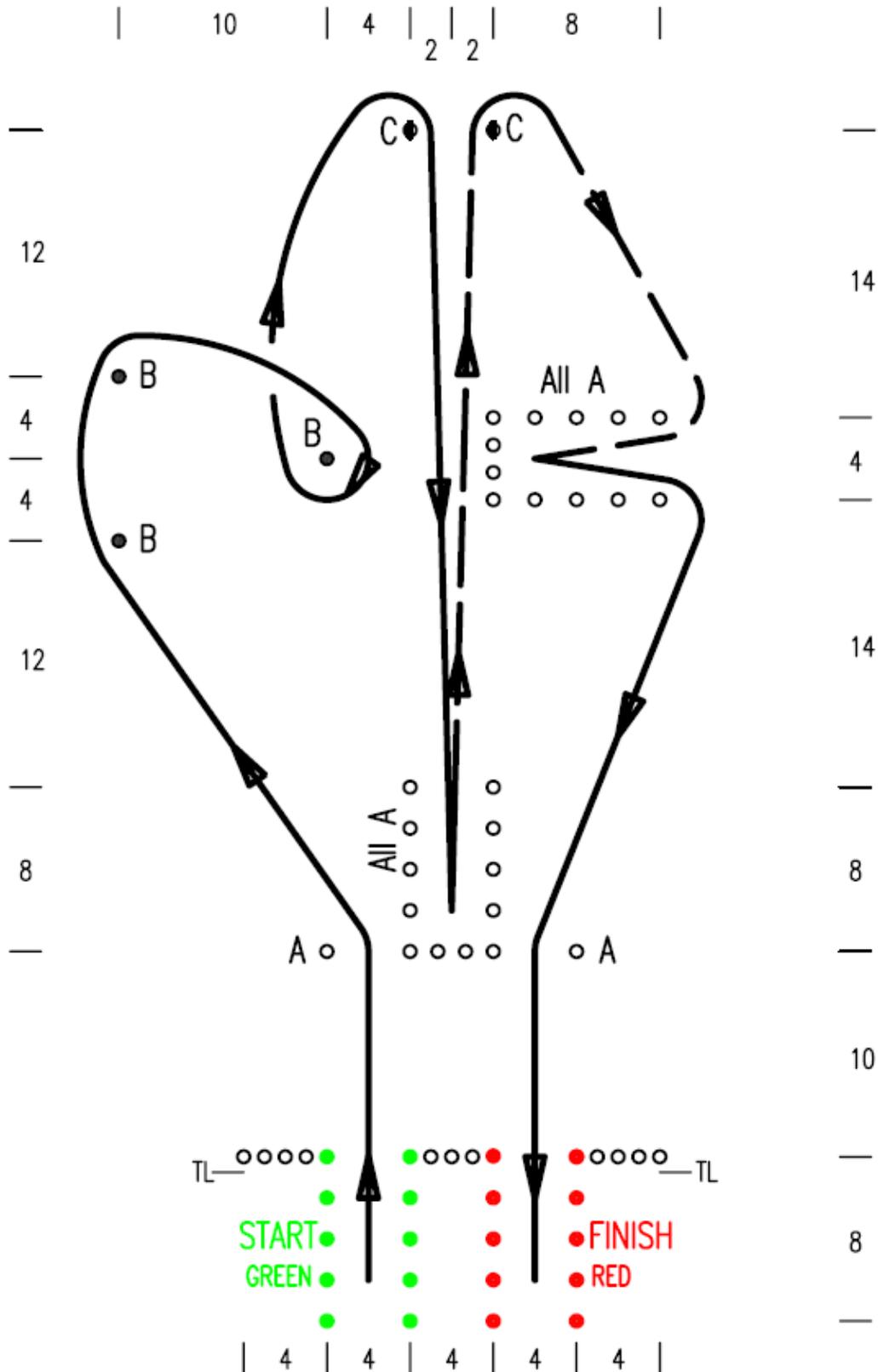
Length 70m

Width 24m



M.G.

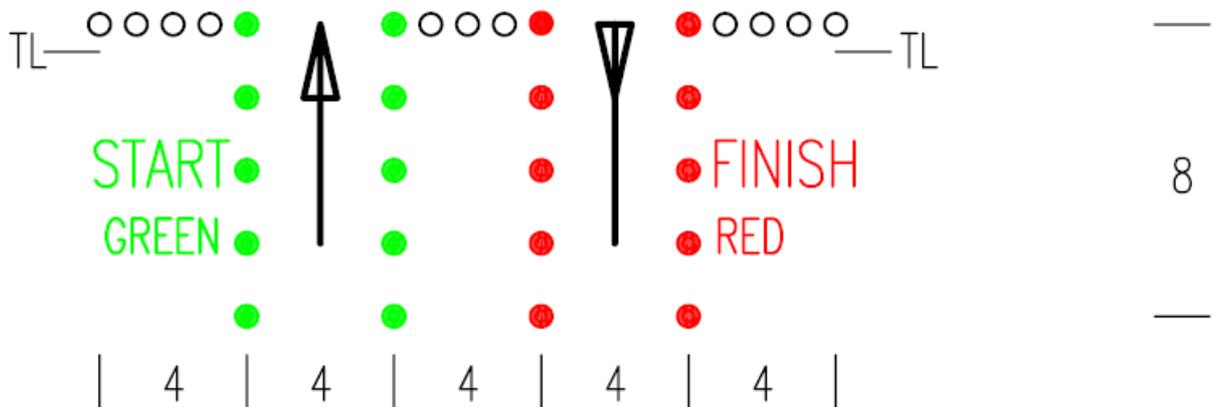
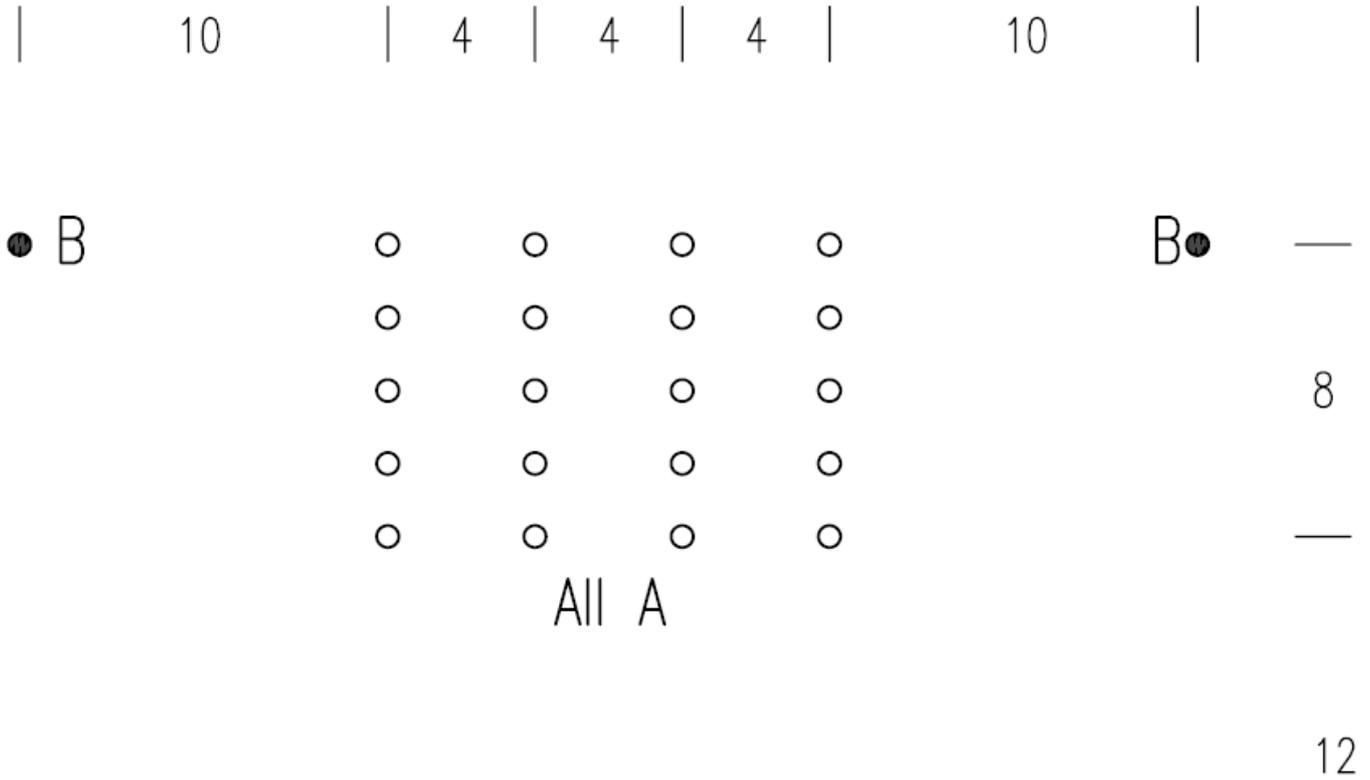
Field garages (O) shall be colour A.
 Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 58m
 Width 26m



THREE LANES

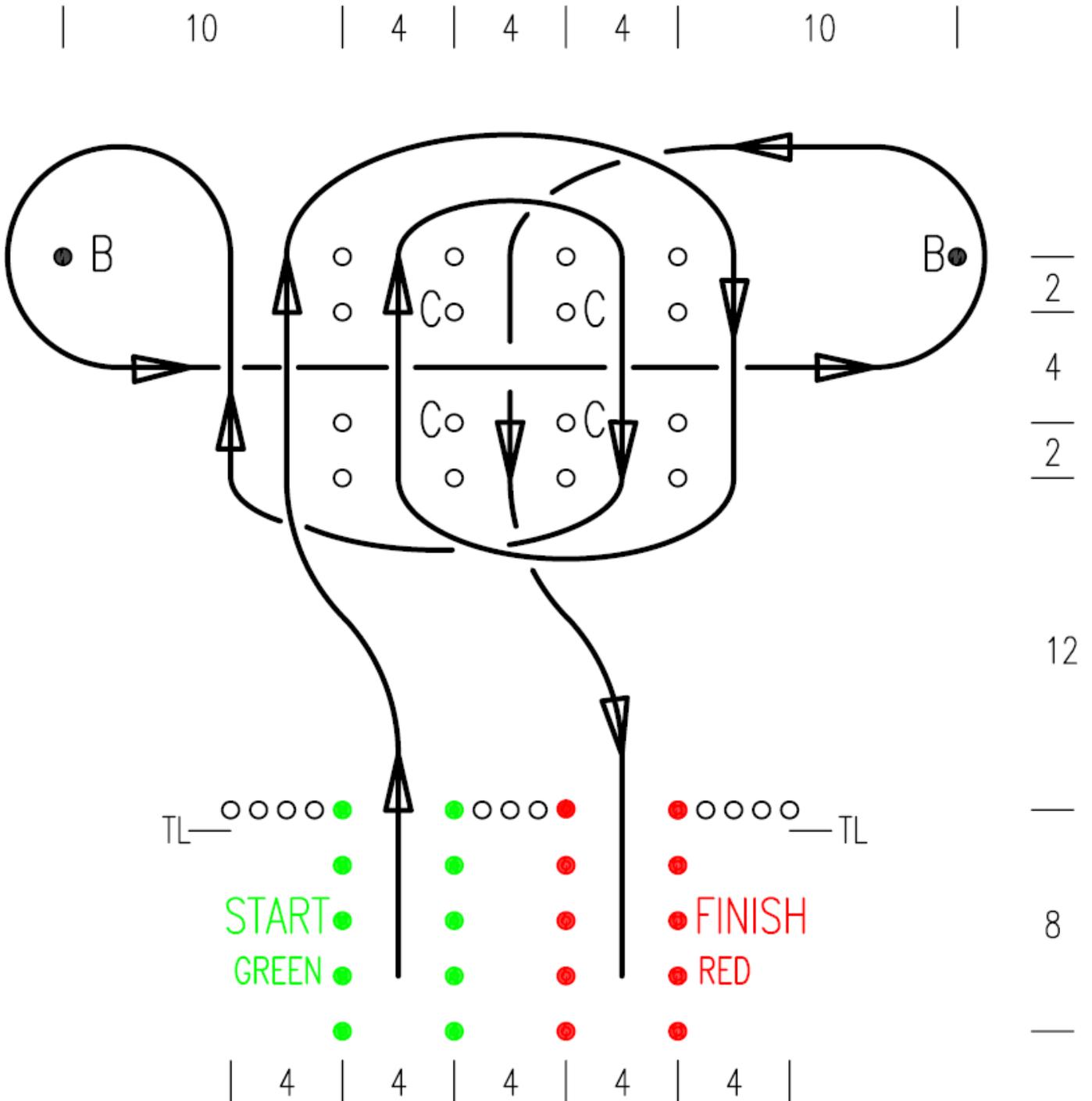
Using all three corridors, two are to be driven through in a forward direction, and the other in a reverse direction. There are two flags 'B', and each must be circled in a forward or a reverse direction. To circle a flag the vehicle must cross its own path. Field corridor (O) shall be colour A.

Timing line (0.5 - 1m) TL
Length 28m, Width 32m



BULLS EYE

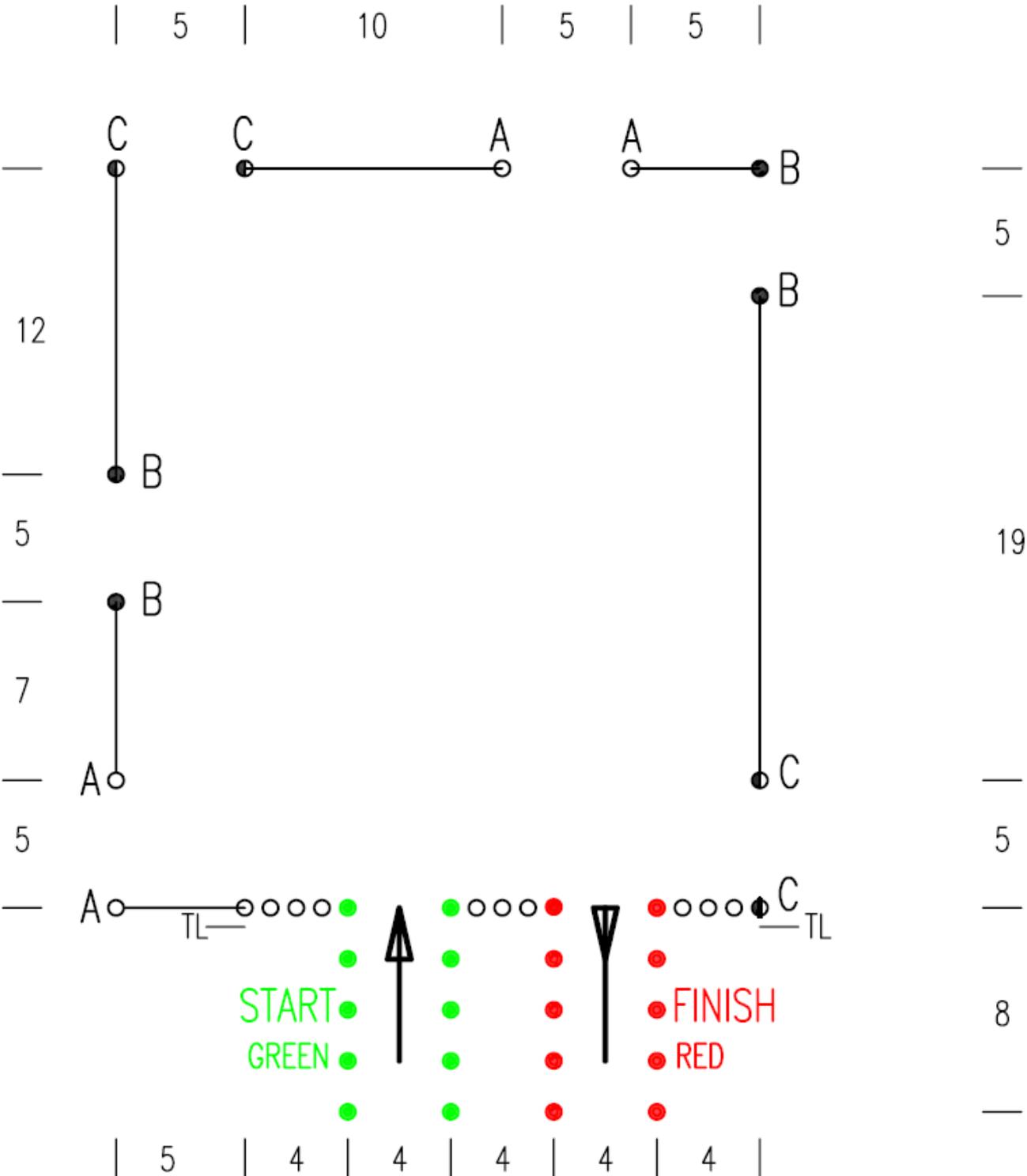
Timing line (0.5 - 1m) TL
 Length 28m
 Width 32m



SIX GATE

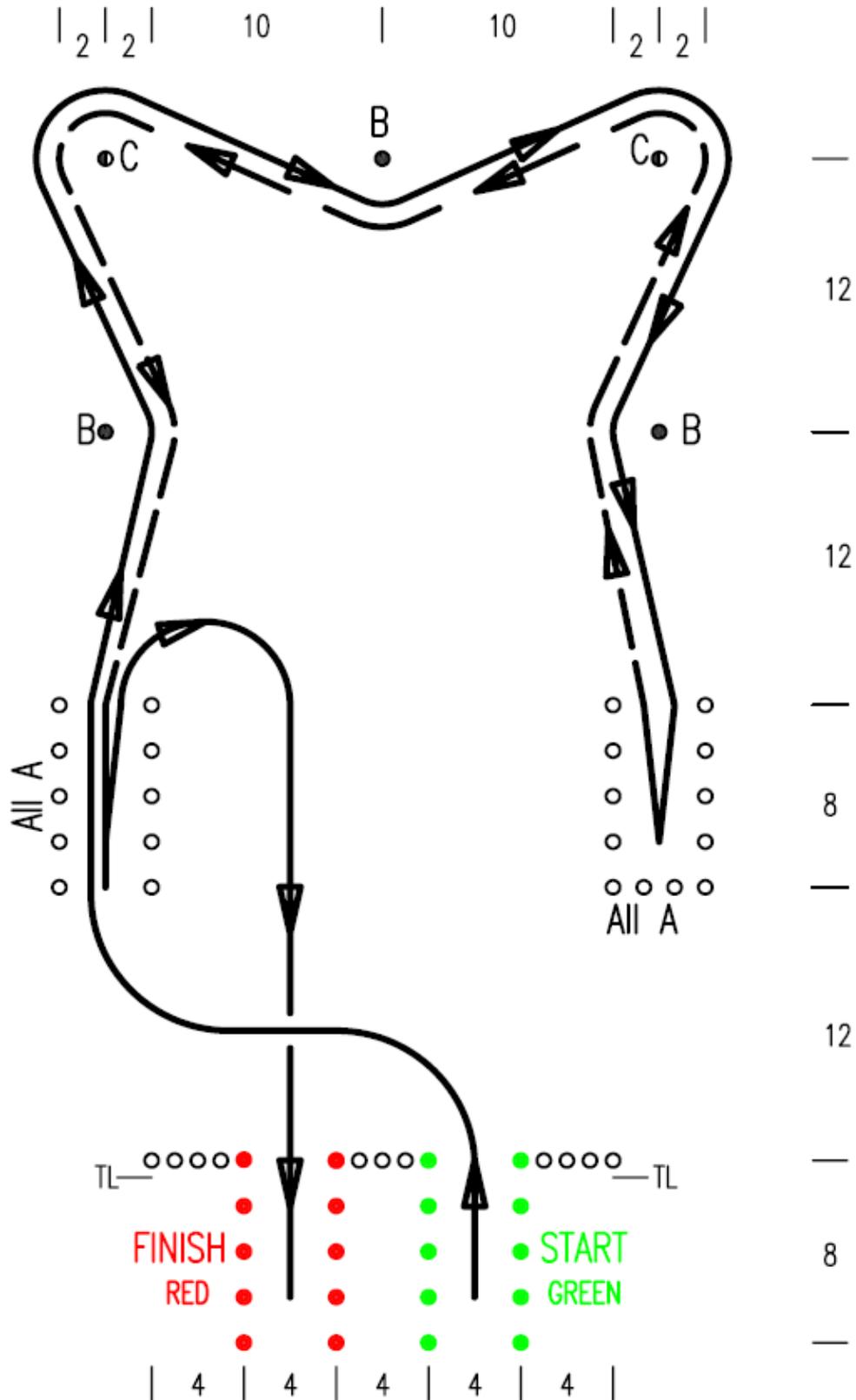
There are six gates, each 5m wide.
 Pass through each gate once, four gates in a forward direction and two in reverse direction.
 The lines between the gates (bounded by differently coloured flags) form boundaries and must not be crossed.

Timing line (0.5 - 1m) TL
 Length 37m
 Width 25m



DOUBLE GARAGE

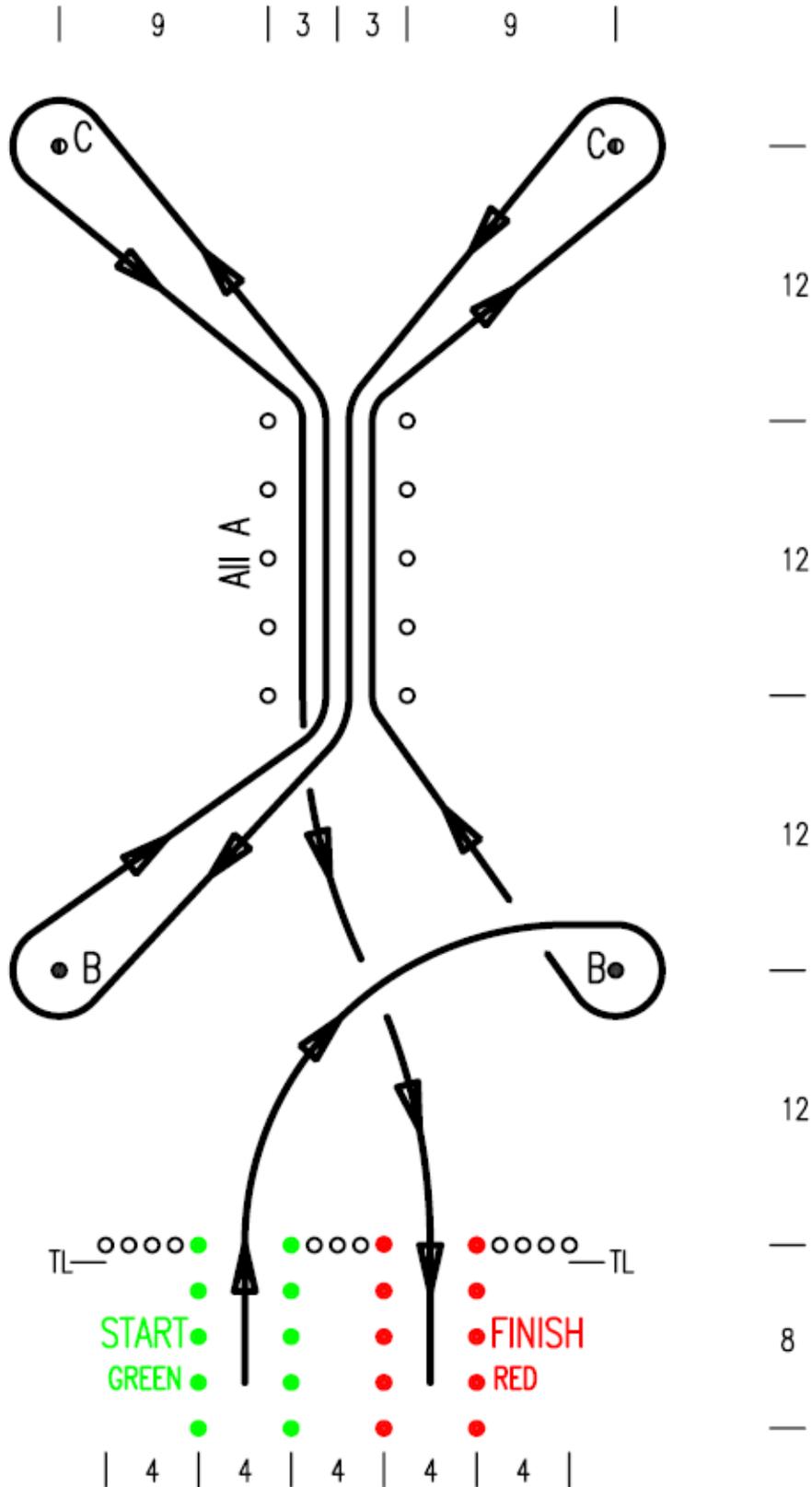
Field corridor and garage (O) shall be colour A.
 Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) $\overline{\text{TL}}$
 Length 52m
 Width 28m



CORRIDOR

Field corridor (O) shall be colour A.

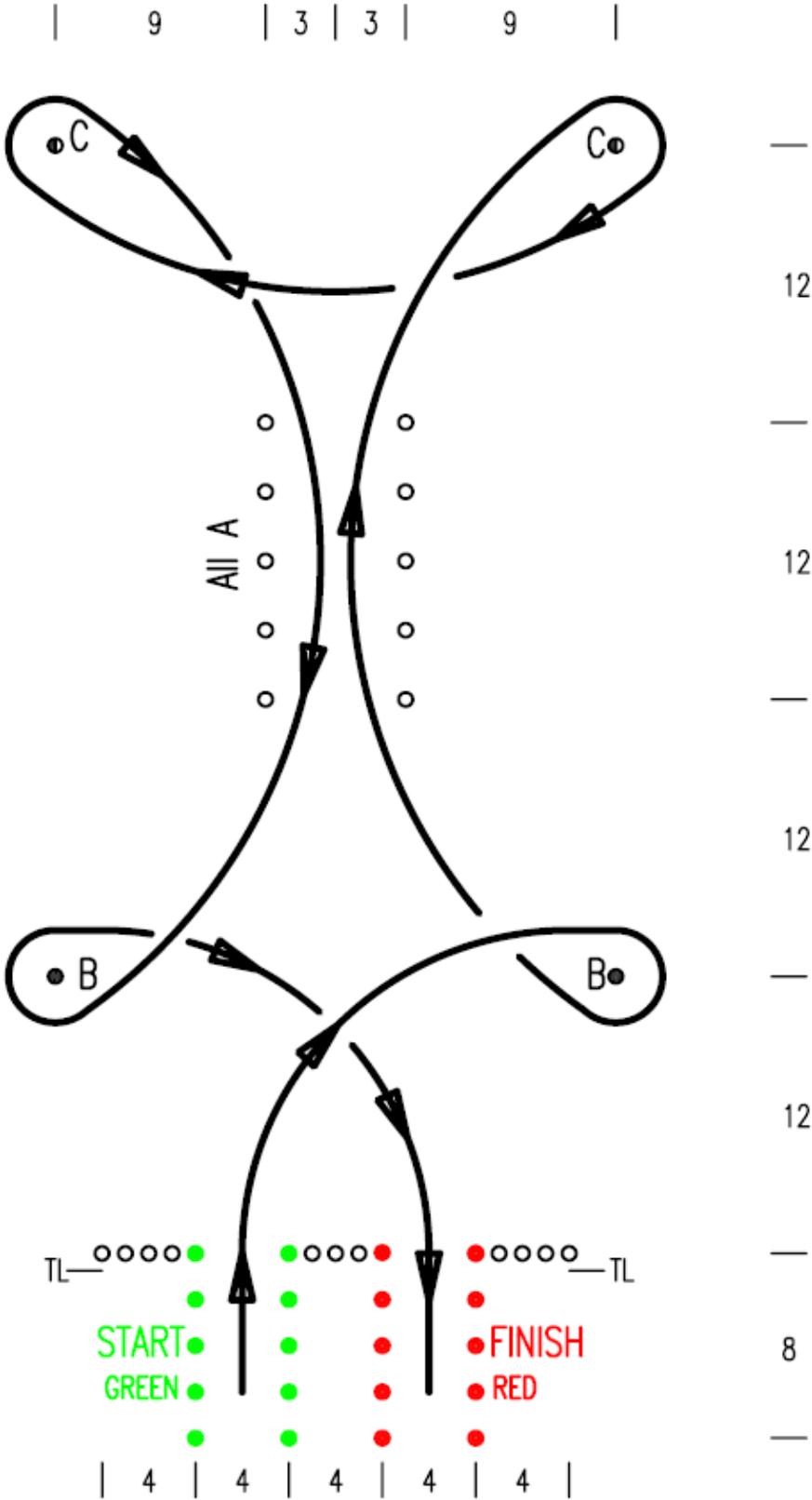
Timing line (0.5 - 1m) TL
 Length 56m
 Width 24m



MOTHBALLS

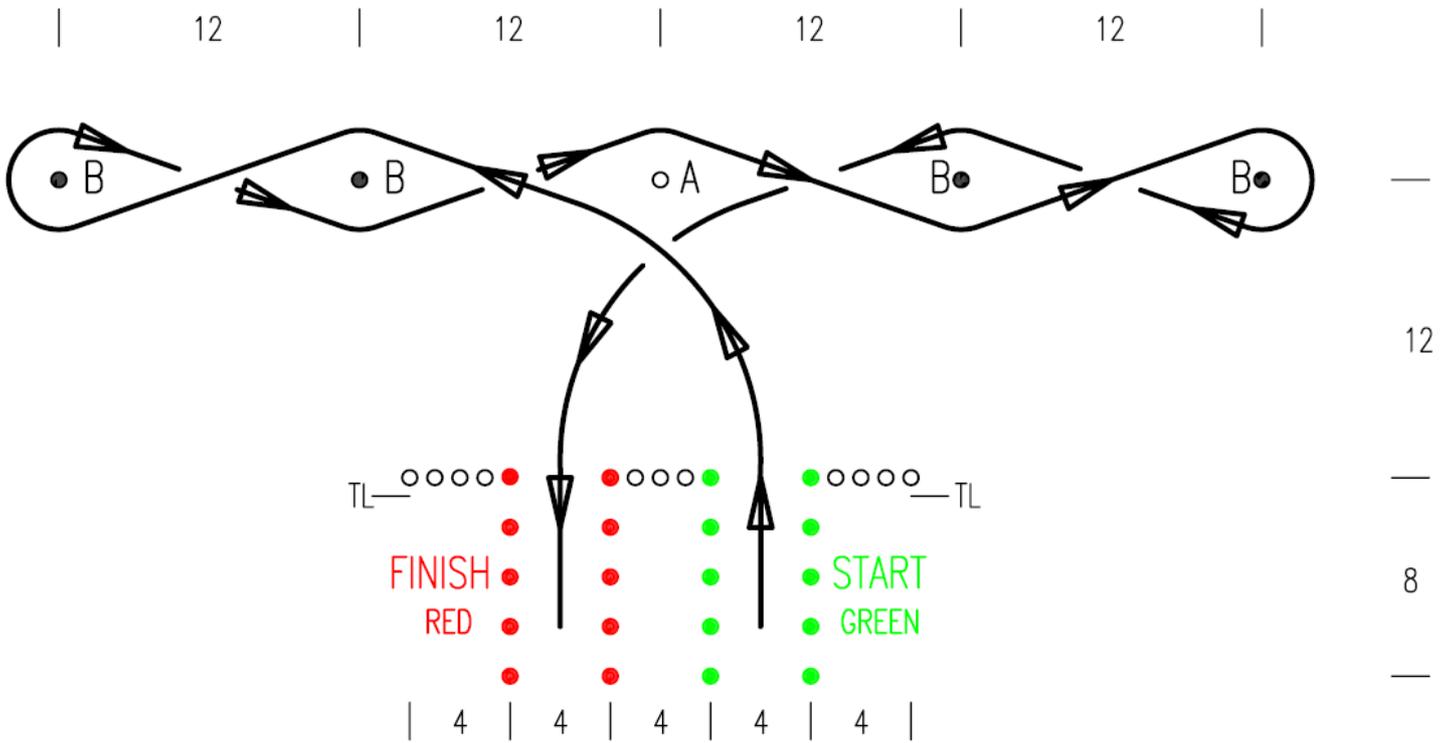
Field corridor (O) shall be colour A.

