

# Ellerslie Intermarque Motorkhana 2010

Sunday 14<sup>th</sup> February 2010

Run under the auspices of the MG Car Club (Auckland Centre) Inc.

## 1. Officials

Secretary:	Andrew Walbran	021 648 823
Clerk of Course:	Andrew Walbran	021 648 823
Assistant Clerk of Course:	Paul Walbran	09 817 8194
Marshalls:	TBA	

## 2. Format of the event

The event is a motorkhana relay event, made up of teams of two drivers. Two teams compete against each other on separate identical courses. The first team to complete the course wins.

Documentation will begin at the venue at 9.30am, with first runs beginning at 10.00am.

### 2.1 Seeding

Each team member will have one timed run on each course prior to the start of the competition for the purpose of seeding.

### 2.2 Running format

The event will comprise of a 'round-robin' stage before moving to knock-out rounds. In the round-robin stage, each team races off against each other team no less than two times. Each win scores one point. The two teams with the greatest number of wins advance to the next stage. For each knock-out round (eg semi finals, final), a best of three competition will take place.

The exact number of groups for the round robin, and the number of knock-out stages, will be determined once all entries have been received.

### 2.3 Procedure for each run.

#### *Teams with two cars*

The first driver starts in the start (left hand) 'garage' forwards. Once the first car has left the start garage, the second driver positions the second car in the start garage, in reverse, then exits the car and waits for the first driver to finish by the corner marker of the garage (this will be identified on the day). Once the first driver has completed the course, they exit their car and tag the second driver, who may then enter their car and start. The run is identical to the first driver's run, except that the second driver starts in reverse and must change direction to forwards before the first left hand 180° turn.

#### *Teams sharing a car*

In this instance, teams start as per two car teams, with the second driver waiting by the corner marker of the start garage. Once the first driver

completes the course, they tag the second driver who then enters the car and begins from the finish garage, in reverse. As with the two car teams, the second driver must change direction before the first left hand 180° turn.

### **3. The Course**

The course layout is attached. Please note there are two variations of the course, one for small-medium wheelbase cars, and one for larger wheelbase cars. The only difference being the removal of the slalom for the larger wheelbase cars in order to even the course out for larger cars. Which variation a particular car competes over is at the organisers discretion. If you would like clarification as to which course a particular car is eligible for in advance, please contact the organisers.

### **4. Penalties**

As this event is untimed, there are no time penalties. However, should any course markers be knocked over, a run is only considered completed after they have been replaced in their original position. The second team car can not start until the team's first driver has replaced any displaced cones, and the team's run is not complete until the second driver has finished the course and also replaced any displaced cones.