Timing line (0.5 - 1m) TL
 Length 56m
 Width 24m



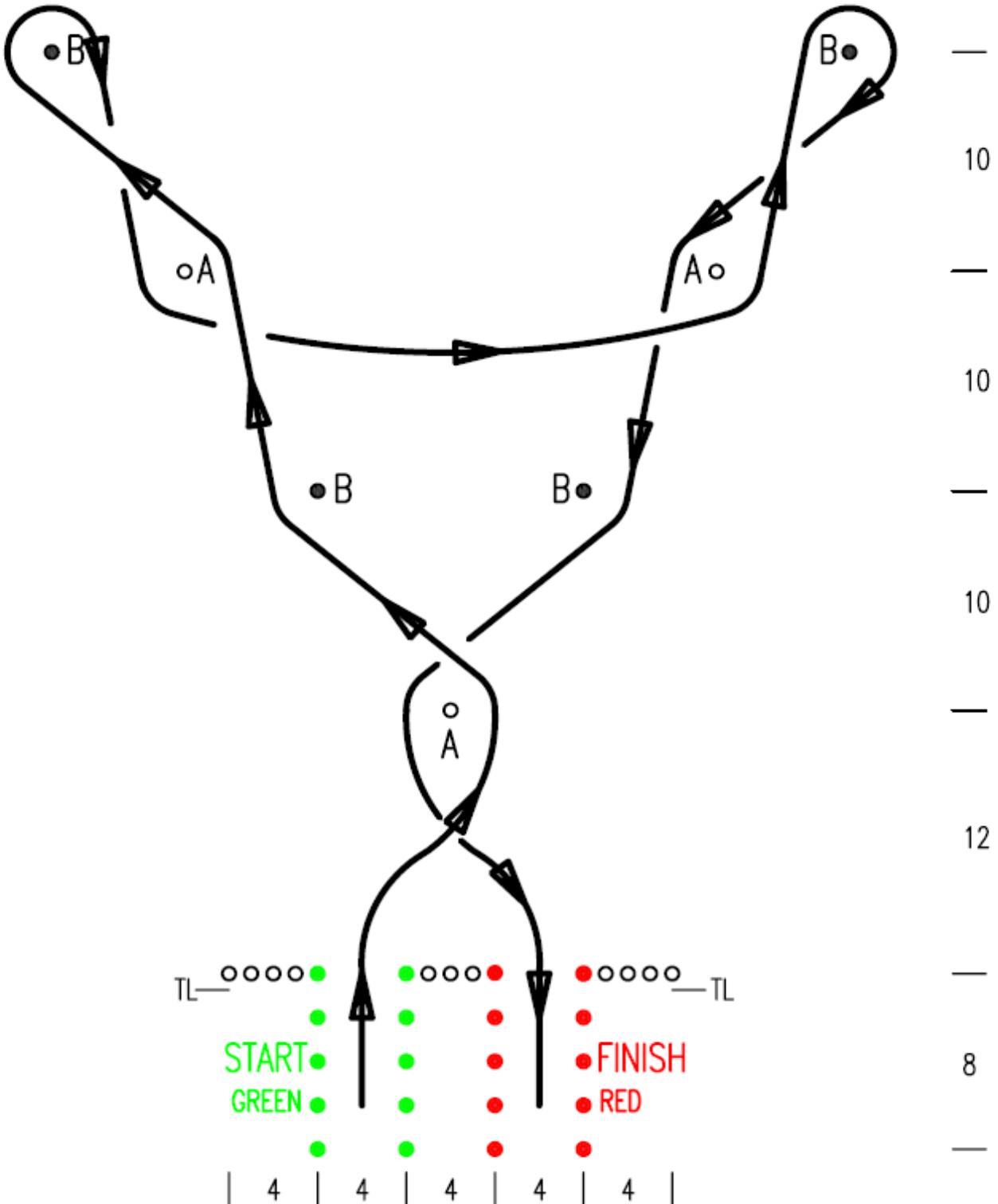
TEE SLALOM

Timing line (0.5 - 1m) \overline{TL}
 Length 20m
 Width 48m



TIGER MOTH

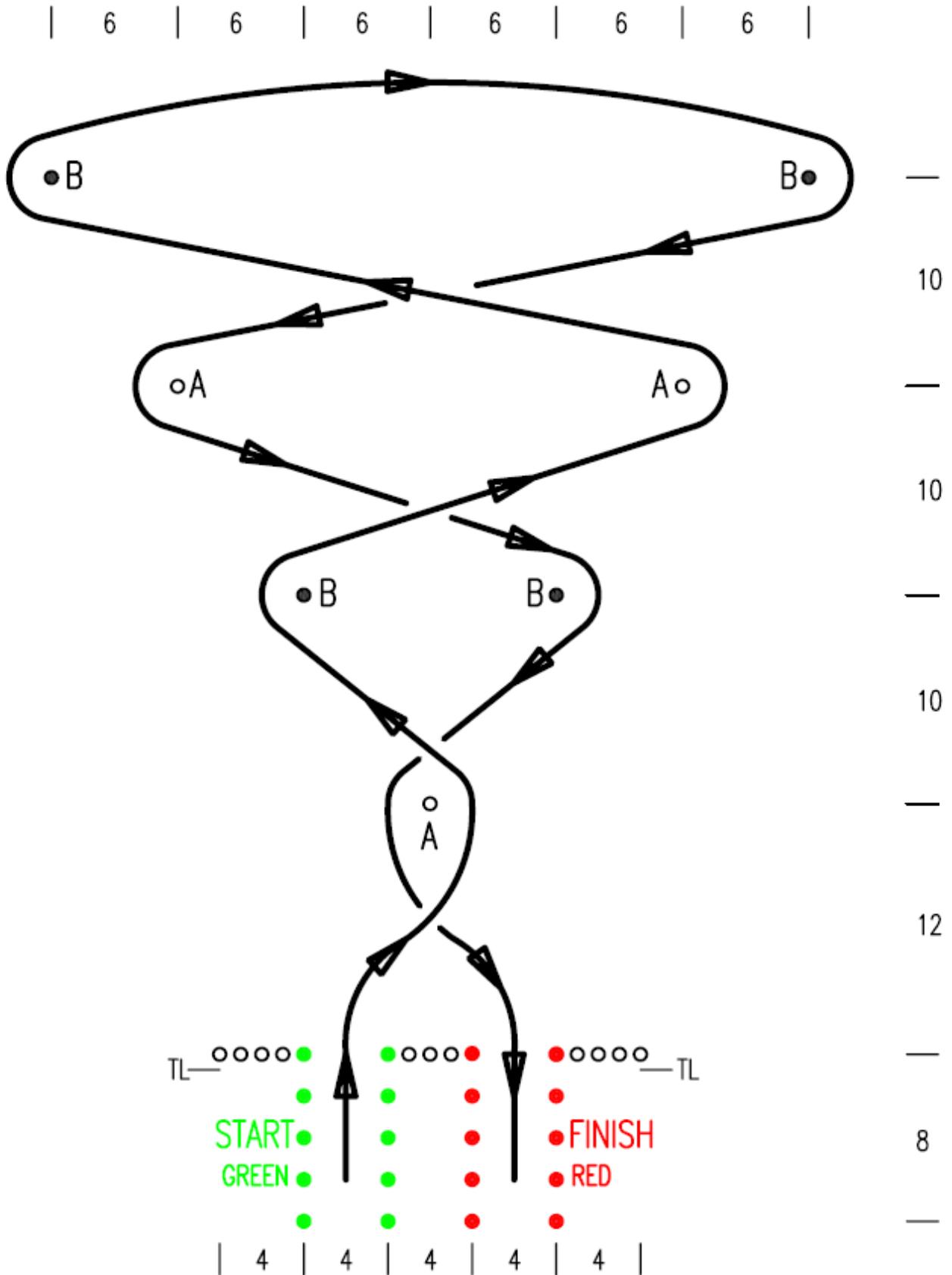
Timing line (0.5 - 1m) \overline{TL}
 Length 50m
 Width 36m



Similar test layouts - Page No 34,73,74

TWISTER

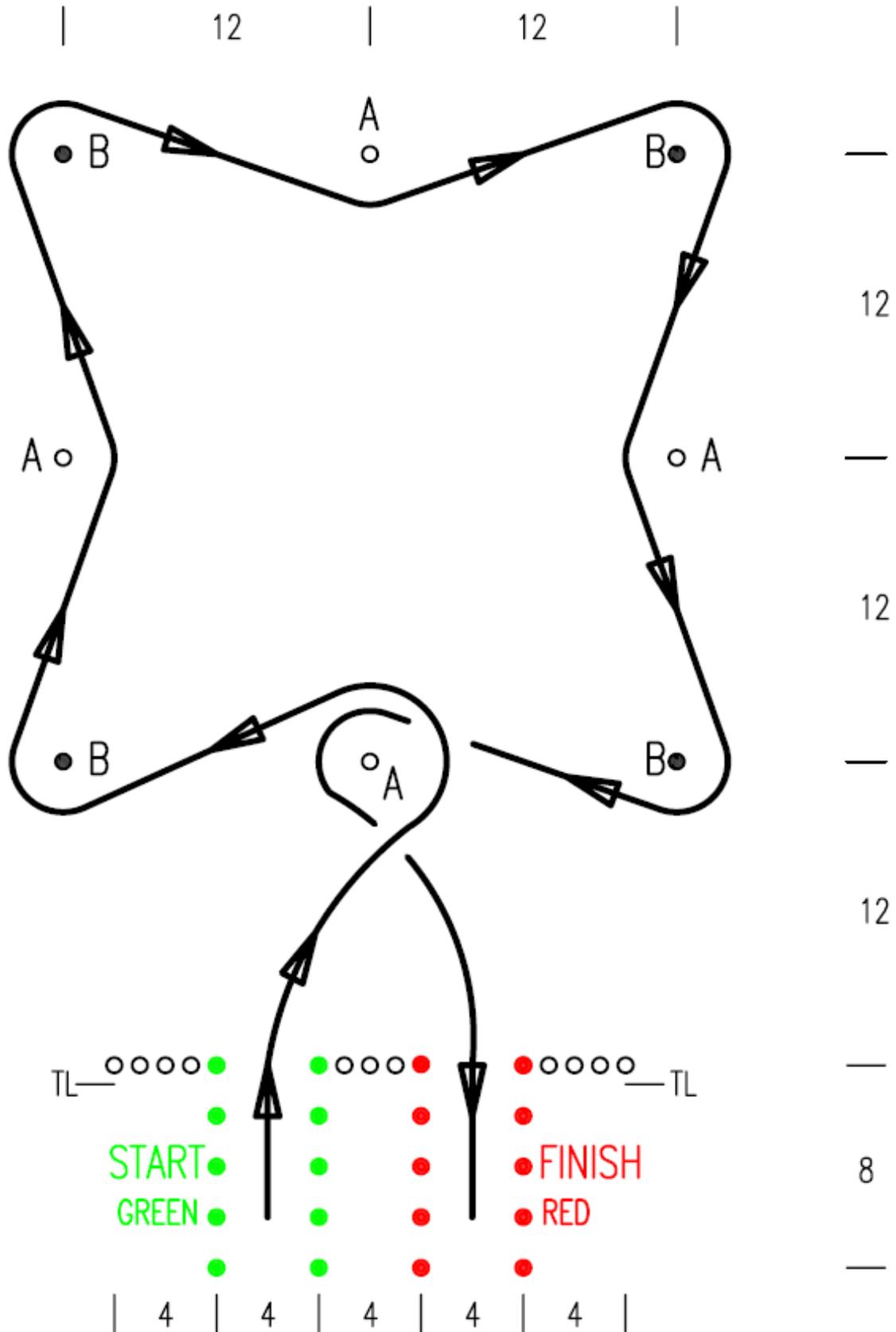
Timing line (0.5 - 1m) \overline{TL}
 Length 50m
 Width 36m



Similar test layouts - Page No 33,73,74

SQUARE SLALOM

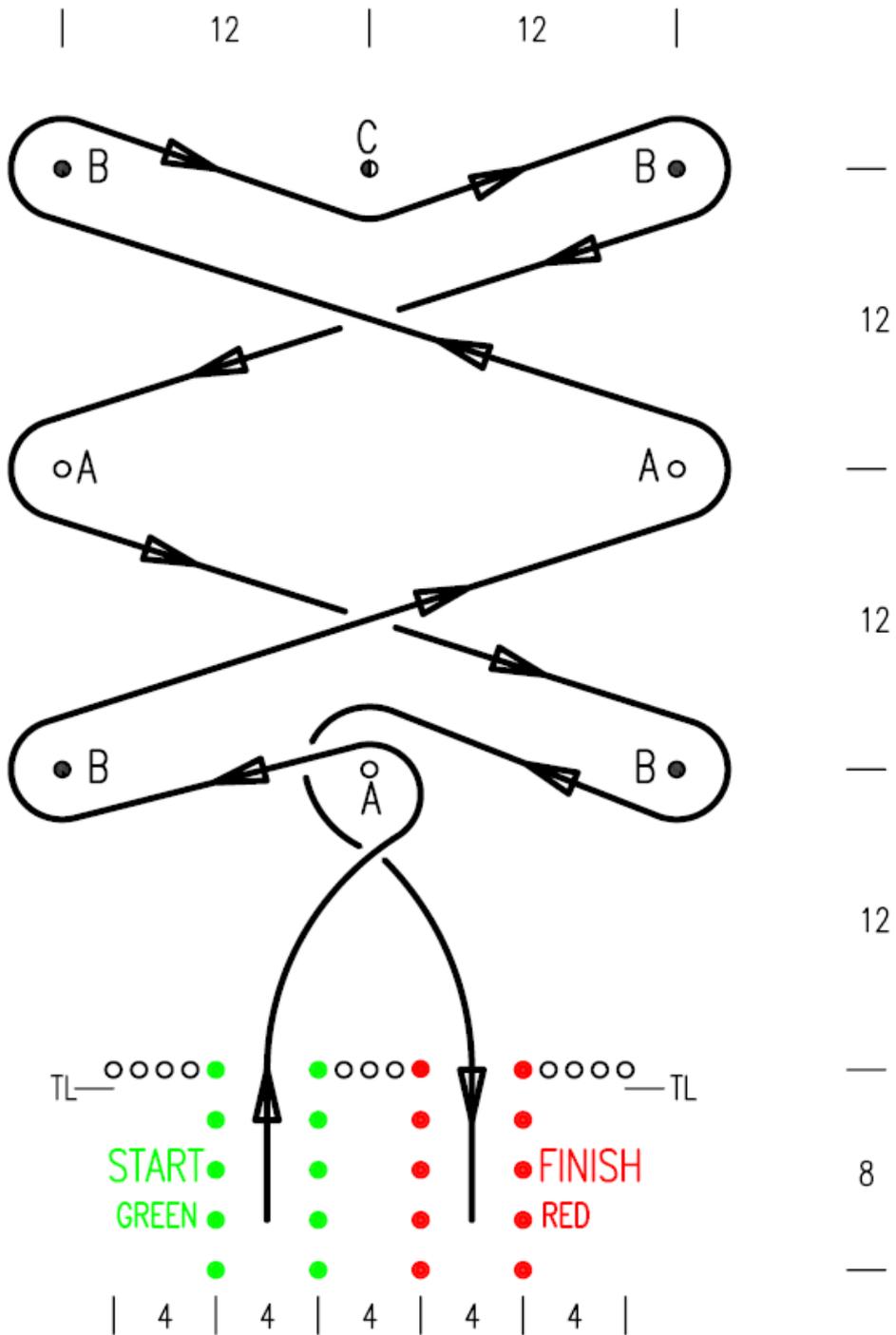
Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



Similar test layouts - Page No 36,37,38,39,40,41,42,72

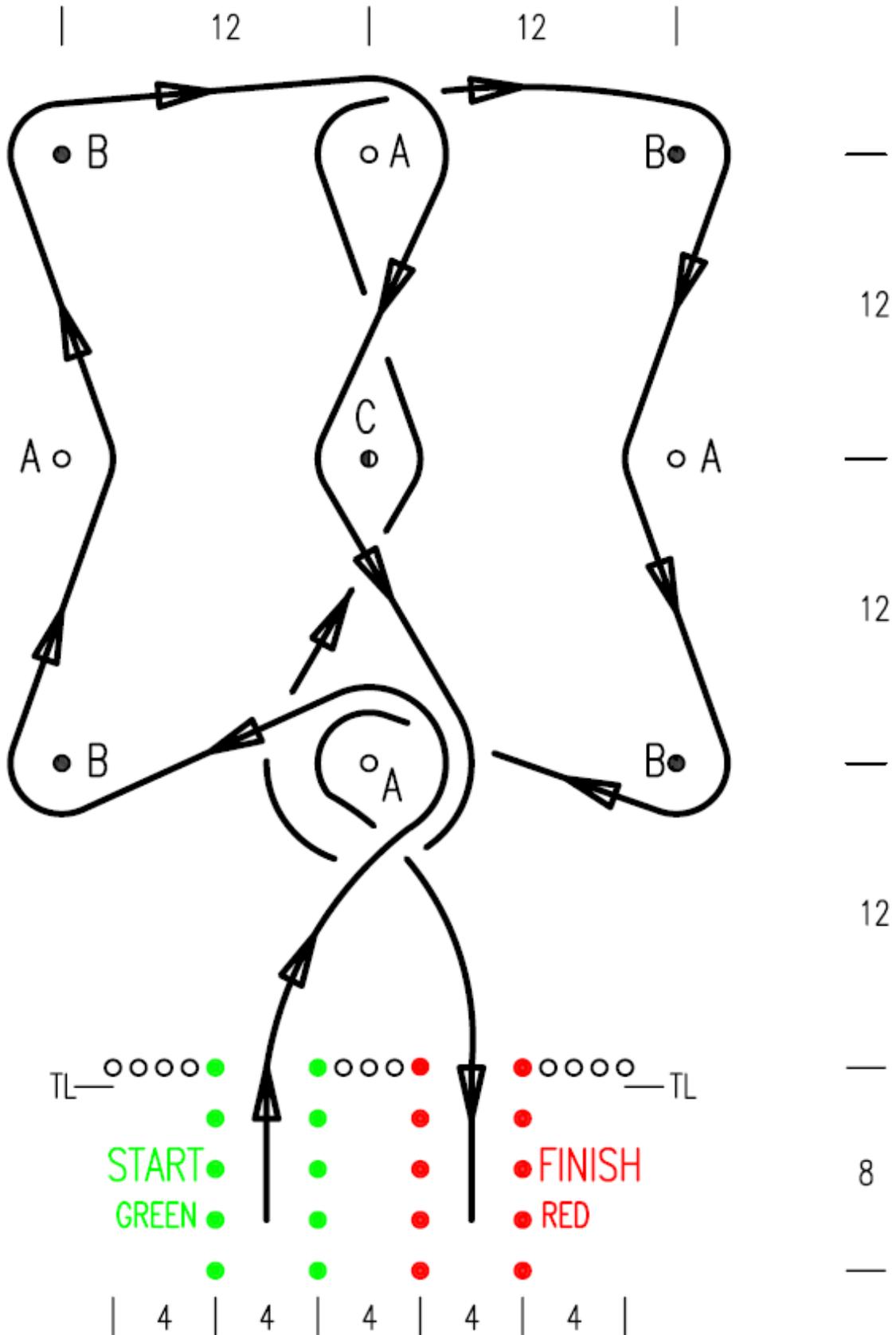
ACCORDION

Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



DOUBLE BONE

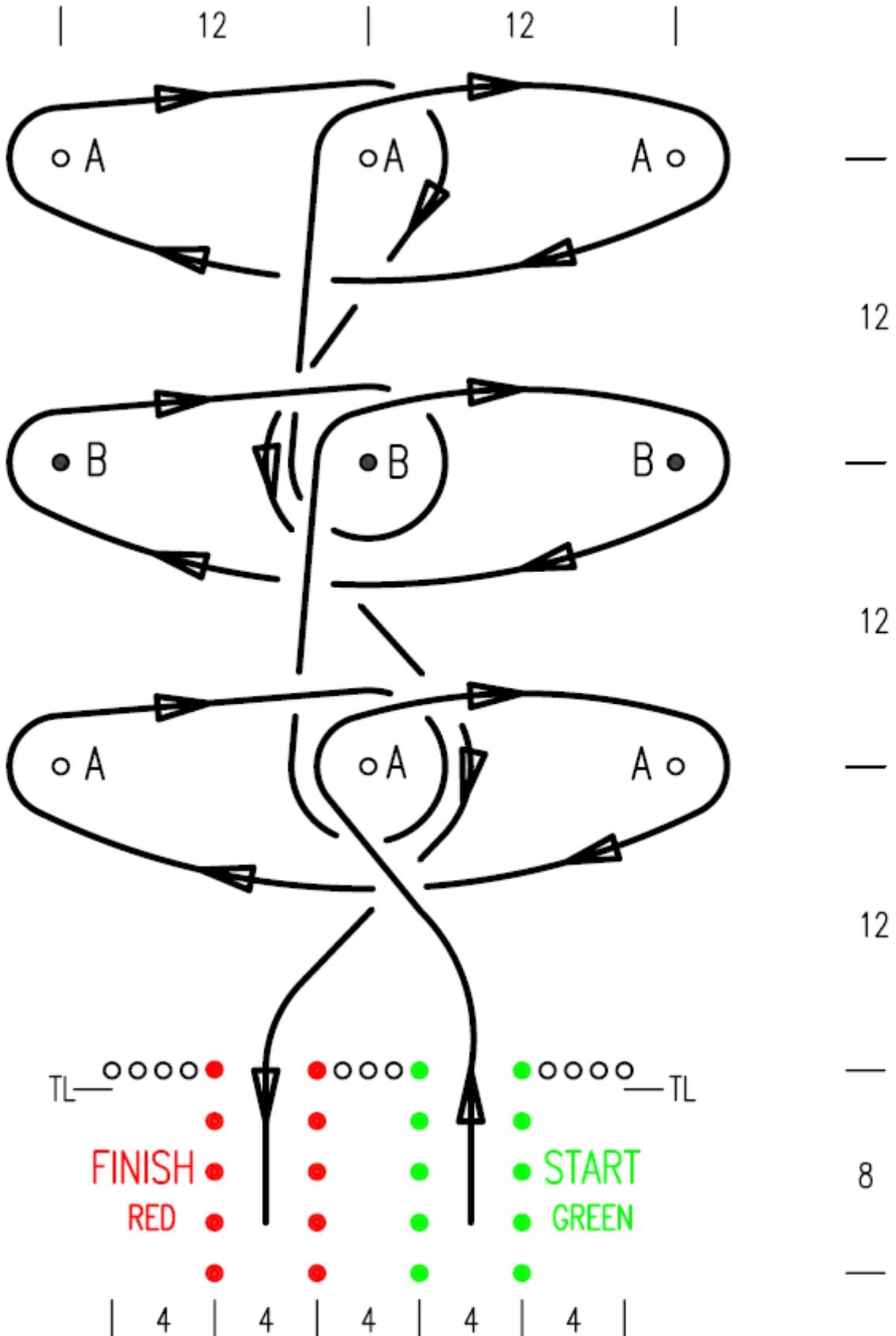
Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



Similar test layouts - Page No 35,36,38,39,40,41,42,72

TRIPLE LOOP

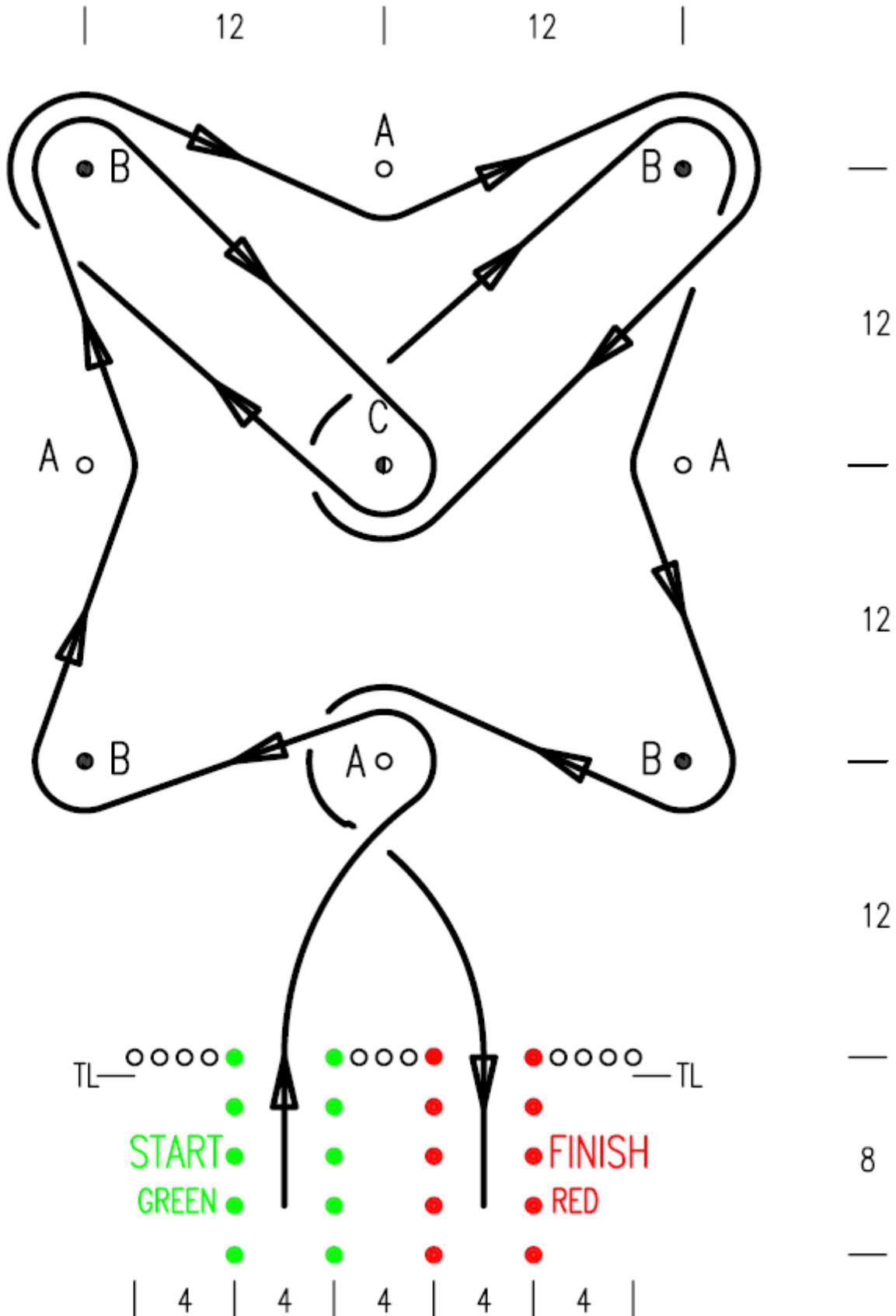
Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



Similar test layouts - Page No 35,36,37,39,40,41,42,72

GABLES

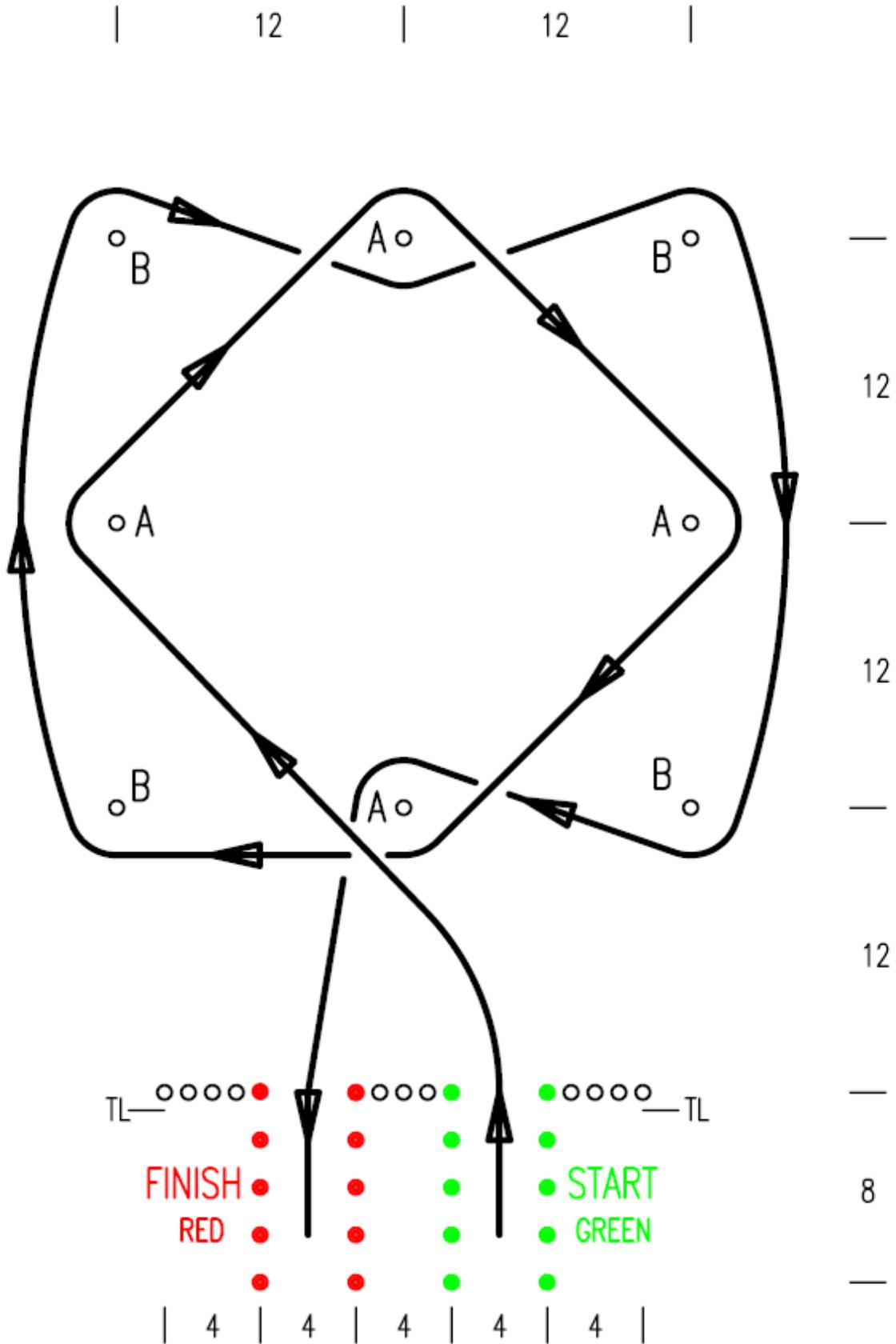
Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



Similar test layouts - Page No 35,36,37,38,40,41,42,72

DIAMOND SLALOM

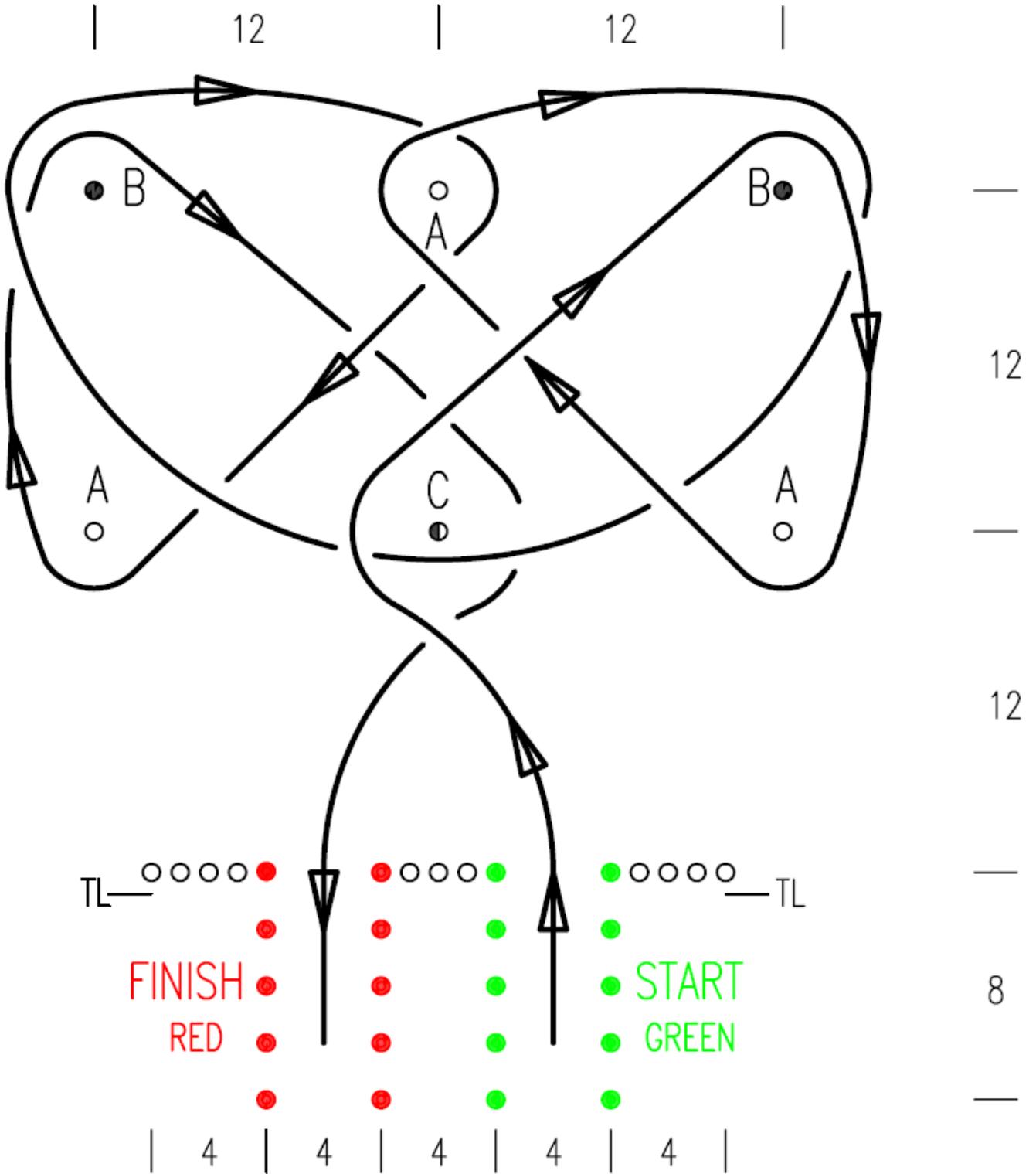
Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



Similar test layouts - Page No 35,36,37,38,39,41,42,72

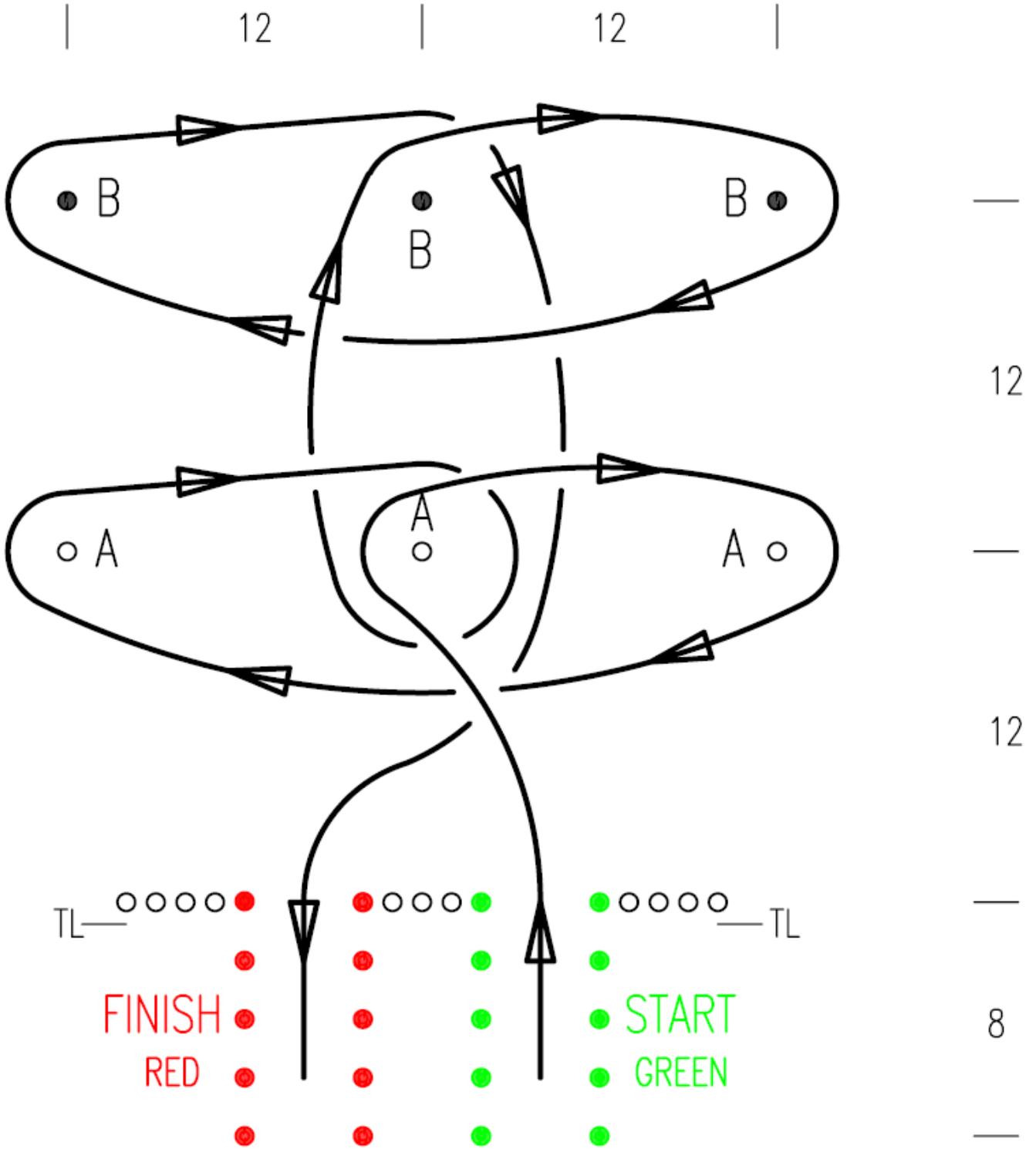
TRY ANGLES

Timing line (0.5 - 1m) \overline{TL}
 Length 32m
 Width 24m



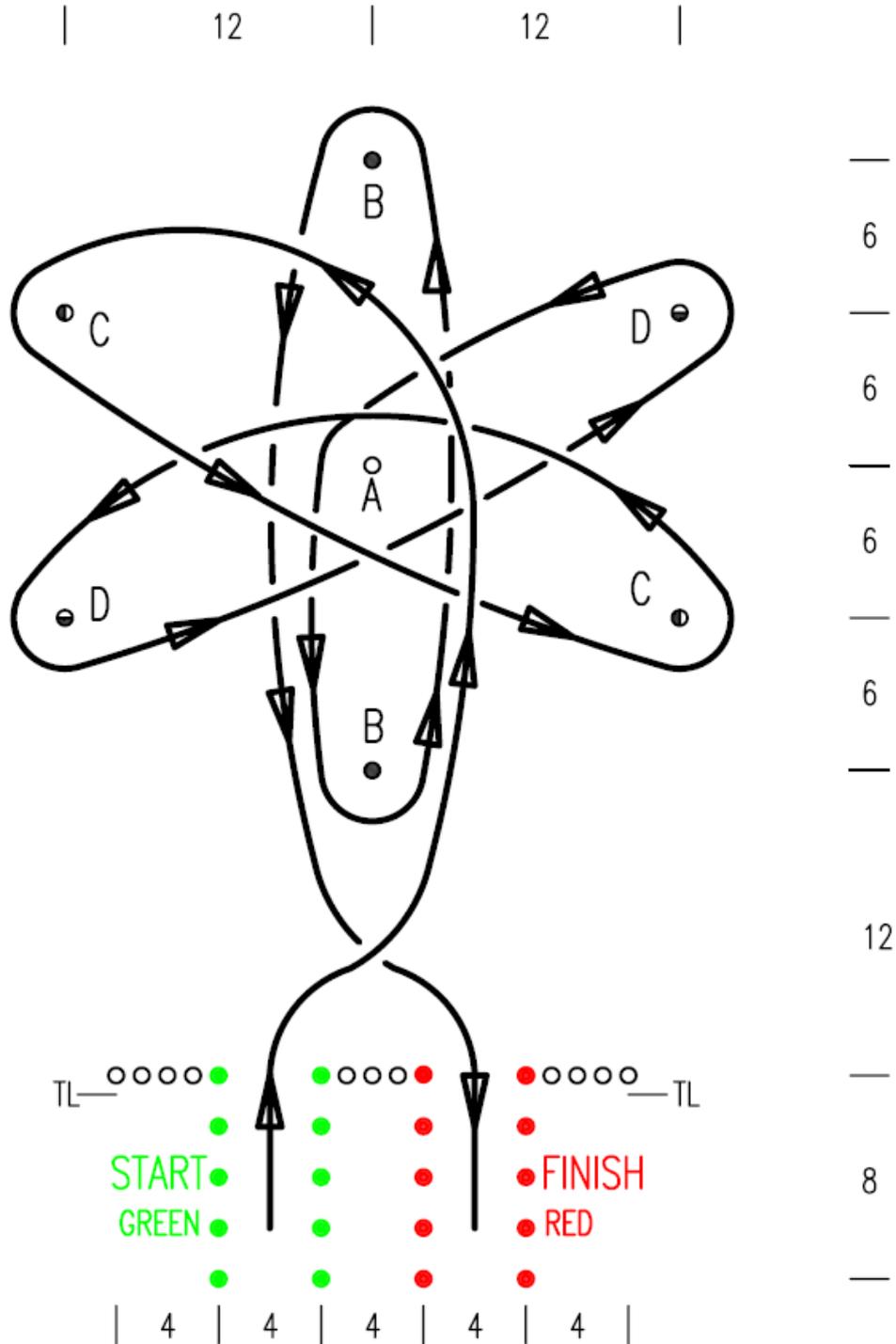
DOUBLE LOOP

Timing line (0.5 - 1m) \overline{TL}
 Length 32m
 Width 24m



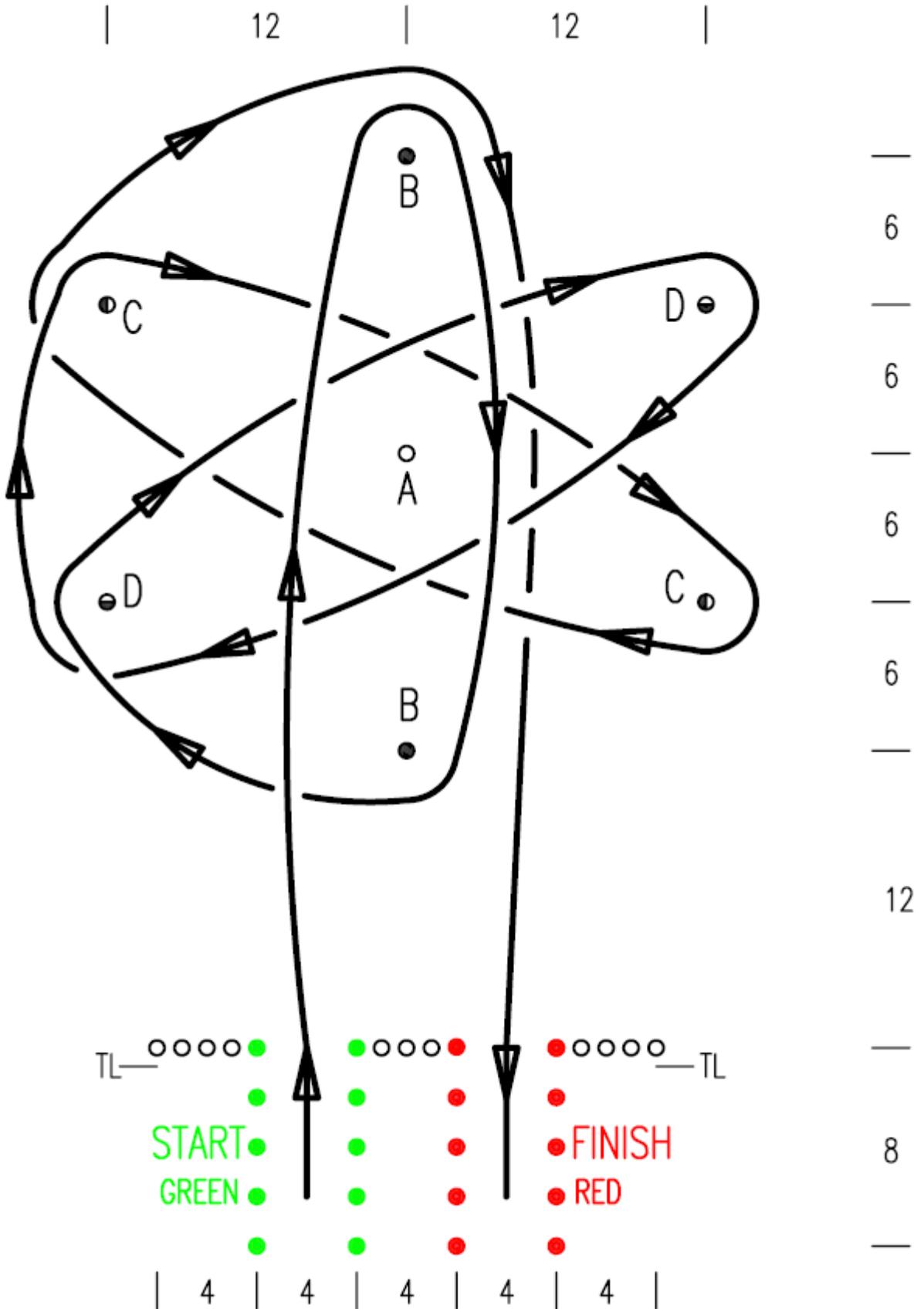
ATOM

Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



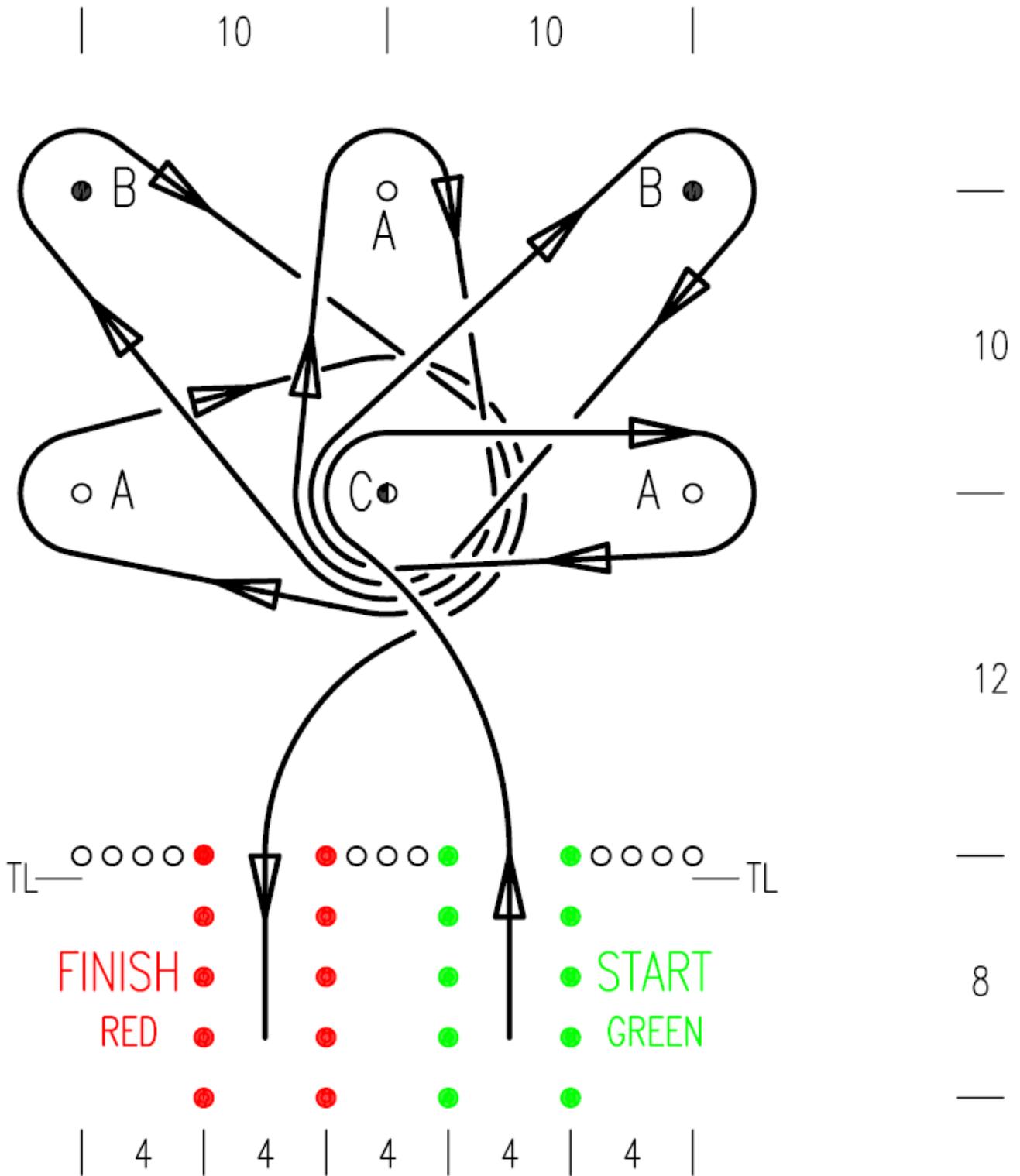
NUCLEUS

Timing line (0.5 - 1m) \overline{TL}
 Length 44m
 Width 24m



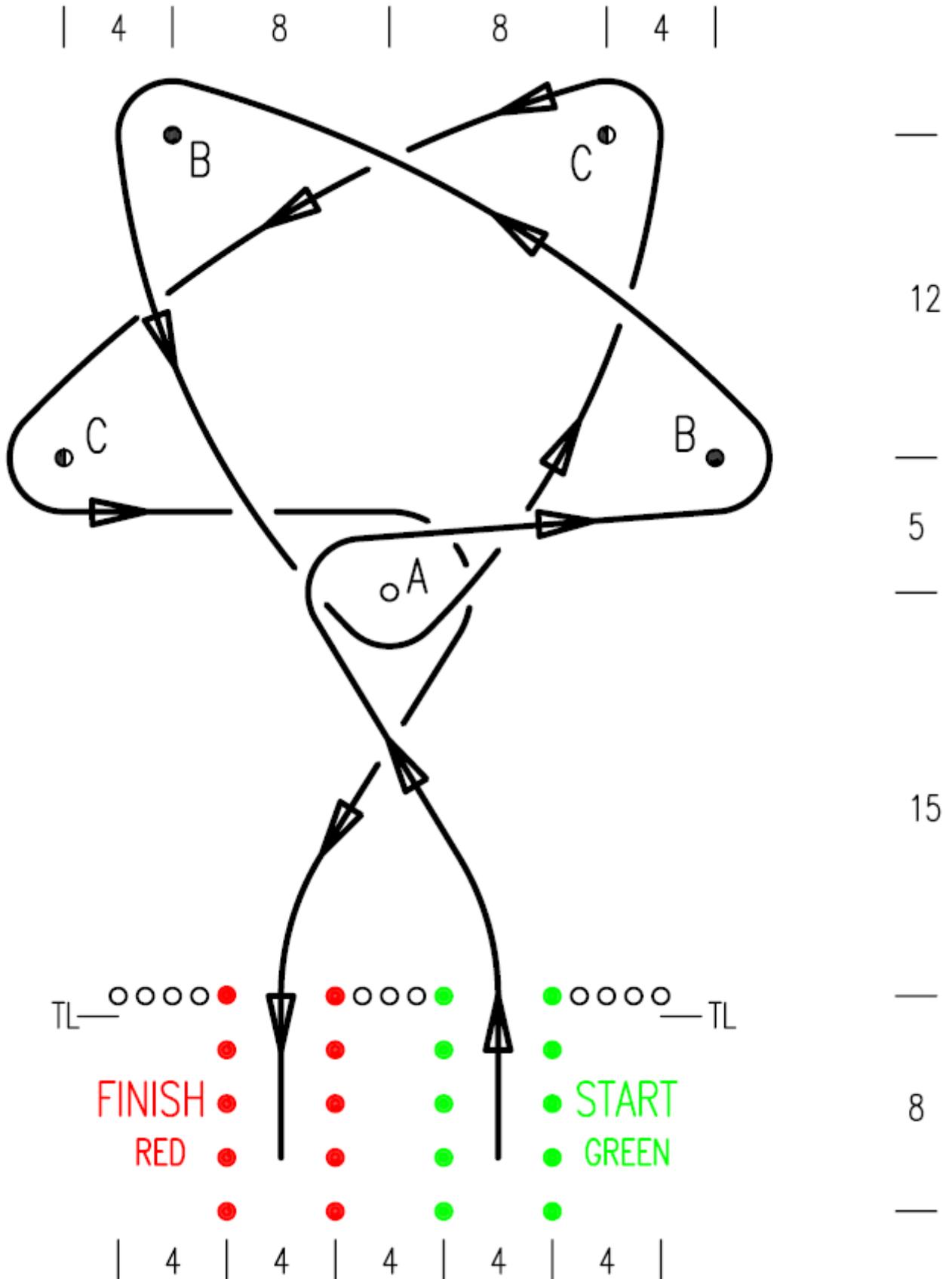
MULTIPLE LOOP

Timing line (0.5 - 1m) TL
 Length 30m
 Width 20m



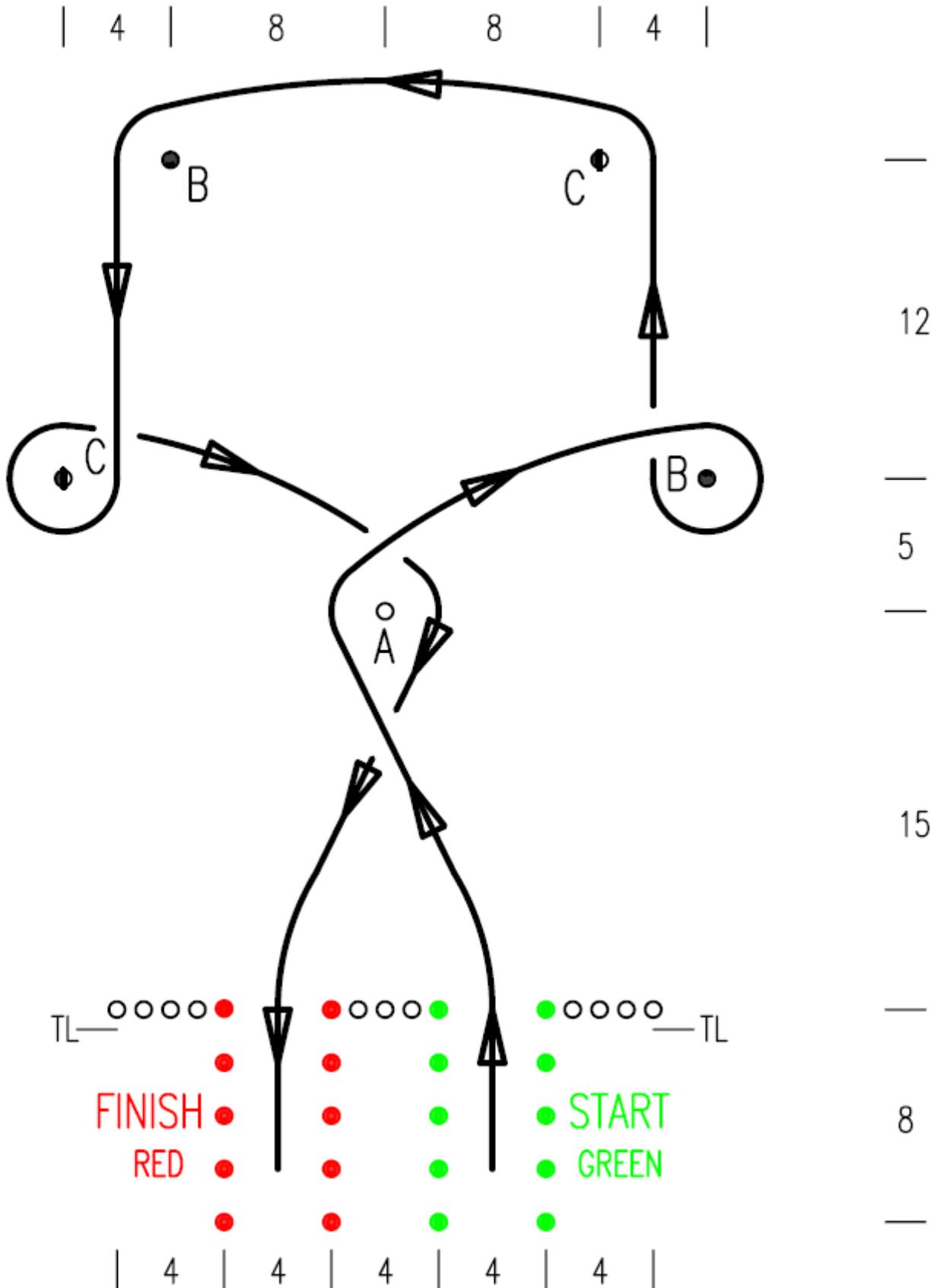
STAR

Timing line (0.5 - 1m) \overline{TL}
 Length 40m
 Width 24m



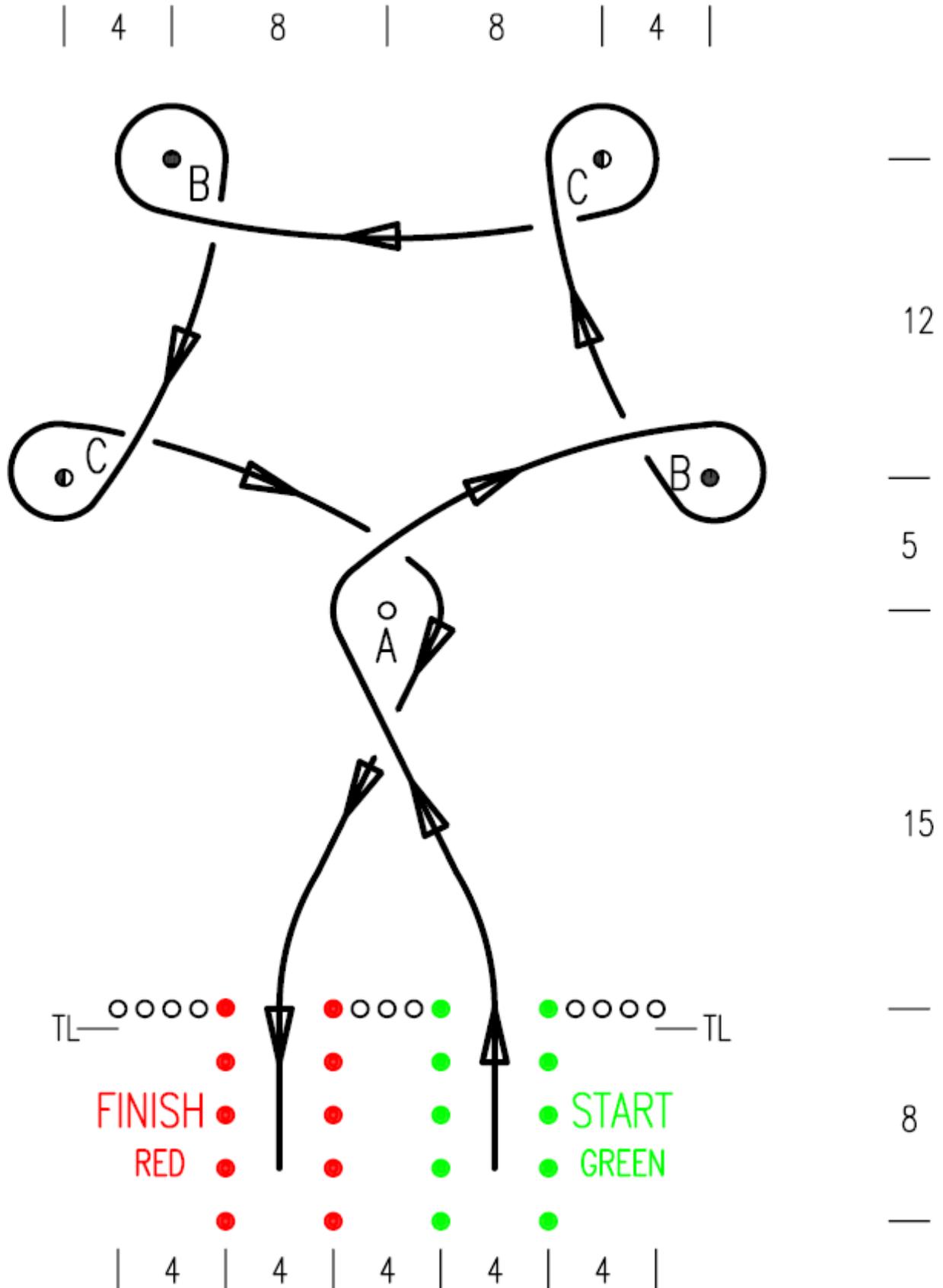
BOWLER

Timing line (0.5 - 1m) \overline{TL}
 Length 40m
 Width 24m



PENTAGON

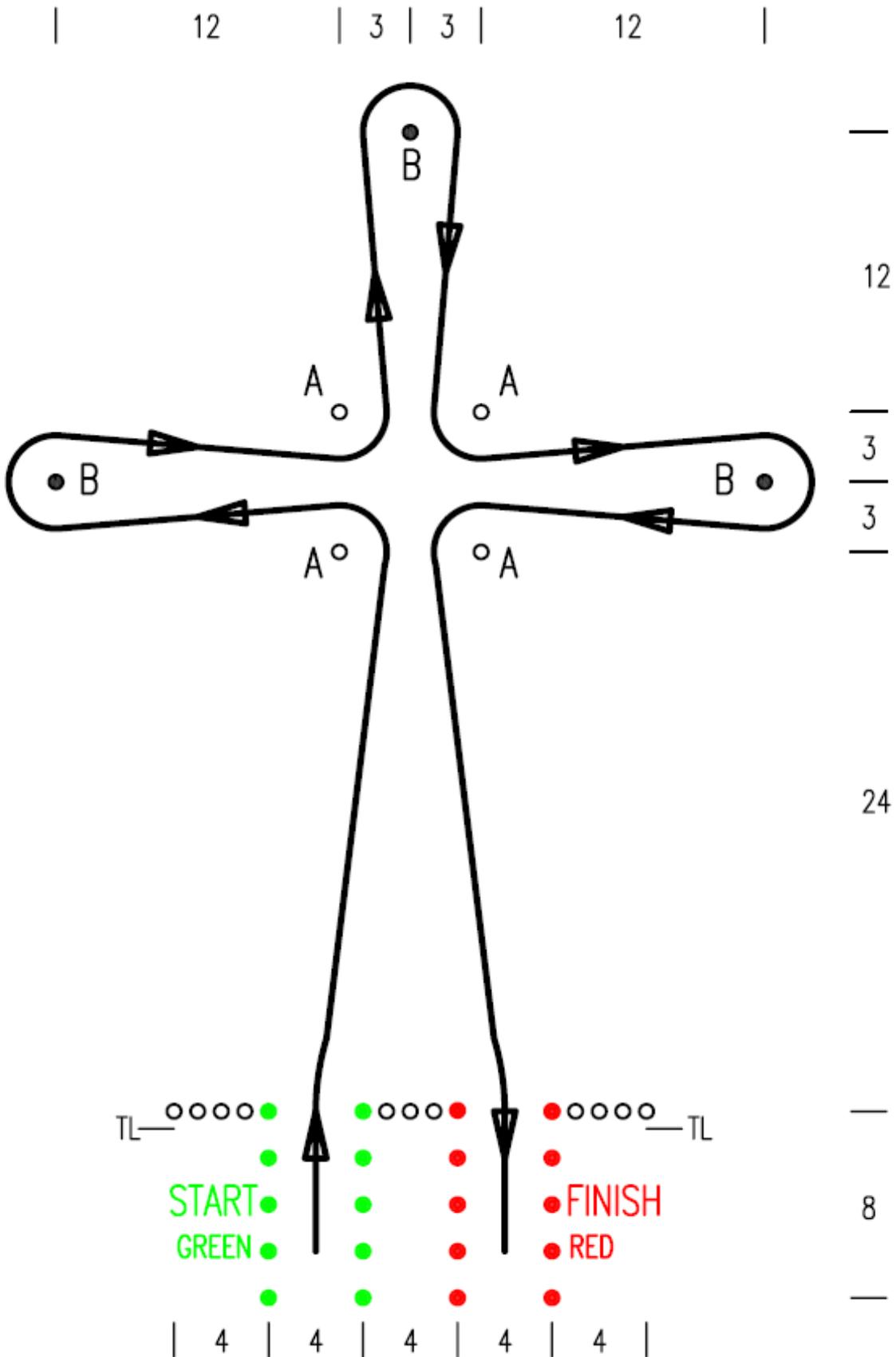
Timing line (0.5 - 1m) TL
 Length 40m
 Width 24m



Similar test layouts - Page No 48,49,50

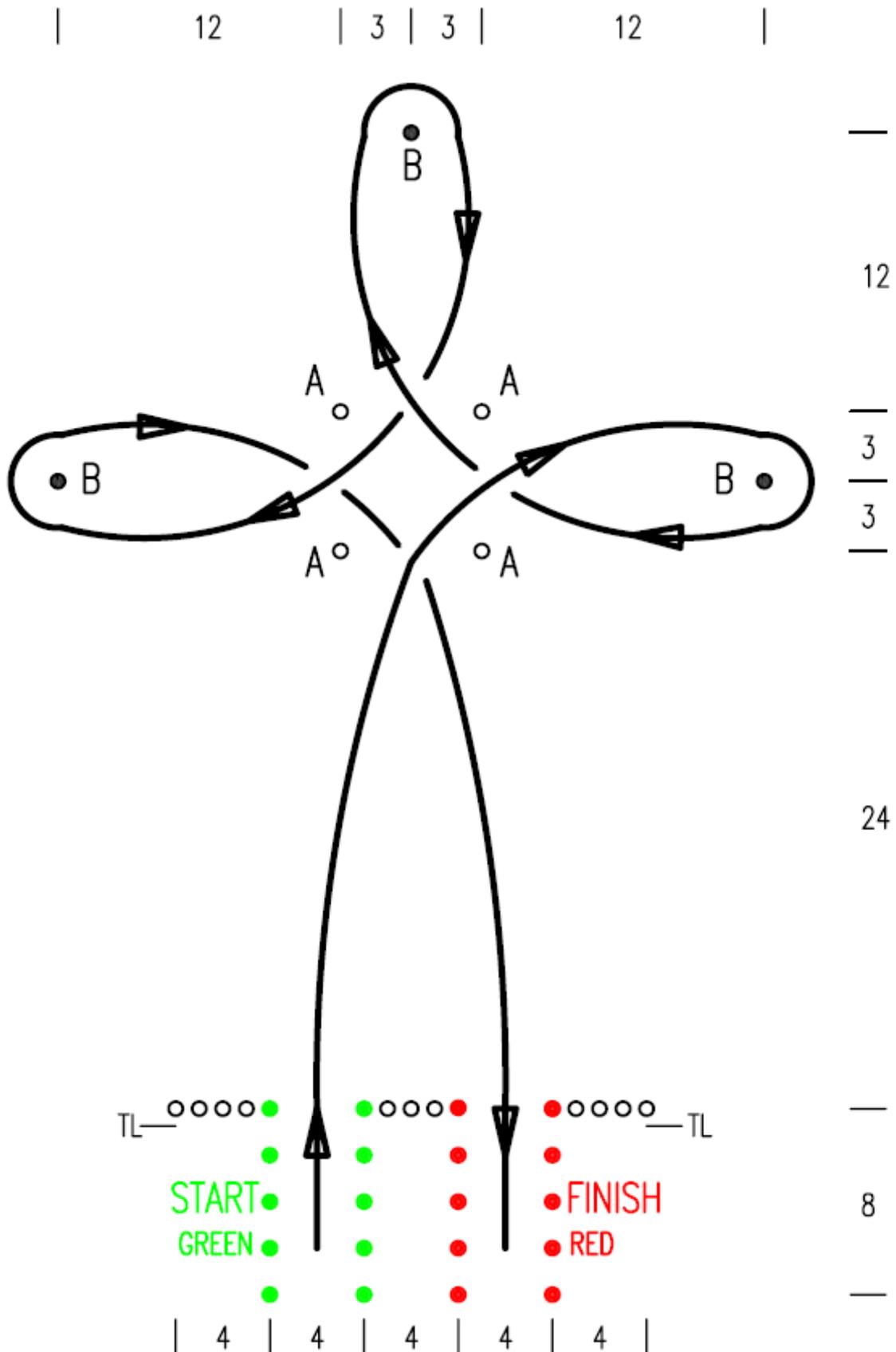
TREFOIL

Timing line (0.5 - 1m) TL
 Length 50m
 Width 30m



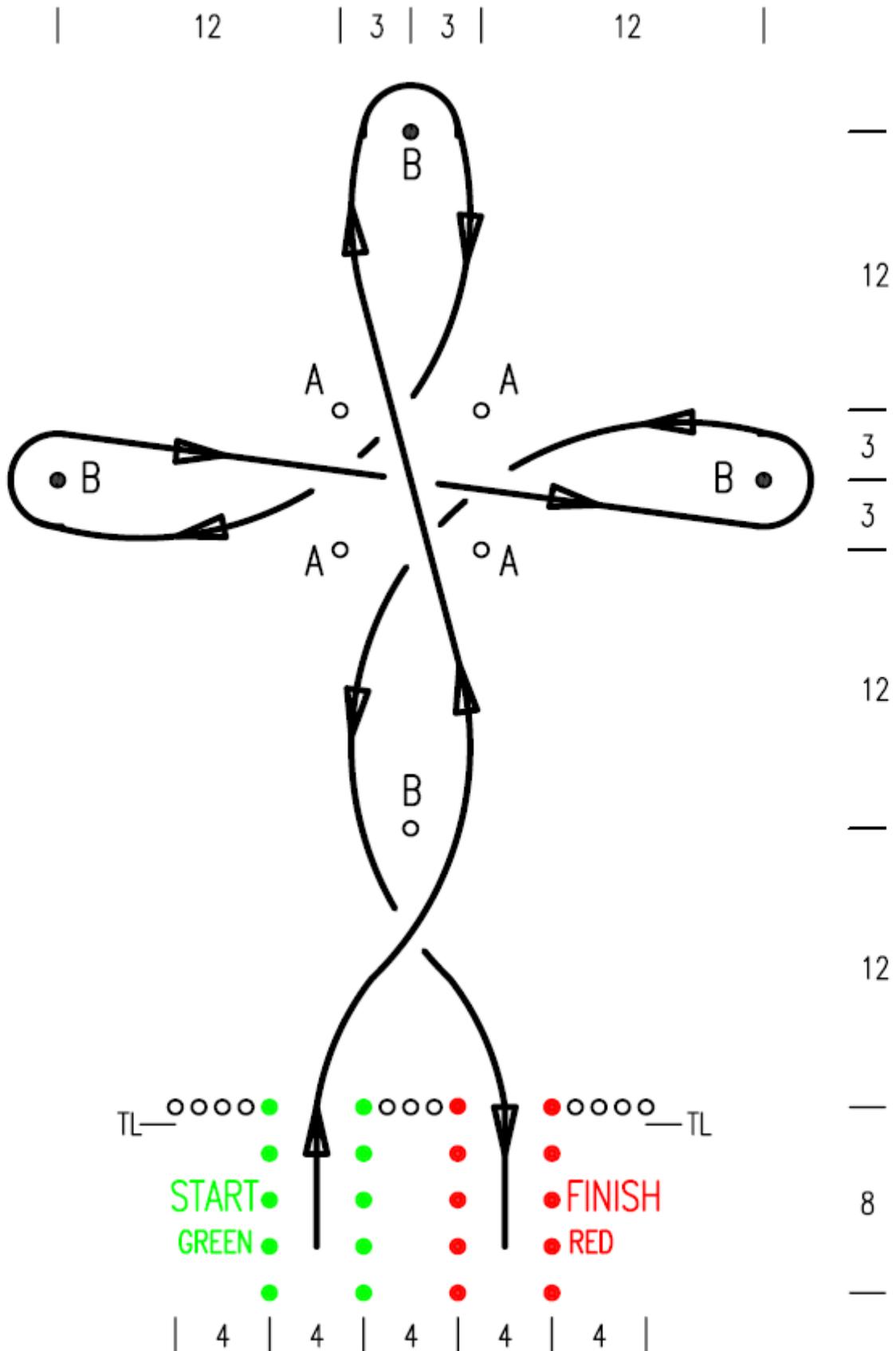
FLUER-DE-LIS

Timing line (0.5 - 1m) TL
 Length 50m
 Width 30m



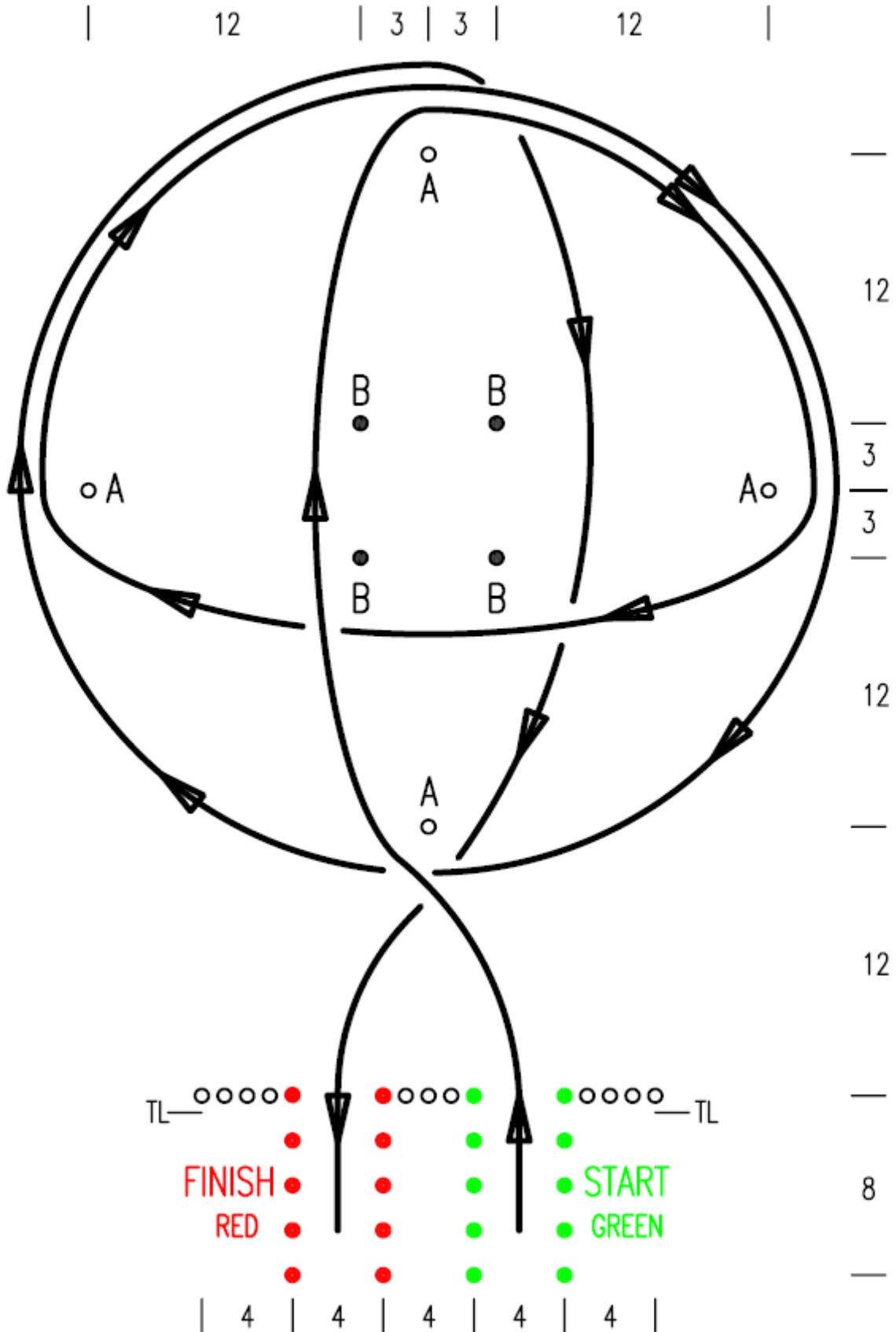
CROSSED FOUR POINT

Timing line (0.5 - 1m) TL
 Length 50m
 Width 30m



OH WHAT A FEELING

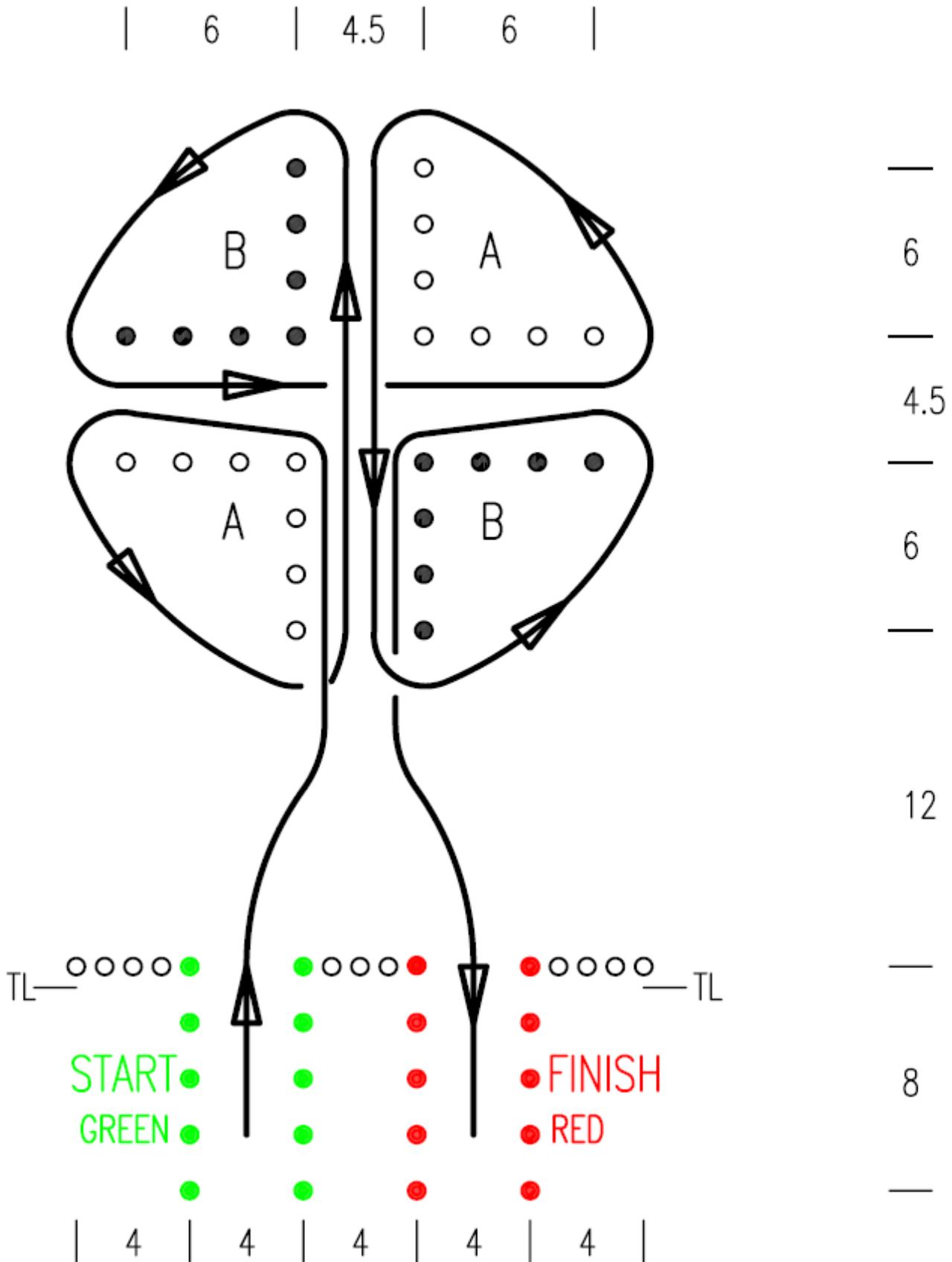
Timing line (0.5 - 1m) TL
 Length 50m
 Width 30m



Similar test layouts - Page No 52,53,54

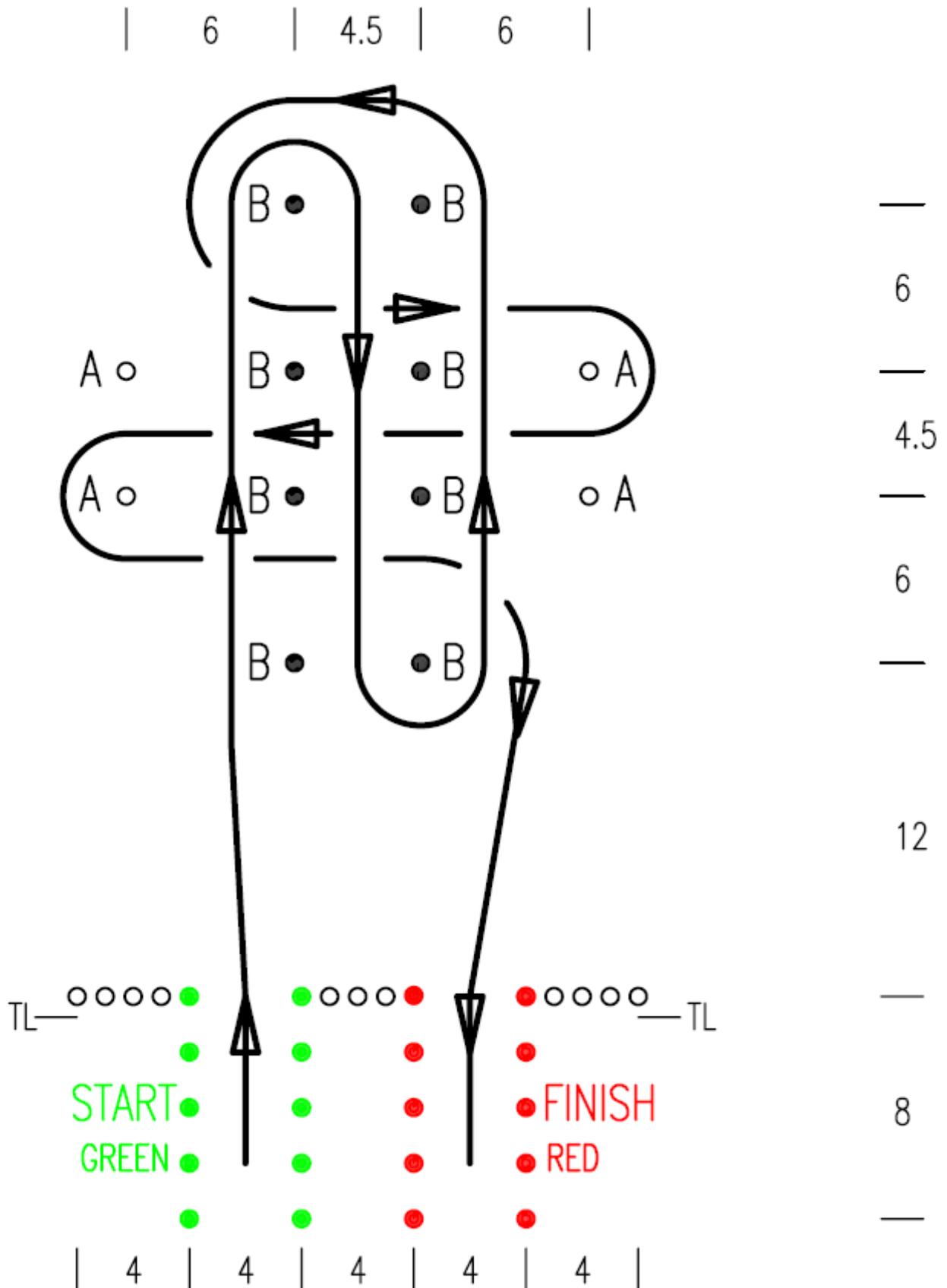
DOUBLE KIDNEY

Timing line (0.5 - 1m) TL
 Length 36.5m
 Width 20m



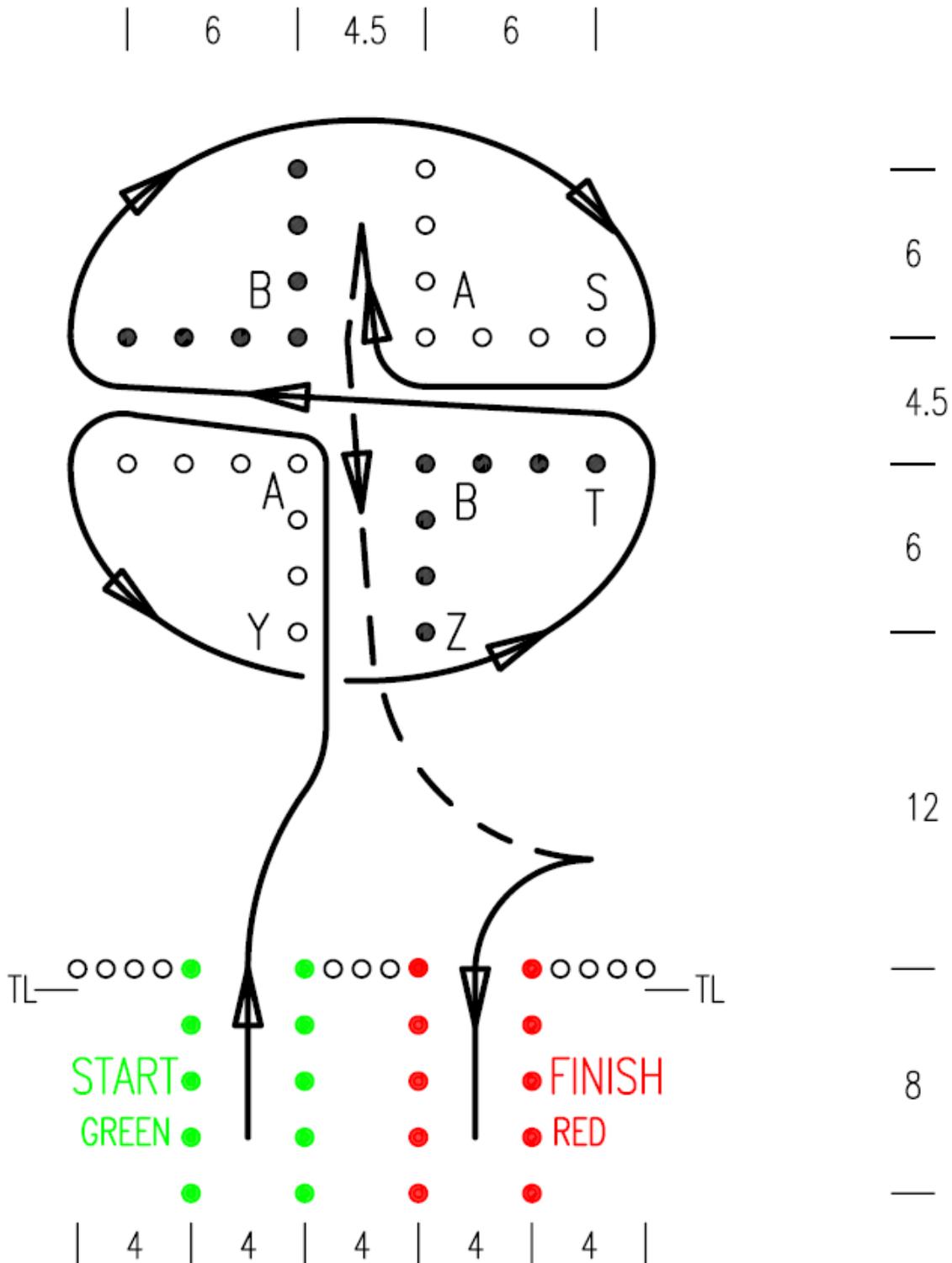
NOUGHTS & CROSSES

Timing line (0.5 - 1m) TL
 Length 36.5m
 Width 20m



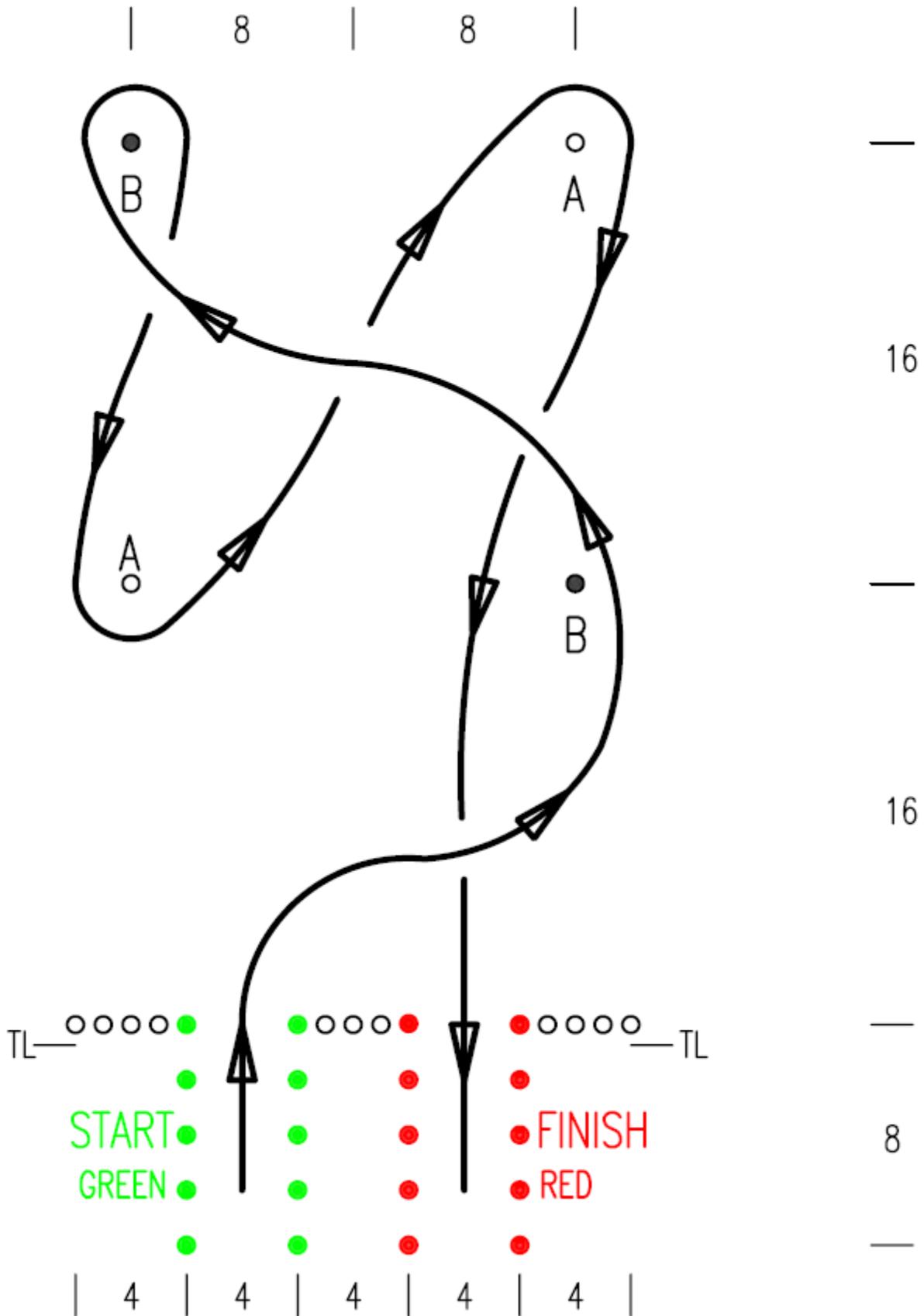
DOLLAR

The line ST must be crossed in a forward direction and then the line YZ in a reverse direction.
 Turn/s and change of direction may be made at any point between the lines ST and YZ.
 The turn from reverse to forward may be made in either direction.
 Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 36.5m, Width 20m



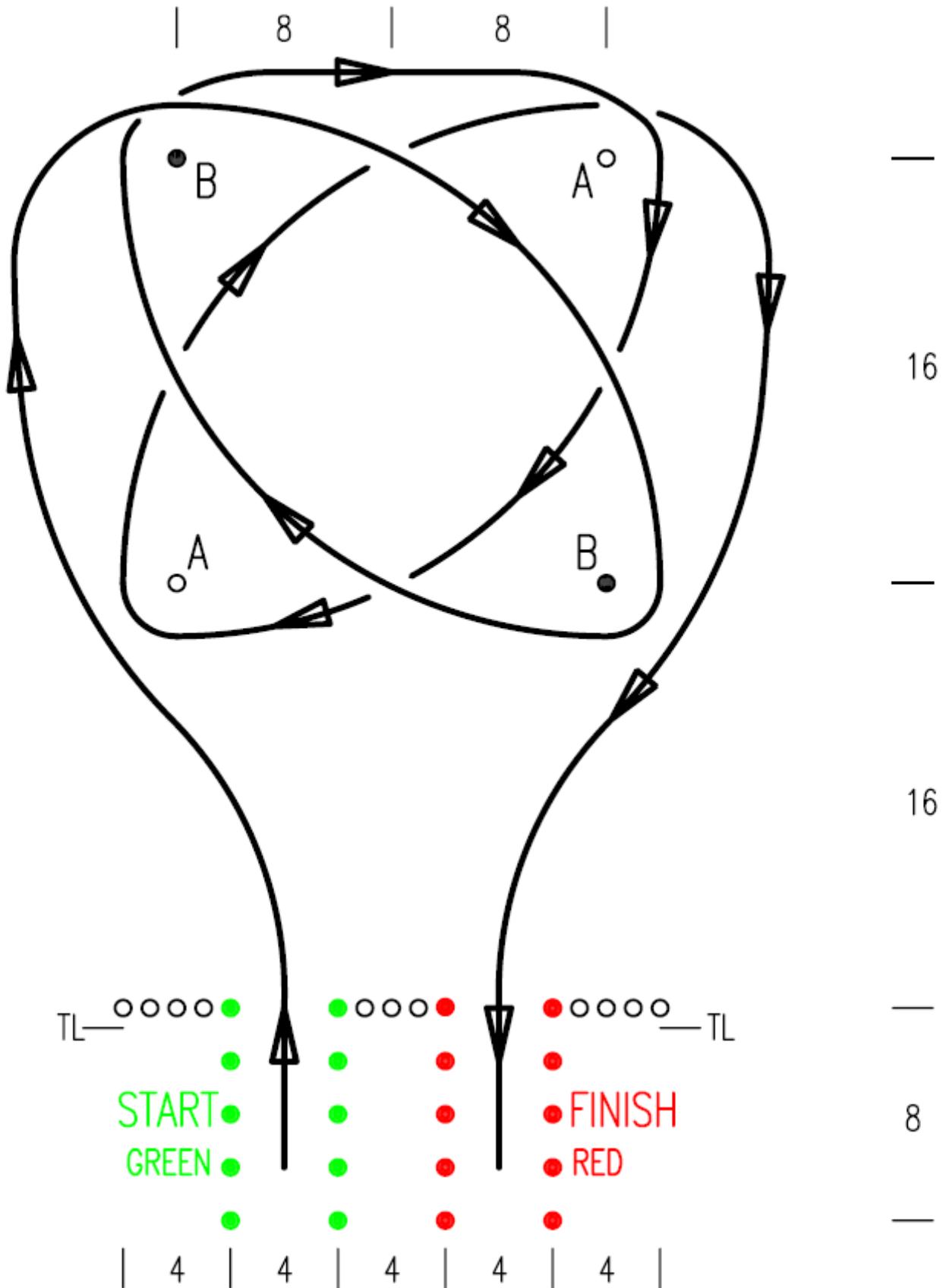
CRAZY SQUARE

Timing line (0.5 - 1m) TL
 Length 40m
 Width 20m



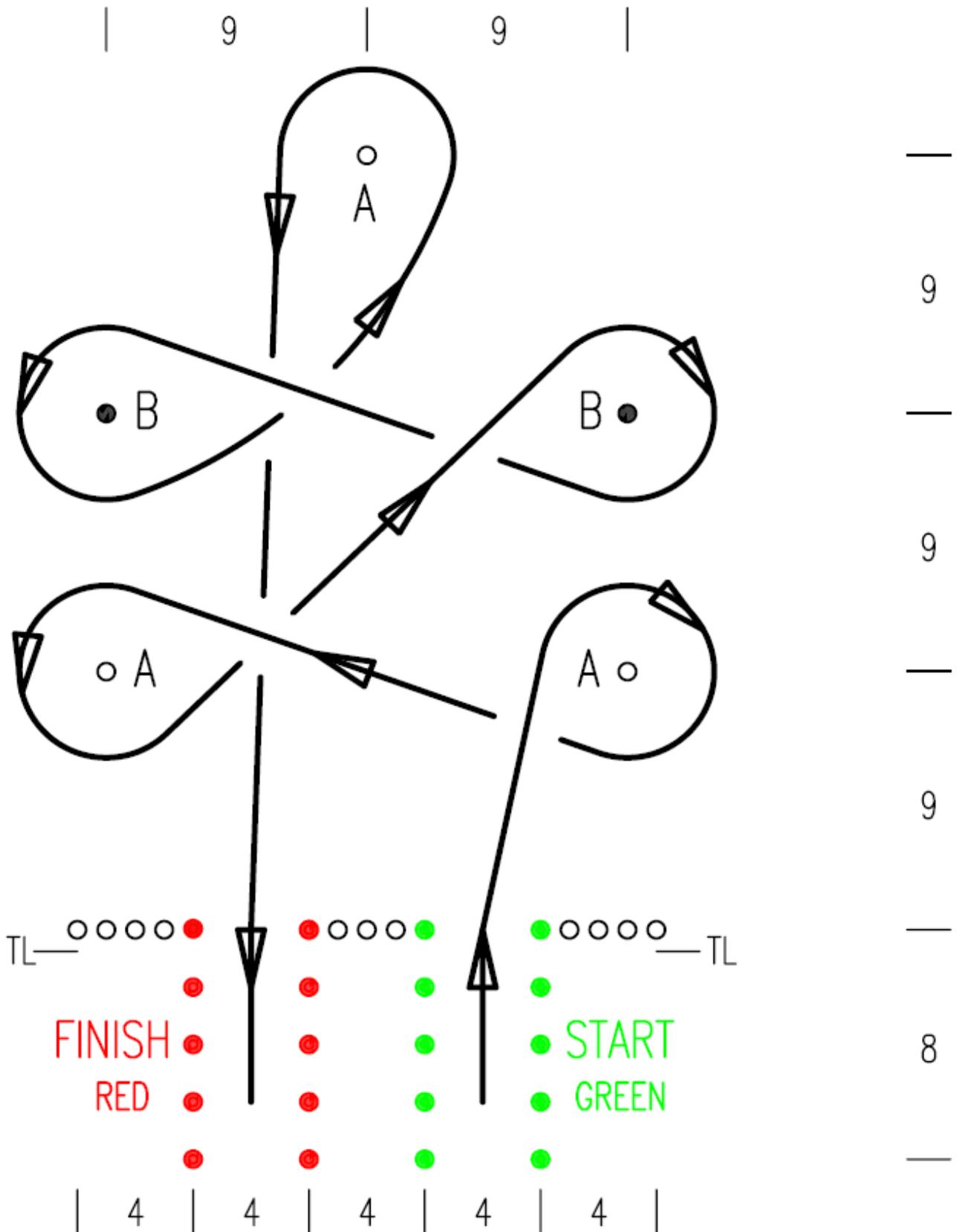
PLUMB CRAZY

Timing line (0.5 - 1m) TL
 Length 40m
 Width 20m



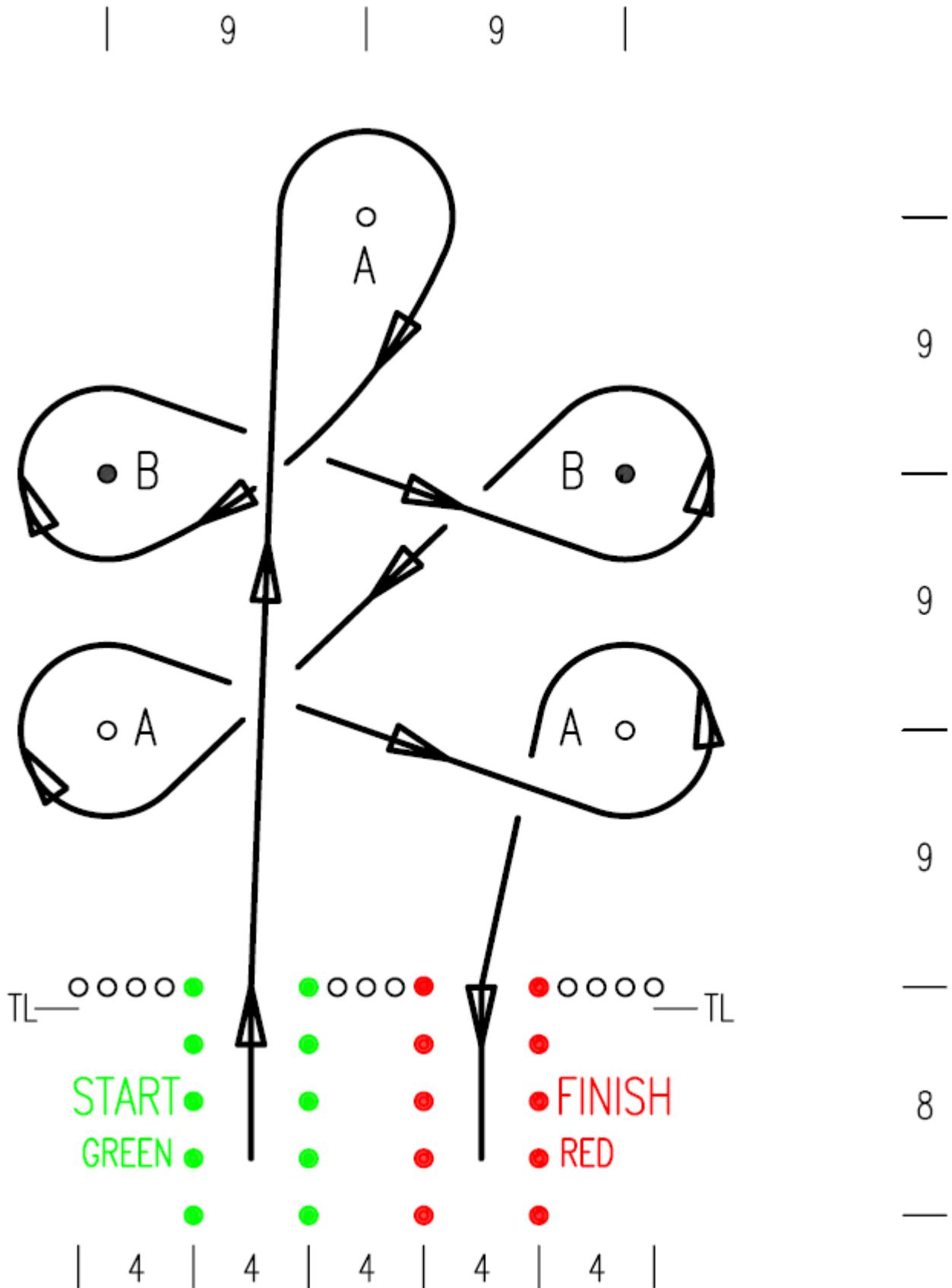
LAZY EIGHT

Timing line (0.5 - 1m) TL
 Length 35m
 Width 20m



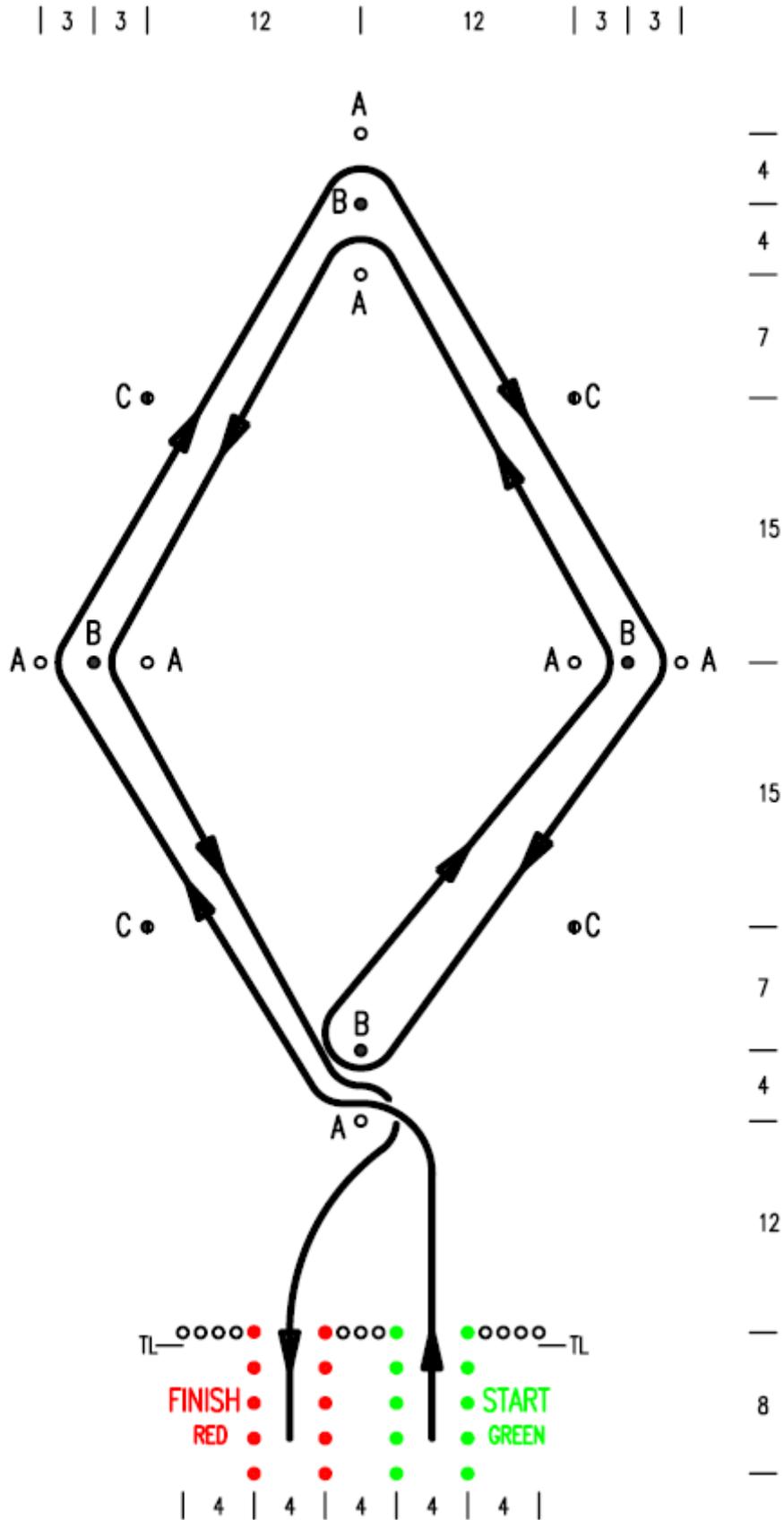
REVERSE LAZY EIGHT

Timing line (0.5 - 1m) TL
 Length 35m
 Width 20m



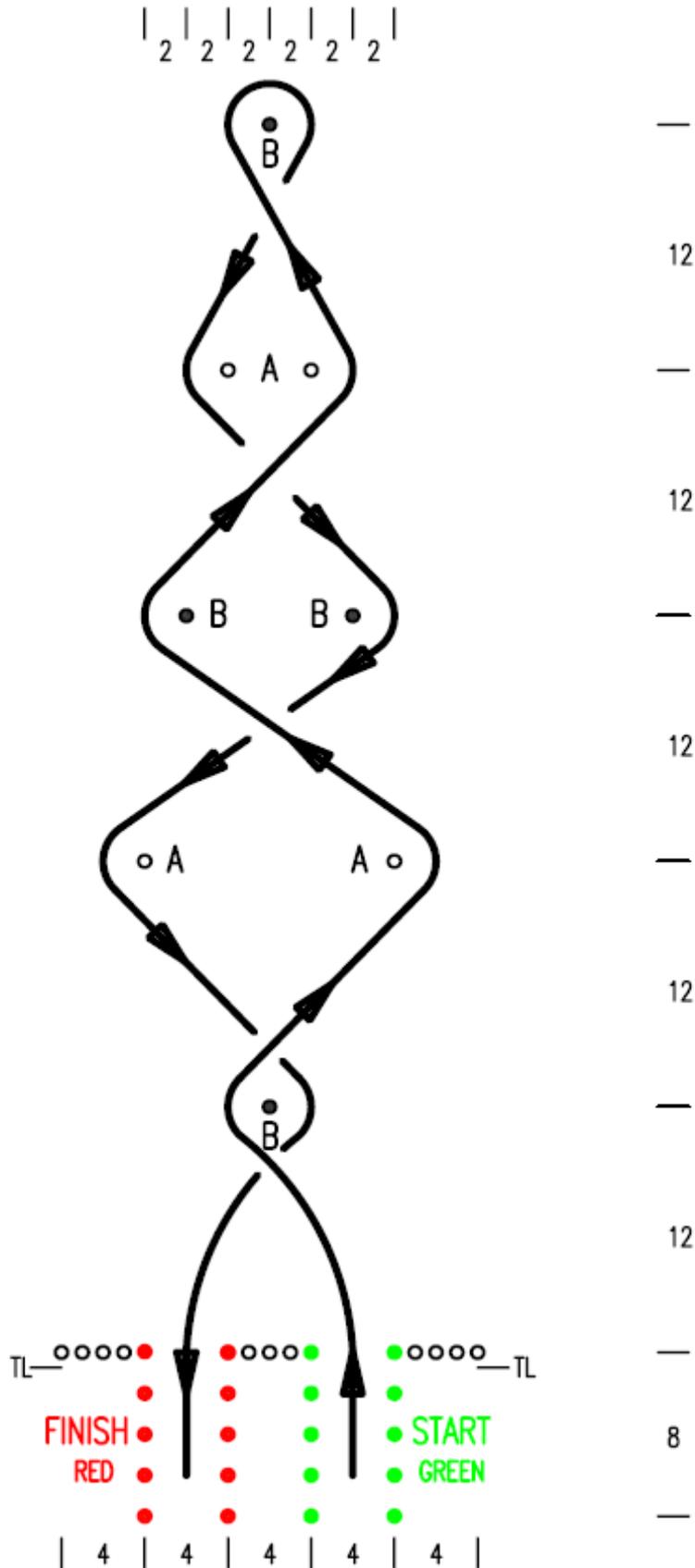
RENNO DIAMOND

Timing line (0.5 - 1m) TL
 Length 76m
 Width 36m



SERPENTINE

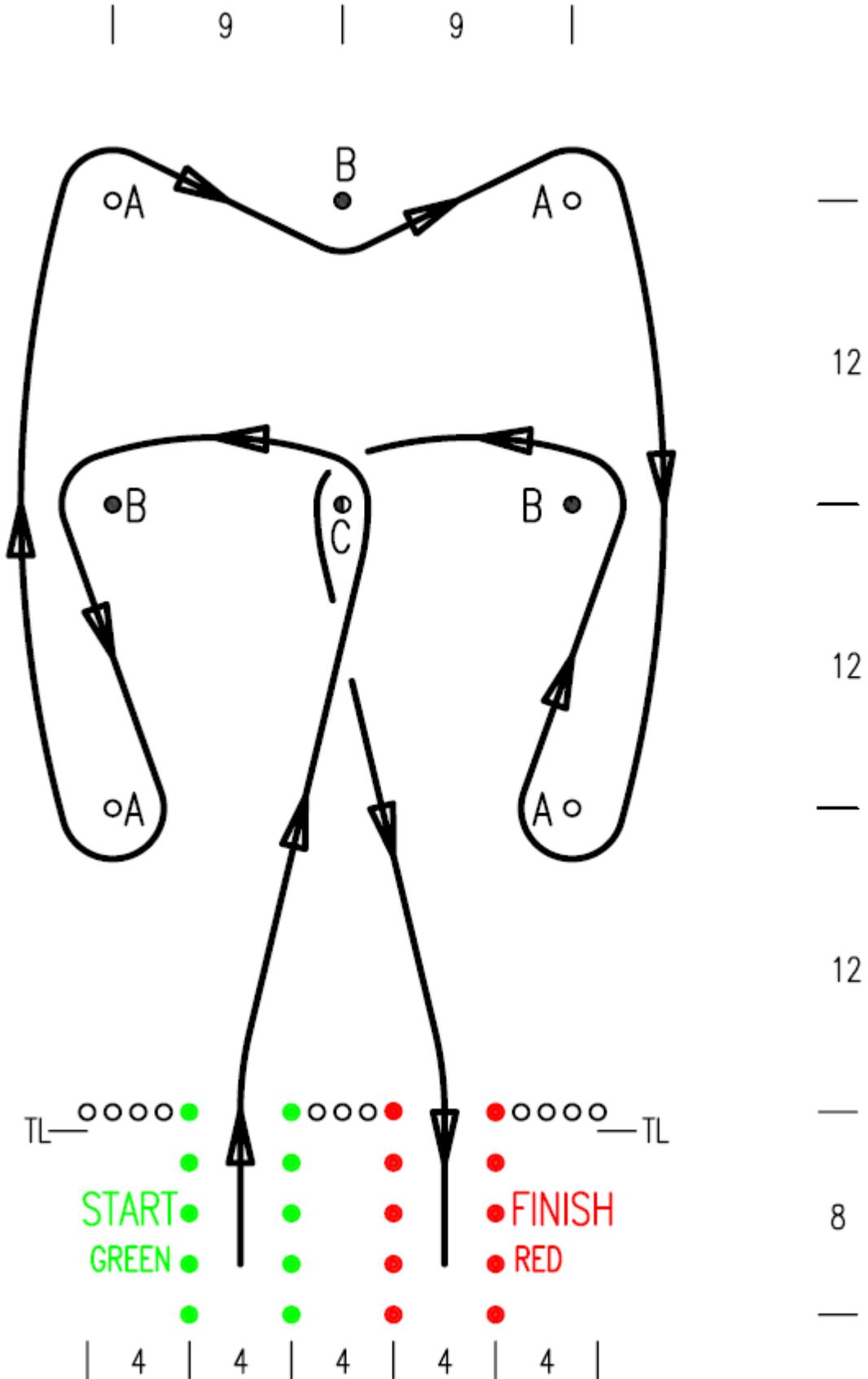
Timing line (0.5 - 1m) TL
 Length 68m
 Width 20m



Similar test layouts - Page No 11,80,81

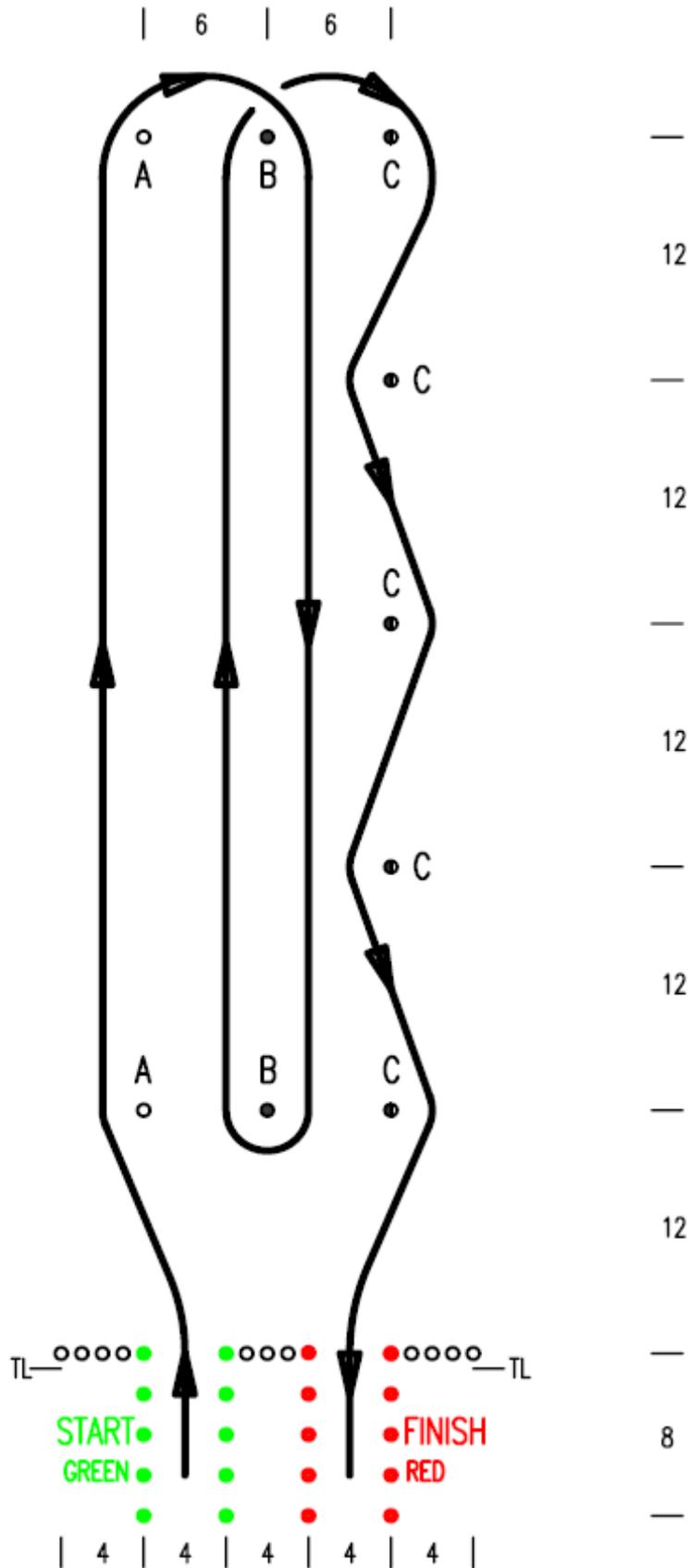
MANOEUVRING

Timing line (0.5 - 1m) TL
 Length 44m
 Width 20m



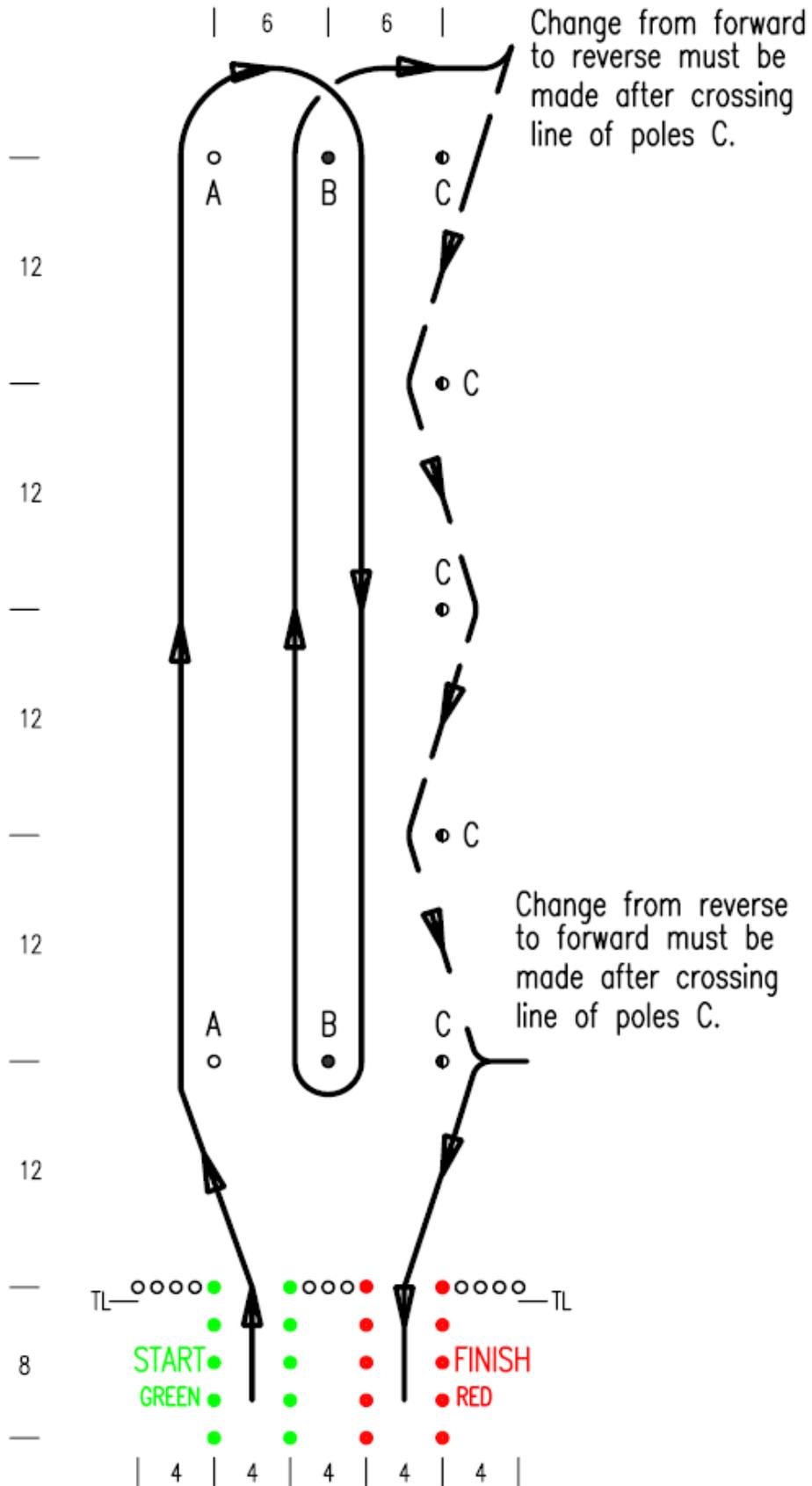
SPIRO SLALOM

Timing line (0.5 - 1m) \overline{TL}
 Length 68m
 Width 20m



REVERSE SPIRO SLALOM

Timing line (0.5 - 1m) \overline{TL}
 Length 68m
 Width 20m



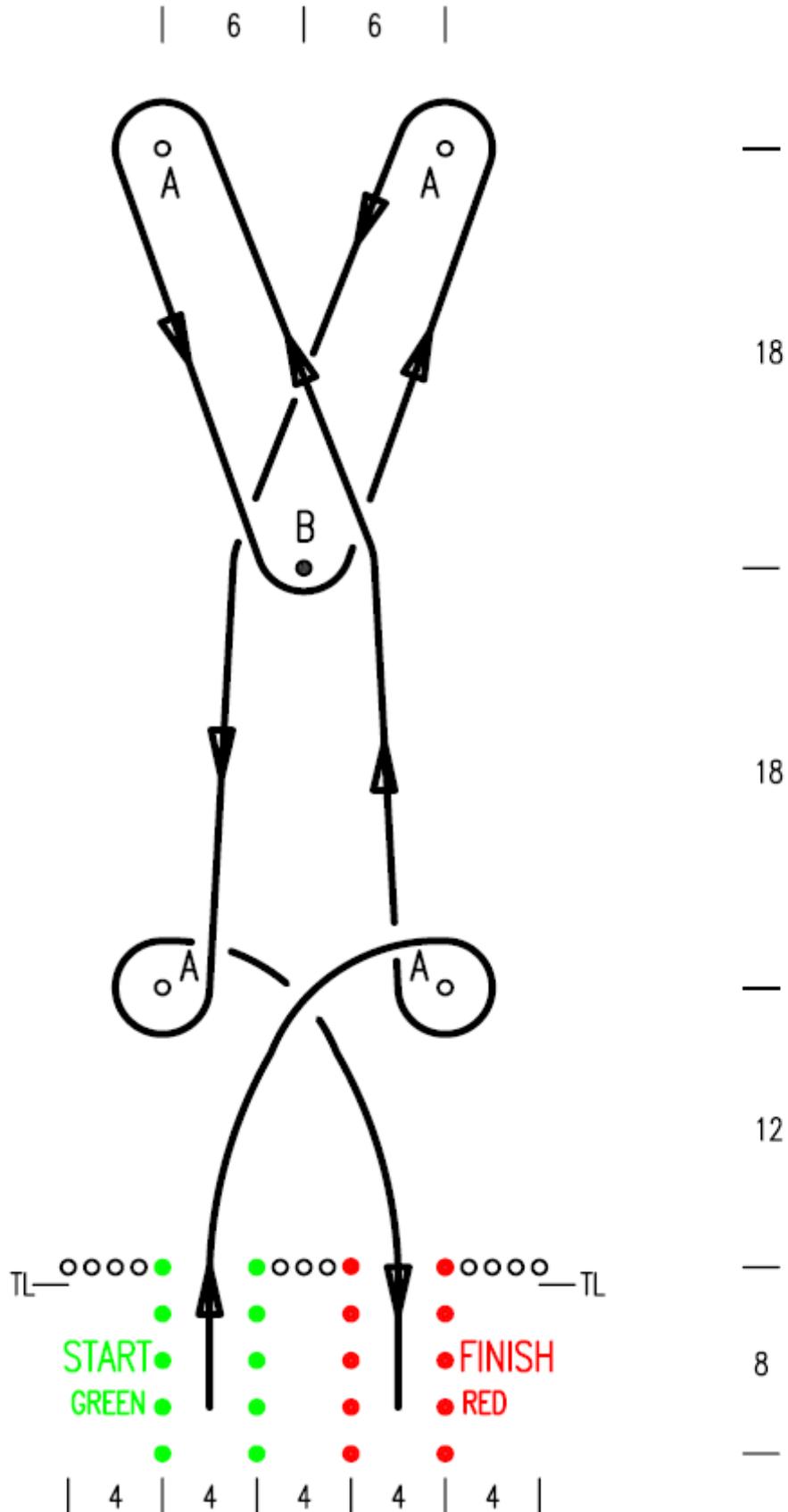
PART B, NON-CHAMPIONSHIP TESTS ALPHABETIC INDEX

TEST NAME	TYPE*	START	LENGTH	WIDTH	FLAG COLOURS				PAGE NO.
					A	B	C	D	
Bandit	M	Left	44	20	4	3	1	-	84
Double Hat	M	Left	56	20	4	1	-	-	69
Enterprise	M	Right	20	48	3	2	-	-	75
Four Leaf Clover	M	Left	37	25	4	4	4	-	82
Gable Slalom	M	Left	44	24	3	4	1	-	72
G.M.	M	Left	58	26	22	3	2	-	78
Goblet	S	Left	50	36	3	4	-	-	73
Half Dozen Gates	R	Left	37	25	4	4	4	-	83
Happy Birthday	M	Left	44	24	3	2	-	-	70
Pine Tree	M	Right	68	20	4	4	-	-	81
Reverse Tee Garage	R	Right	38	48	13	4	-	-	77
Reverse Tee Slalom	R	Right	20	48	1	5	-	-	76
Spearhead	R	Right	68	20	4	6	-	-	80
Track 86	M	Right	62	25	7	6	-	-	85
Twin Garages	R	Right	52	28	22	3	2	-	79
Vee Slalom	S	Left	50	36	3	4	-	-	74
World Tour	M	Left	44	24	1	2	1	-	71

* M = Manoeuvring Test, R = Reversing Test, S = Slalom Test

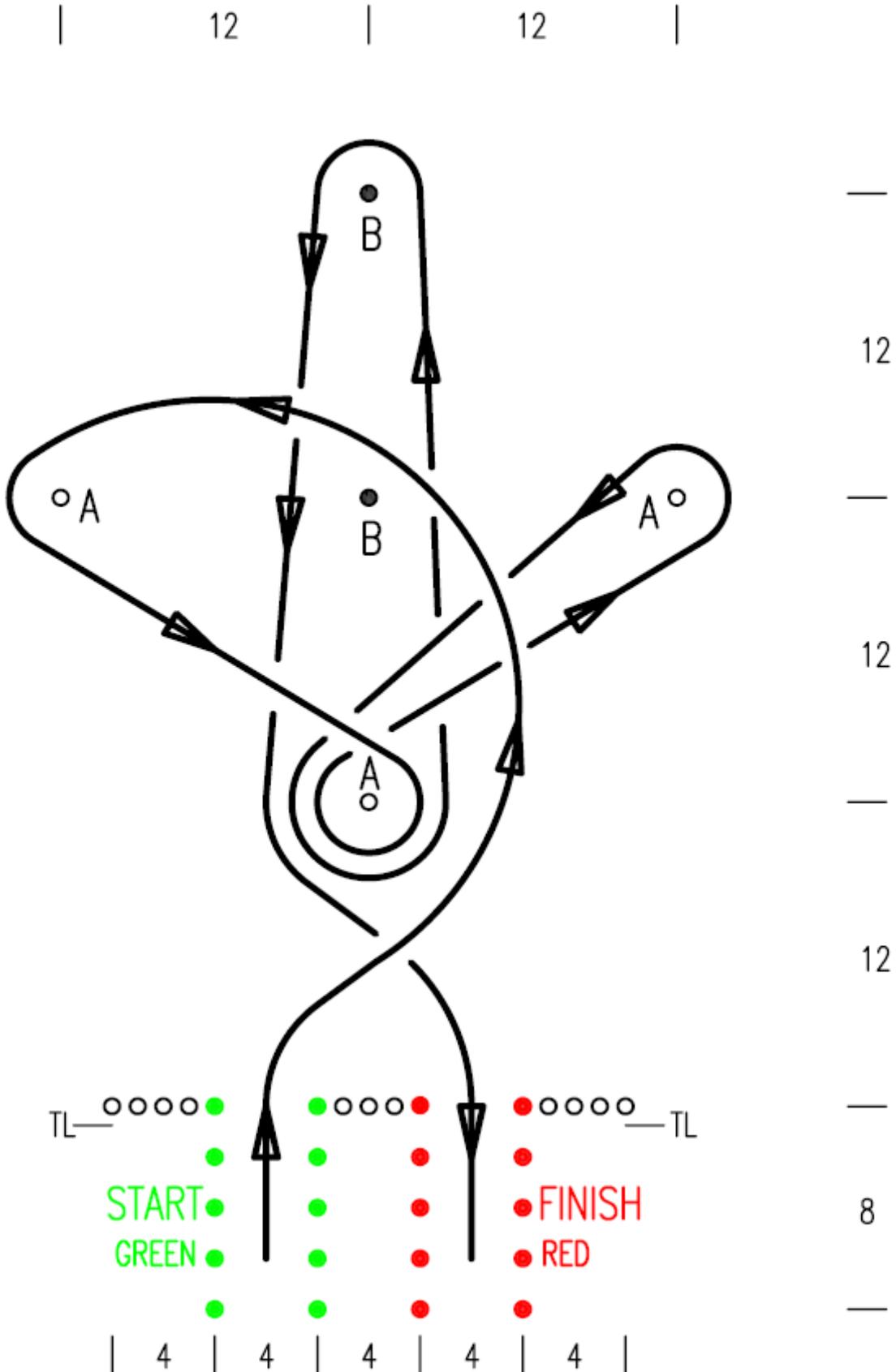
DOUBLE HAT

Timing line (0.5 - 1m) \overline{TL}
 Length 56m
 Width 20m



HAPPY BIRTHDAY

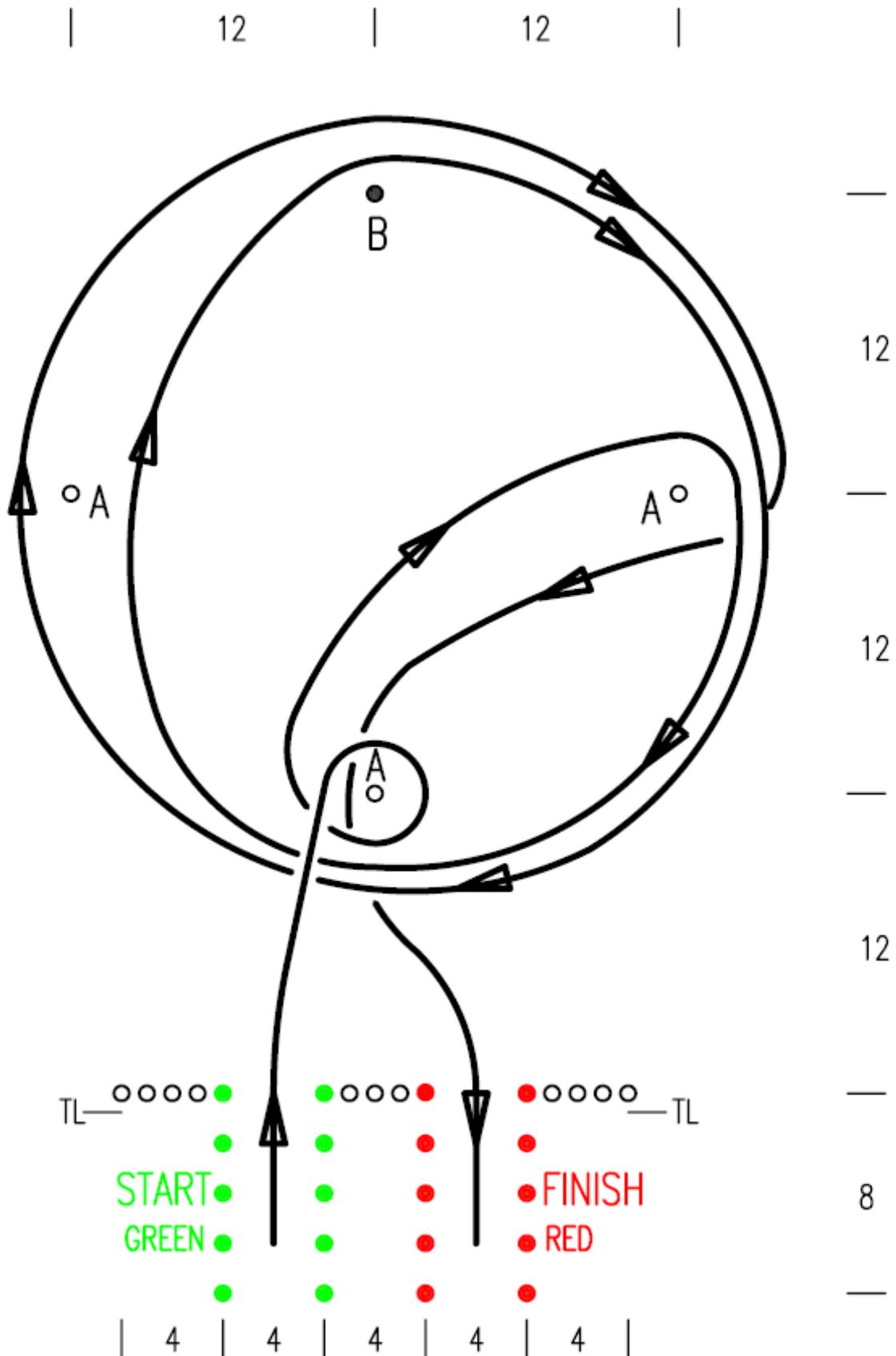
Timing line (0.5 - 1m) TL
 Length 44m
 Width 24m



Similar test layouts - Page No 35,36,37,38,39,40,41,42,71,72

WORLD TOUR

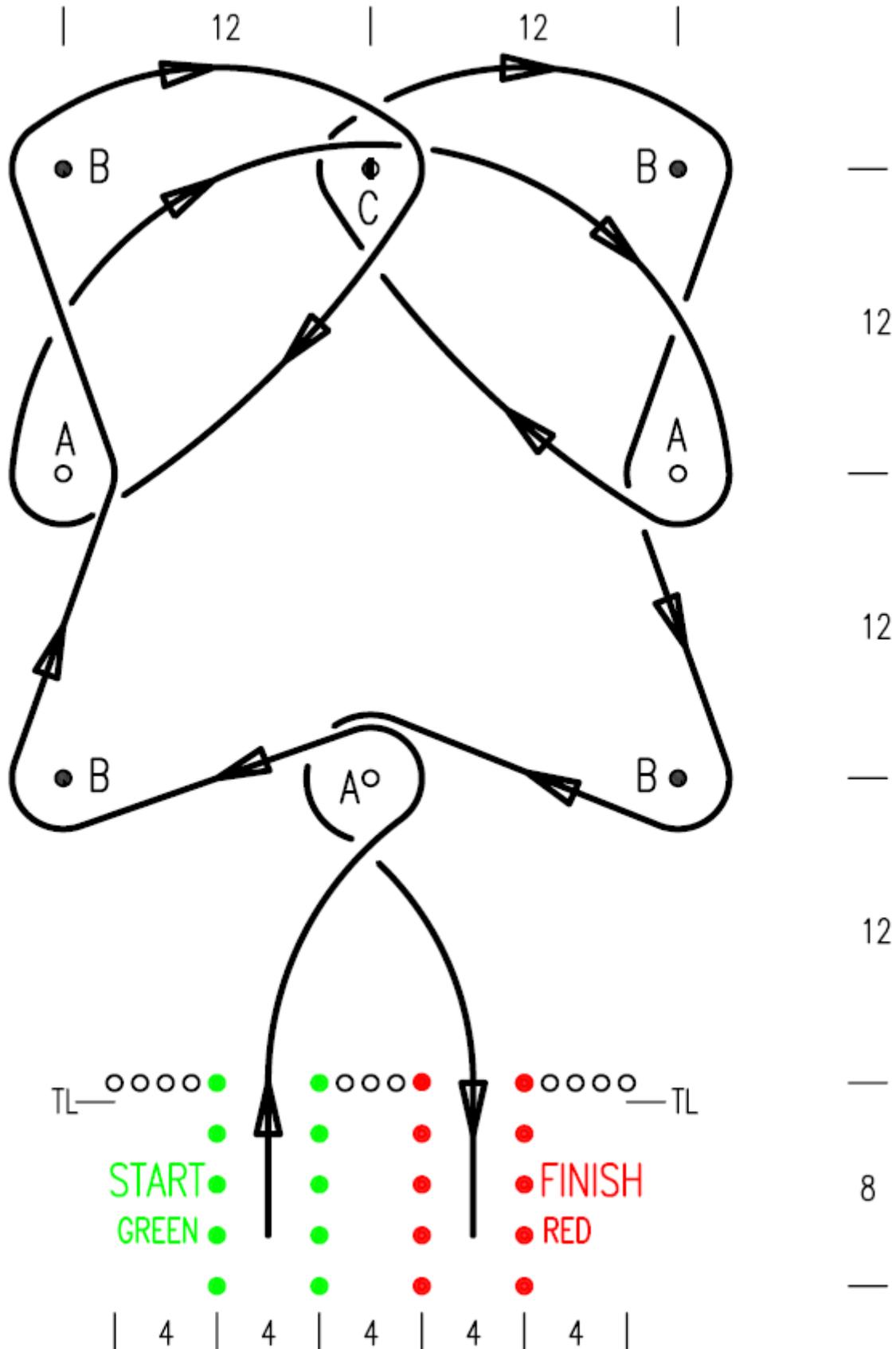
Timing line (0.5 - 1m) \overline{TL}
 Length 44m
 Width 24m



Similar test layouts - Page No 35,36,37,38,39,40,41,42,70,72

GABLE SLALOM

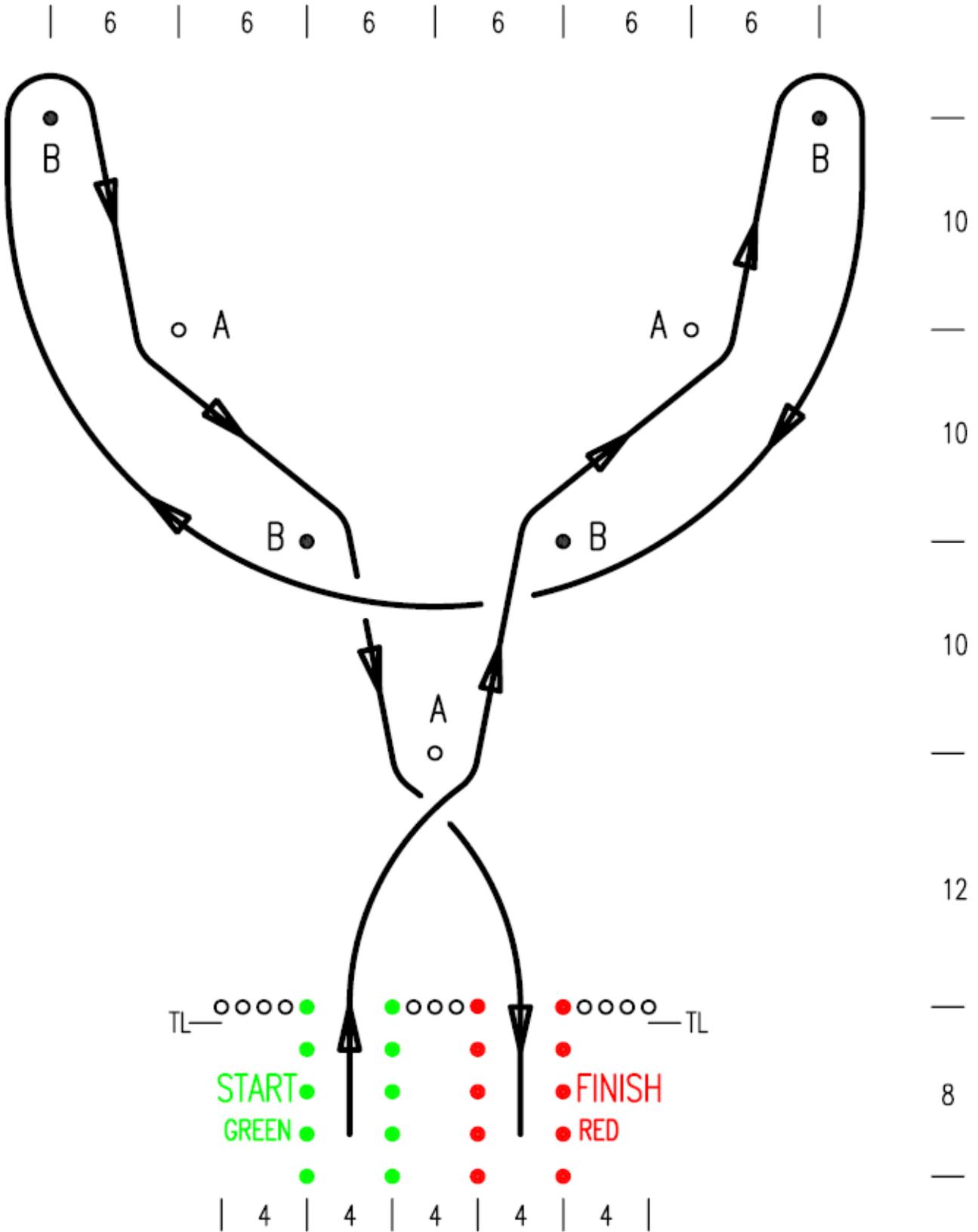
Timing line (0.5 - 1m) \overline{TL}
 Length 44m
 Width 24m



Similar test layouts - Page No 35,36,37,38,39,40,41,42,70,71

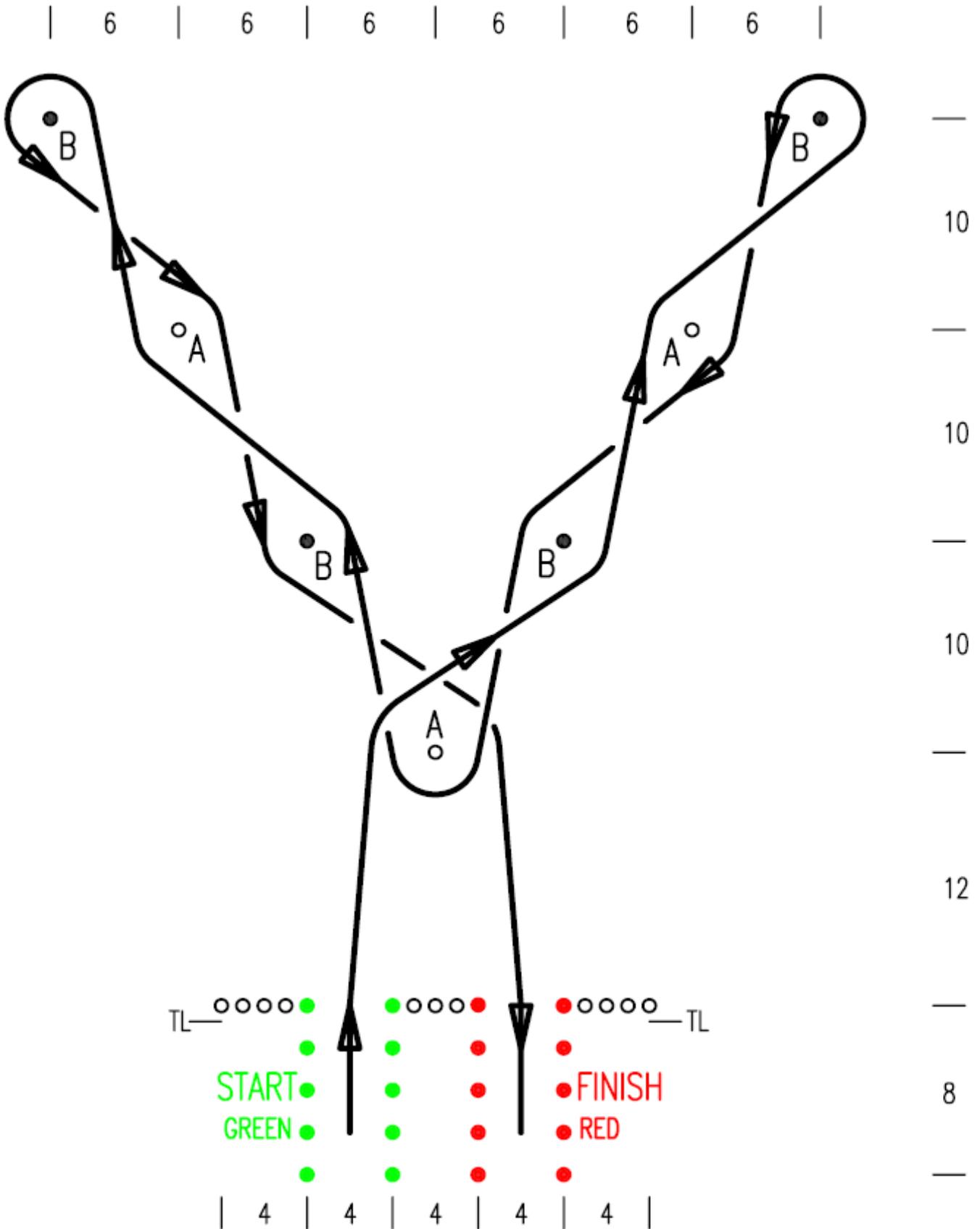
GOBLET

Timing line (0.5 - 1m) \overline{TL}
 Length 50m
 Width 36m



VEE SLALOM

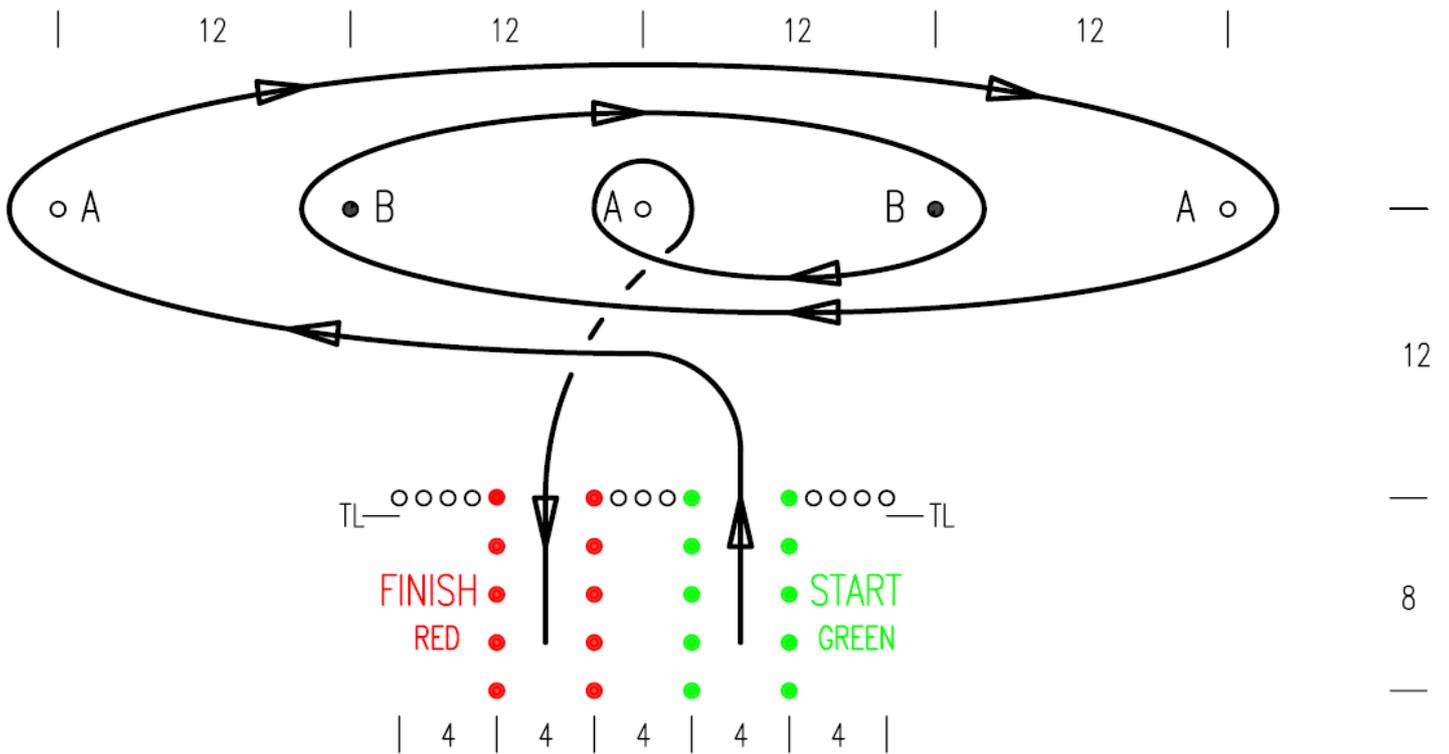
Timing line (0.5 - 1m) \overline{TL}
 Length 50m
 Width 36m



Similar test layouts - Page No 33,34,73

ENTERPRISE

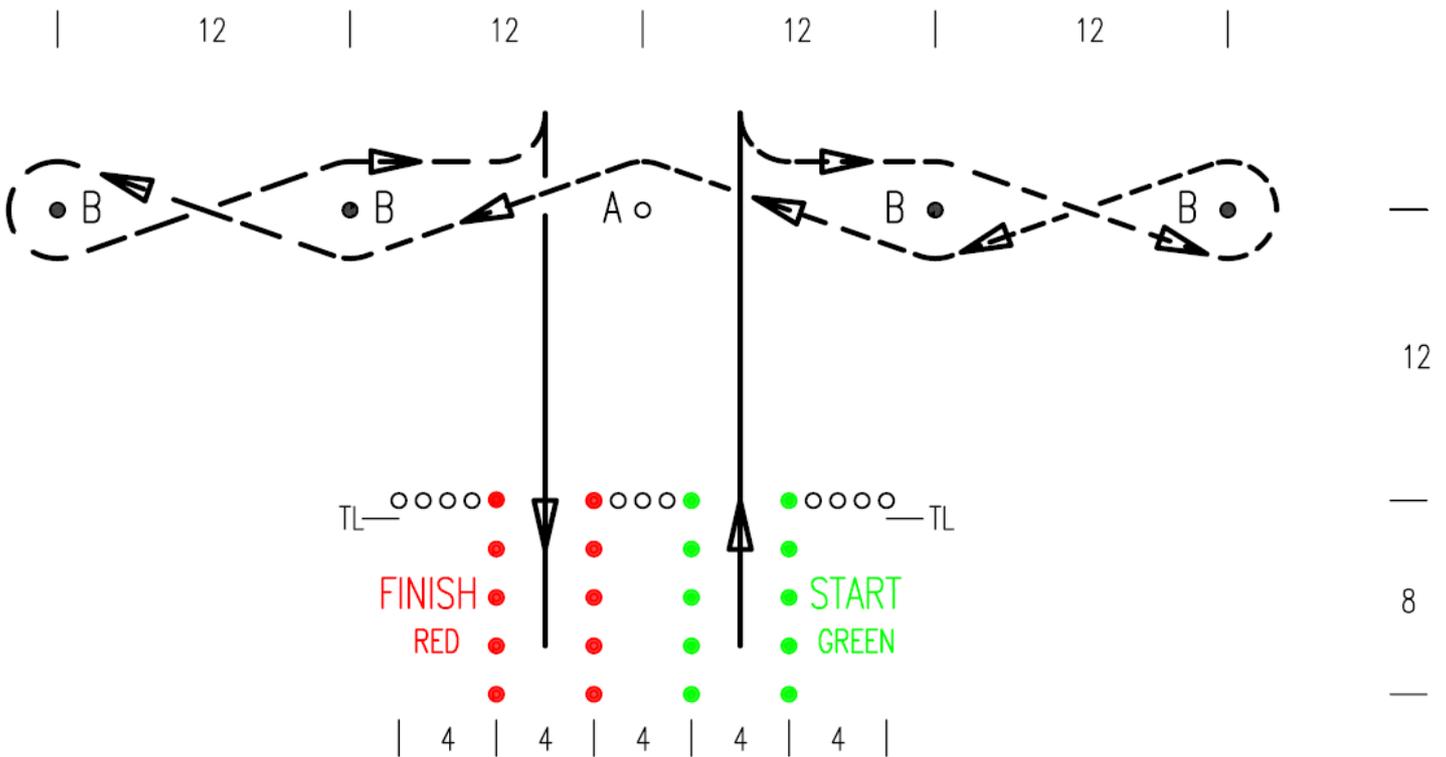
Timing line (0.5 - 1m) TL
Length 20m
Width 48m



REVERSE TEE SLALOM

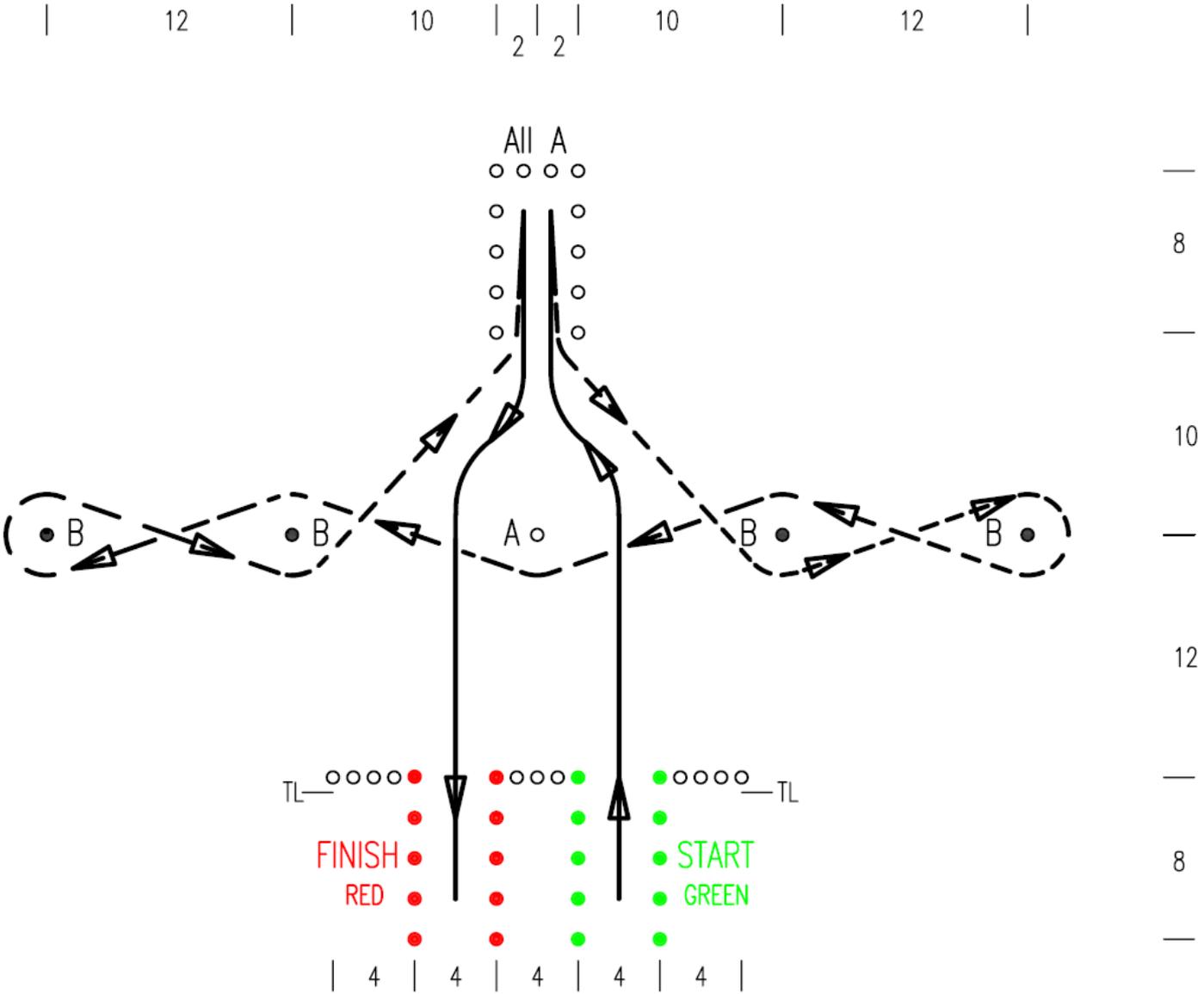
The first and last time the line B-A-B is crossed must be in a forward direction and all other crossings must be in a reverse direction. Changes from reverse to forward and forward to reverse may be made at any point.

Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 20m, Width 48m



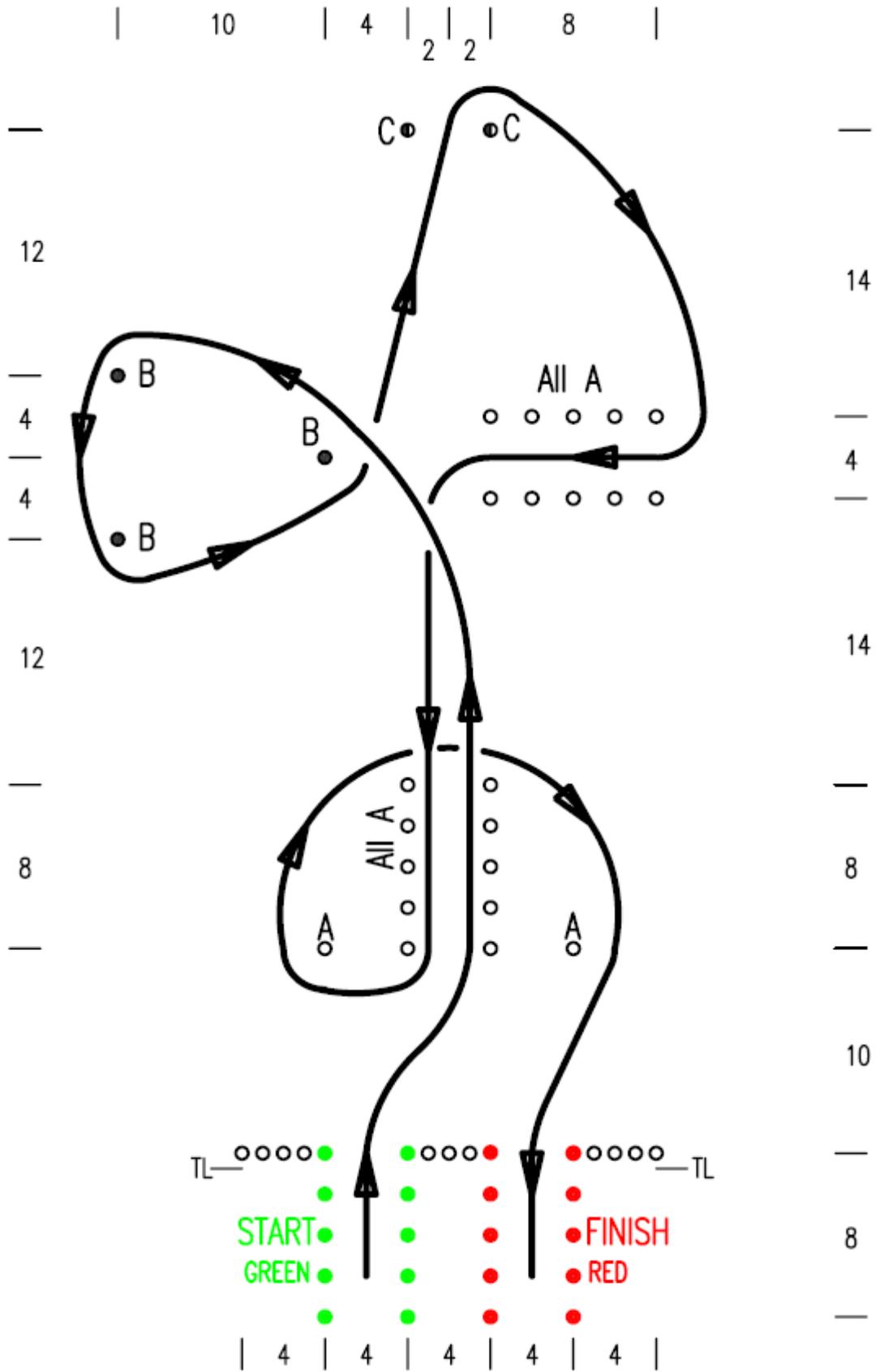
REVERSE TEE GARAGE

Field garage (O) shall be colour A.
 Forward \longrightarrow
 Reverse \dashrightarrow
 Timing line (0.5 - 1m) TL
 Length 38m, Width 48m



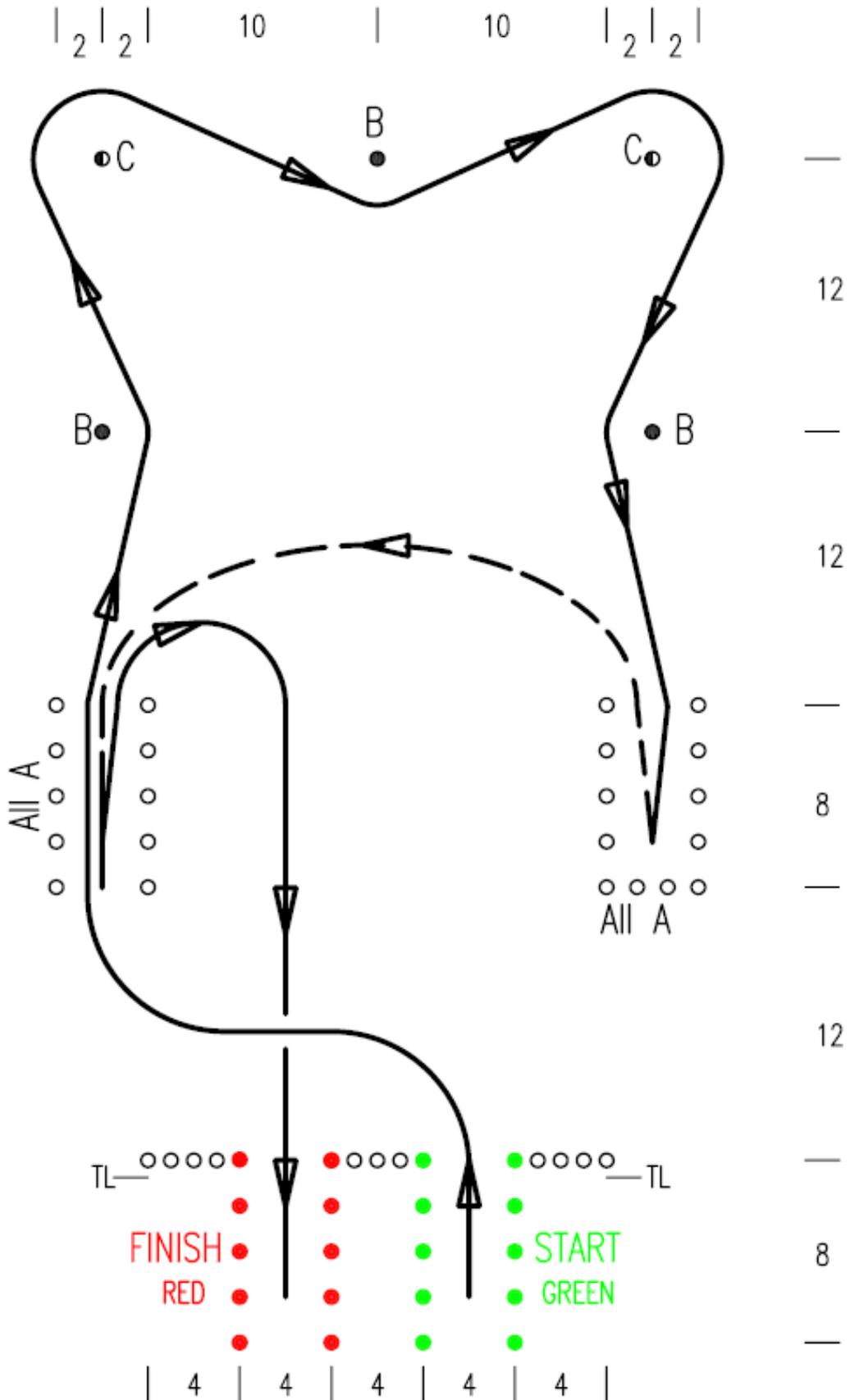
G.M.

Timing line (0.5 - 1m) TL
 Length 58m
 Width 26m



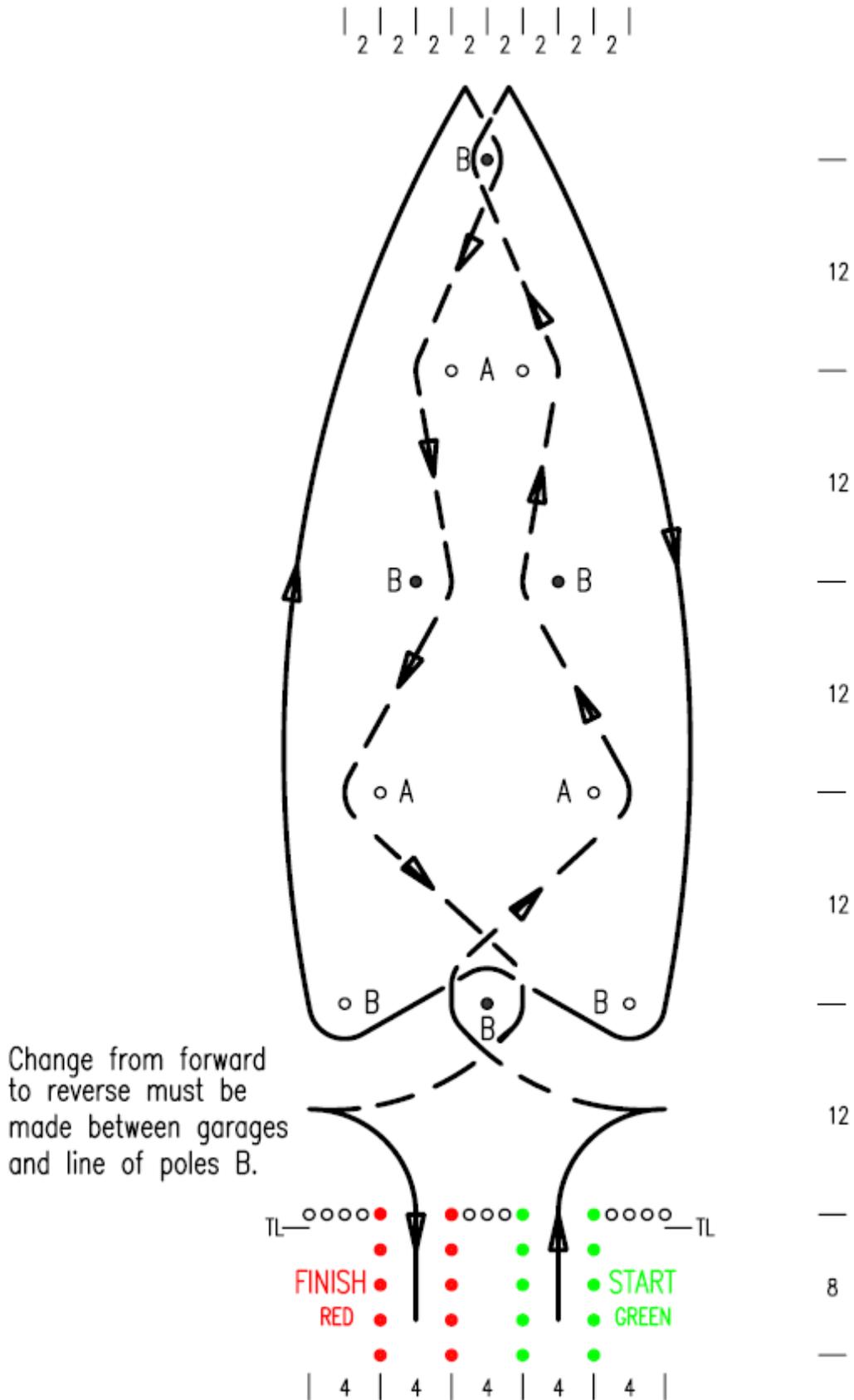
TWIN GARAGES

Timing line (0.5 - 1m) \overline{TL}
 Length 52m
 Width 28m



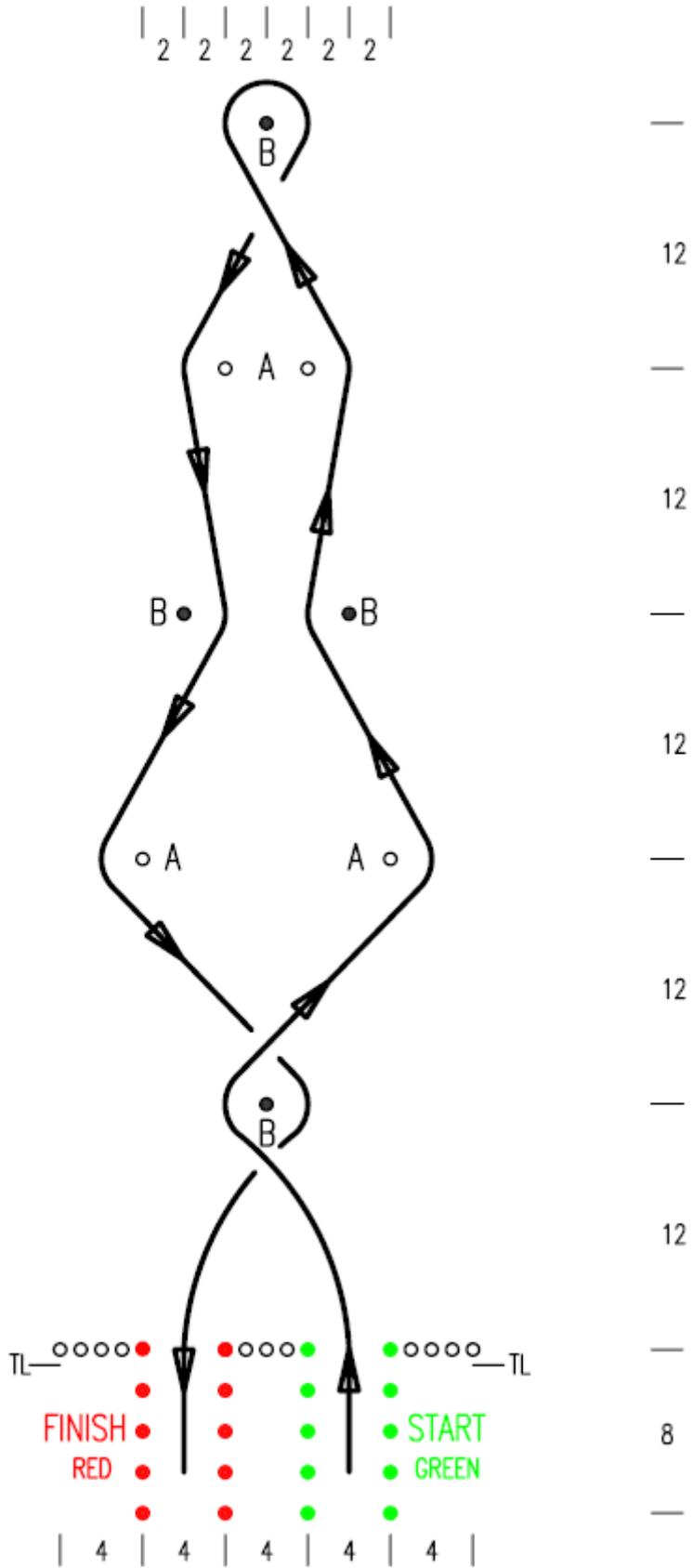
SPEARHEAD

Timing line (0.5 - 1m) \overline{TL}
 Length 68m
 Width 20m



PINE TREE

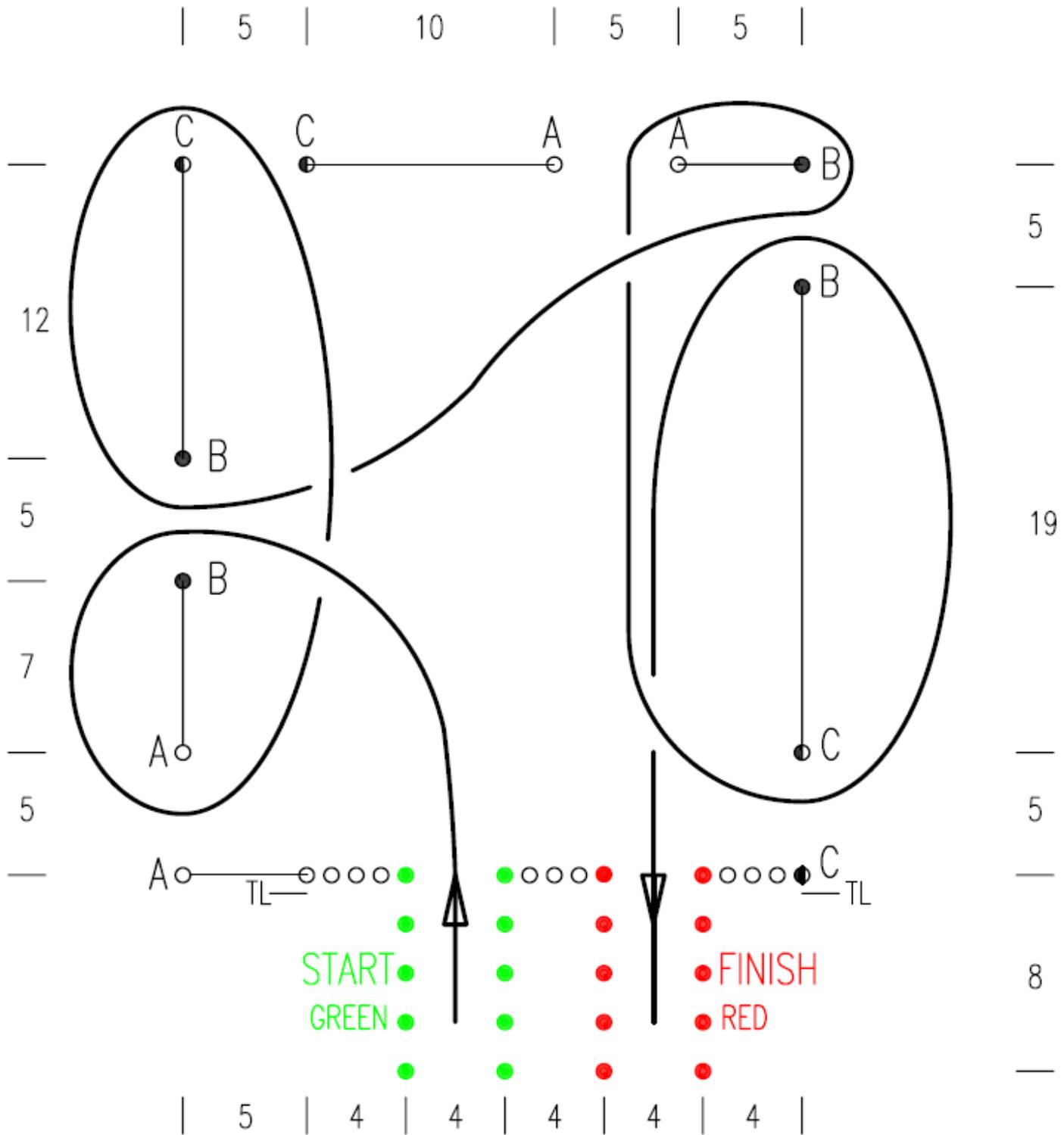
Timing line (0.5 - 1m) TL
 Length 68m
 Width 20m



Similar test layouts - Page No 11,64,80

FOUR LEAF CLOVER

Timing line (0.5 - 1m) TL
 Length 37m
 Width 25m

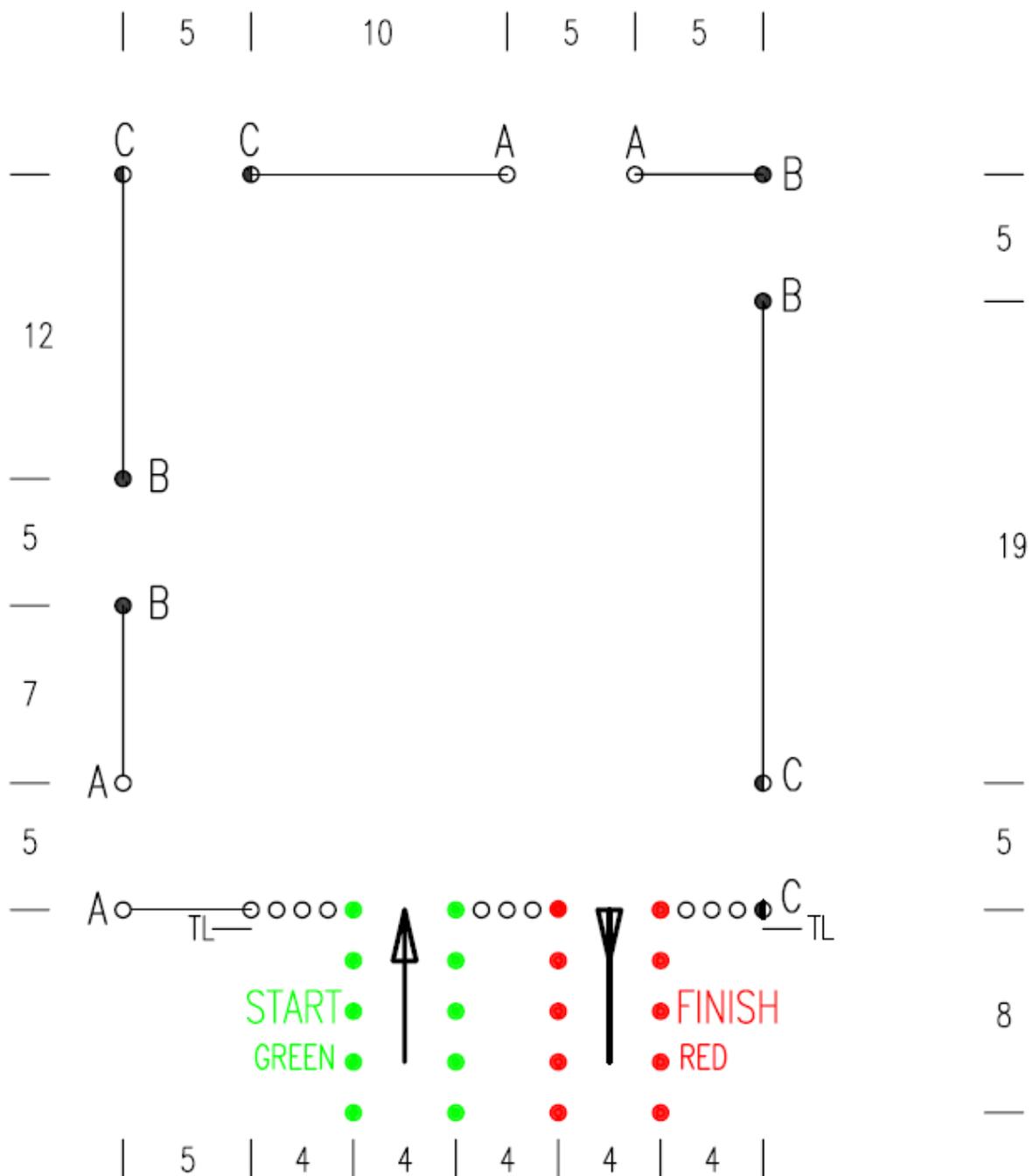


HALF DOZEN GATES

The lines between the gates (bounded by differently coloured flags) form boundaries and must not be crossed.

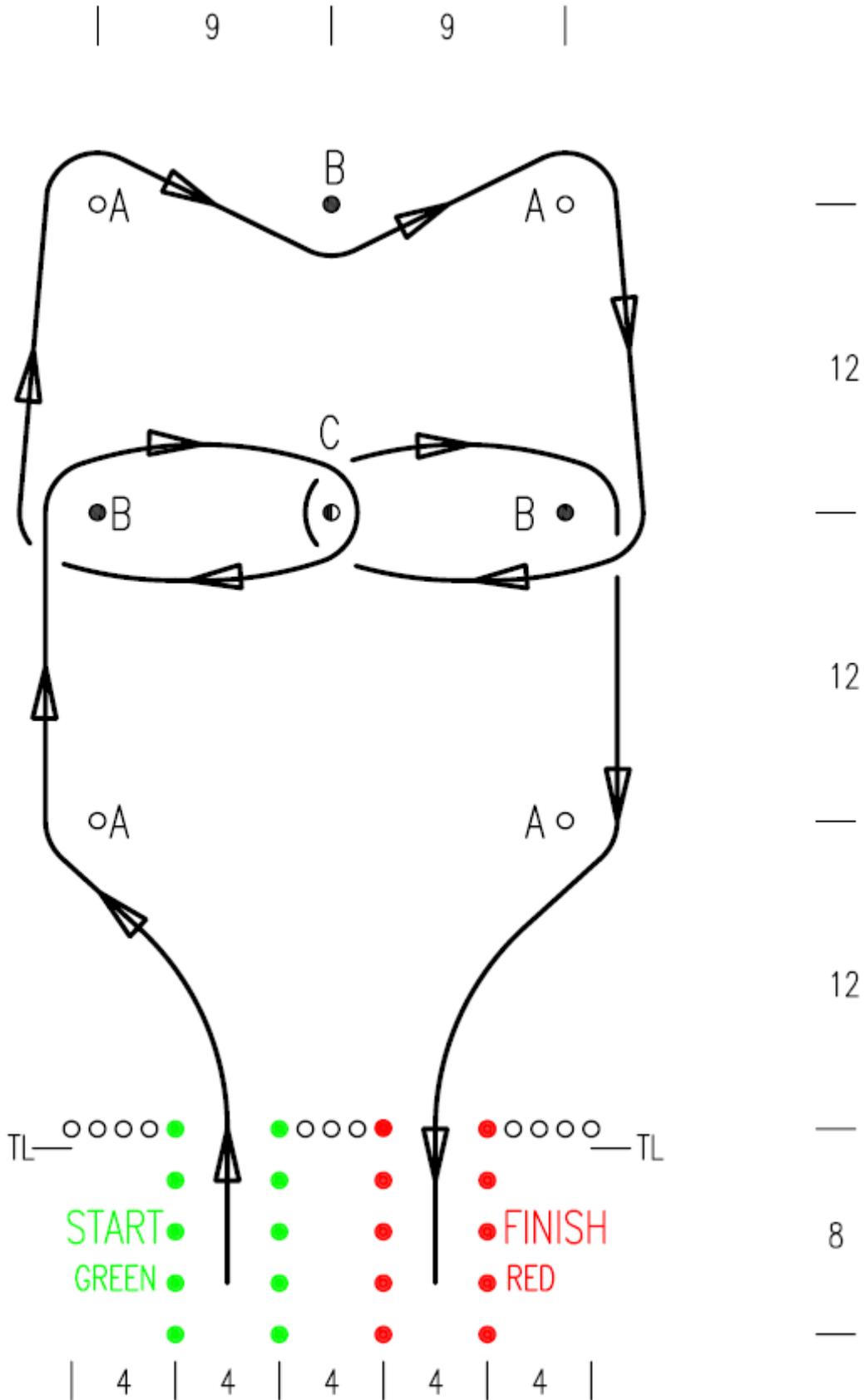
Timing line (0.5 - 1m) \overline{TL}
 Length 37m
 Width 25m

YOU MUST PASS THROUGH GATES A FROM INSIDE THE AREA TO OUTSIDE.
 YOU MUST PASS THROUGH GATES B FROM OUTSIDE THE AREA TO INSIDE.
 YOU MUST PASS THROUGH GATES C IN REVERSE.



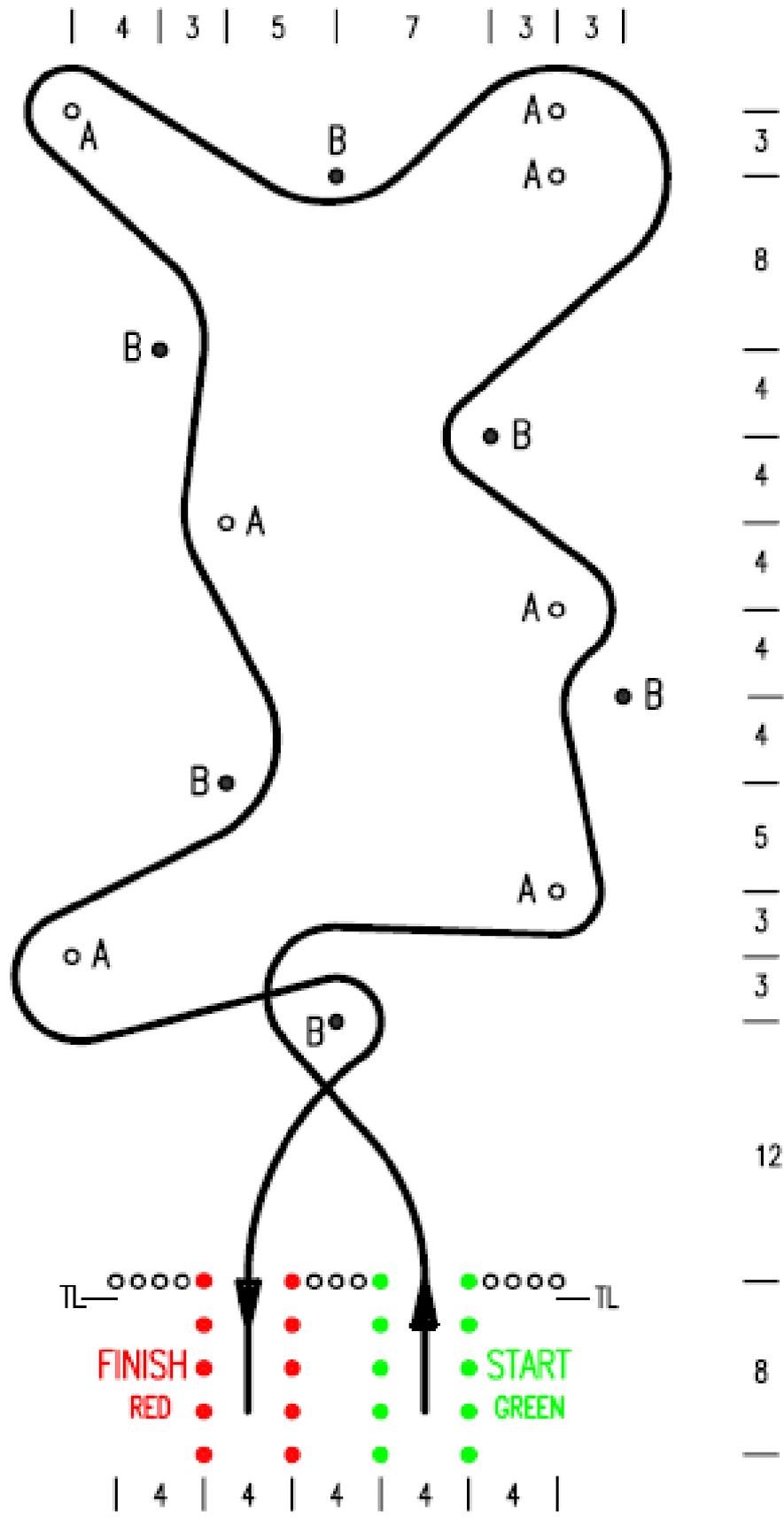
BANDIT

Timing line (0.5 - 1m) \overline{TL}
 Length 44m
 Width 20m



Track 86

Timing line (0.5 - 1m) TL
 Length 62m
 Width 25m



PART C, NOTES FOR ORGANISERS

GENERAL

Motorkhanas are conducted at many different levels ranging from the Australian Championship event (AMC) through to single-club events and come-and-try days.

This publication is intended to provide a basis for the selection of tests, but is by no means exhaustive. Please refer to the Introduction for further guidance on selection of tests.

Event organisers should be thoroughly conversant with the regulations in the National Motorkhana Code, as published in the CAMS Manual of Motor Sport. These Regulations are subject to change each year, so it is essential that organisers are familiar with the current version of them.

Selection of Tests

Particular attention should be paid to the selection of tests which will allow the event to be conducted with an adequate margin of safety, especially if members of the public are likely to be attending as spectators. The minimum requirements as specified in Section 12 of the National Motorkhana Code must be strictly adhered to, and must be taken into account early in the event planning, and even in the selection of a suitable site.

Markers

The Code also contains recommendations for markers (flags). Note that for the AMC event, the dimensions shown in this booklet must be adhered to, subject to a tolerance of +/- 0.2m. For other events, these dimensions may be varied, subject to any further specific or local requirements (e.g. State Motorkhana Appendixes etc).

PRE-EVENT

- Site

Once a suitable site has been located, permission to hold the event must be obtained from the land owners and any other relevant bodies such as Local Council, Police, Fire or Environment Protection Authorities. This should be done approximately six months before the event, to allow ample time to complete all necessary approvals, particularly if the site has not previously been used for motor sport.

- CAMS Approval

Draft regulations must be submitted to CAMS at least four weeks before the event date. In the case of Championship events, allow an additional two to four weeks for them to be circulated to the relevant State or National Panel for checking. Note that several States require a 'standard' format of Supplementary Regulations to be used.

- Promotion

For championship events, entry details should be posted to interested competitors and clubs well in advance of the entry closing date. Most State Motorkhana Panels maintain mailing lists for that purpose. The national motorsport papers, and now some motorsport internet sites, are usually willing to publicise details of forthcoming events or list the event in their calendars. Motorkhana web links may be found via the CAMS web page at www.cams.com.au.

- Officials

The number of officials required to run the event will vary according to its status, whether spectators are likely to be present, and the number and type of tests planned for the day. In addition to the timekeepers and observers required for each test, an additional official is required as an observer wherever a test contains a field garage.

Sufficient officials to run the event efficiently and safely must be contacted pre-event and given clear details on when and where they are required. For championship events, a pre-event officials' briefing night will save time on the day; for other events this may be done before the start of competition.

AT THE EVENT

- Equipment

A check list of equipment needed should be made well in advance, and the items required for the event should be marked off as they become ready. Markers and/or flags (including sufficient to cover breakages), Timing equipment (electronic or hand-held stop watches with reliable batteries) and safety bunting or barriers must all be organised and checked to make sure they will do the job required.

Documentation needed includes Supplementary Regulations, a plentiful supply of Entry Forms, Test Diagram Sheets (or programs), CAMS Licence and Club membership application forms and the CAMS Permit to be displayed at the event.

Weather protection should be considered for the Entry/check-in and Scrutineering areas, and these areas must be clearly identified for competitors. Tables, chairs, weather protection and stationery material must be on hand at each test area and some form of communication between officials should be considered for the larger events. There are several computer scoring systems now available which make the task of compiling results much easier (contact your State Motorkhana Panel for further details), but these often require some prior experience, so must be tested pre-event. Depending on the method of scoring, ability to post progress results should also be considered, particularly for higher level events. Provision for marking numbers on cars is required, with white sports shoe cleaner still commonly used for that task.

- Officials

The safe positioning of officials, competitors and spectators must be given priority in deciding the layout of tests. Officials should be on the start garage side, with any seated officials toward the rear. Any standing officials at the front of a test should have a clear path of retreat. Officials should be briefed on the tests to be conducted, and must be familiar with the requirements of the National Motorkhana Code, especially in relation to timing procedures and penalties (refer sections 13,15,16,17 and 18).

- Scrutiny and Practice

Scrutiny must be carried out prior to the event and/or practice to ensure the safety and eligibility of vehicles to a standard in keeping with the regulations for the event. Safety equipment, including a first-aid kit and fire extinguisher/s should be in a clearly designated position. Practice, which may be provided at the organisers discretion, must take place in a designated and supervised area.

- Drivers' Briefing

The general running procedure for the event should be explained at the drivers' briefing, including the numbering and running order for competitors, and the preferred method of travelling between tests.

The number of tests to be conducted should be explained, as well as arrangements for a lunch break (if applicable). Competitors should be reminded of their obligations towards their safety (clothing, seat belts, eye protection, helmets, etc.) and that of fellow competitors, officials and spectators.

- Test Layout

Before the event begins, a final check should be made to ensure each test layout complies with the diagrams as published, and that the timing gear is correctly positioned and operating correctly. Test officials must be in a safe position (not between the start/finish garages or close to the finish garage) and ready to start their duties. Sufficient replacement markers should be at each test area, along with any equipment needed to replace them (hammers, sand, bases, etc).

- Conclusion

At the completion of the event, make sure the venue is left in a tidy condition. Contact the ground owners to thank them for the use, which will help ensure the venue may be available for future events

POST EVENT

- Results

After the event, the main task is to make sure results are compiled and distributed to competitors as soon as possible. Refer to section 22 of the National Motorkhana Code for the format of results, but much of that will be handled automatically if using one of the computer motorkhana scoring programs.

If entries have been taken prior to the day of the event, pre-addressing envelopes for results will save valuable time after the event. Results (even in summary form) should also be sent to the same sources as were used to publicise the event. For some events which are part of a Championship Series, results are also required to be sent to a nominated scorer for that Series.

- CAMS Documentation

Once the event is finished, organisers are required to provide CAMS with certain items of documentation. These may include the event results, a Clerk of Course Report and Stewards Report. The documentation required will vary according to the level of the event, and is usually issued to organisers with the Organising Permit.

- Awards

All that remains to be organised is the purchase of trophies and their presentation to award winners, and finally a financial summary of the event for the Club Treasurer, which will hopefully indicate how successful the event has been.

- Updates

Like other forms of motor sport, the regulations for motorkhanas are subject to change. Contact CAMS for any recent revisions, or check on the web for specific motorkhana information via links from the CAMS web page at www.cams.com.au.

- Authority

Should a conflict occur between this Booklet and the National Motorkhana Code (NMC) and/or the CAMS National Competition Rules (NCR), the NCR and NMC shall take precedence. Similarly, the text description for a test shall take precedence over any method that may be indicated or implied by the test diagram.