



HEWISON TROPHY NATIONAL AUTOTEST CHAMPIONSHIP REGULATIONS

1. The Championship shall be decided on the best performance in a series of test trials run during the winter season, ideally between 31st August and the following 31st March.

2. The number of events to count in each driver's final score will be as follows:

- 2.1. Best 10 out of 15 or 14 events.
- 2.2. Best 9 out of 13 events.
- 2.3. Best 8 out of 12 or 11 events.
- 2.4. Best 7 out of 10 or fewer events.
- 2.5. In the Novice Class and Semi-expert classes each driver's best 8 scores will count out of 14 or 15 events, with 7 scores counting if there are 13 or fewer events.

3. The overall winner of the Championship will receive the Hewison Memorial Trophy (to be held for one year) and replica. Awards will also be made to the 2nd and 3rd drivers overall and to the 1st, 2nd and 3rd drivers in each class, provided there are sufficient entries in each. Winners of overall awards will not be eligible for a class award.

4. The winner of the Novice class will receive the Europa Cars Trophy (to be held for one year) and replica. Awards will also be made to the 2nd and 3rd drivers in this class provided there are sufficient entries.

5. The Championship will be open to all holders of an MI Clubman National licence and to holders of Motorsport UK driver's licence of a grade not lower than RS Clubman.

6. Classes will be as follows:

- A: All Mini Saloons.
- B: Front wheel drive Mini Specials.
- B1: Non-mini Front wheel drive Specials.
- C: Rear wheel drive Sports Cars and Specials.
- D: Non-Mini Saloon Cars up to 1350cc.
- E: Non-Mini Saloons over 1350cc
- F: Road going cars, other than in classes A,B,C,D,E including multi-venue Autotest cars.

G: Novices (in the Championship only).

7. In each qualifying event, organisers must provide for classes A-G, although they may include extra classes at their discretion.

8. To encourage novices in all types of car, THERE MUST BE an award to the highest placed novice in each of classes A-F in each event. If not all classes have novice entries, the novice awards originally intended for those classes which do not have any entries should be re-allocated to classes with the greatest number of novice entries.

9. In each qualifying event, THERE MUST BE ONE award to the highest placed Semi-expert (overall).

10. A Novice is defined as a driver who has not won more than eight awards in OPEN autotests before the date of the first championship round in each season, except that 2nd or 3rd place awards in a novice class or any Beginners' awards will not count towards this total of eight. 1st place awards in a novice class or any awards in a "car class" or overall placing in any autotest (whether championship or not) other than a closed event will be counted towards a driver's total. Before the start of each season, and based on the results of the previous season, the Autotest Commission will decide who is to be promoted from the Novice class.

11. Any driver who is eligible for the Novice class at the date of the first championship round in each season will remain eligible for the full season.

12. Novice drivers will score points in both their car class and the novice class, each driver may be restricted to one award in each event, even where they have finished "in the awards" in both their car class and the novice section.

13. A driver will be classified as a Semi-expert for a period of three years from the date of promotion from Novice status. This classification will run from the date of the first championship round each season.

14. QUALIFYING EVENTS.

Each qualifying event must comply with the following requirements:



14.1. The minimum number of tests which may be run is 10, with a recommendation of 12 or 14. It is recommended that AT LEAST FOUR different test sites be used in each event. Each test site must be properly prepared and manned by marshals prior to the arrival of the first competitor. No test should be of a duration of less than 40 seconds, with a recommended average of 45-50 seconds for the best time. Tests must be of the "open" type, designed as far as possible to equate the performance of cars of different size.

14.2. To ensure consistency, the tests for all Championship events will be designed by an experienced Hewison driver. Clubs will be notified which driver has been allocated to their event.

14.3. Once the first competitor has attempted a test, no alteration may be made to the test instructions. It is recommended that a large diagram of the required manoeuvres be on display at each test site and that competitors be supplied with a set of test diagrams at the check-in. The intended manoeuvres during each test must be drawn in on these diagrams. ORGANISERS MUST NOT ISSUE TEST INSTRUCTIONS IN WORDING FORM ONLY.

14.4. Pylons must be of a minimum height of 3 feet. NO LARGE MOTORWAY-TYPE CONES WITH LARGE BASES MAY BE USED.

14.5. All spots where pylons are placed must be marked on the ground, so that marshals know exactly where to replace them when they are moved. All lines used in a test must be AT LEAST 3.5 METRES IN LENGTH and all garages must be AT LEAST 5.5 METRES LONG AND 3.5 METRES WIDE.

14.6. In the interest of safety, no test may be started and finished on the same line. Two lines side-by-side may be used.

14.7. The finish line should have a box after it, 3.5m², and shall be kept clear of vehicles and people to prevent any obstruction of a finishing car.

15.

For autotests which do not require the use of public roads, one event licences will be available in accordance with Appendix 1, Article 12.1.

16. TIMING AND PENALTIES.

16.1. Tests will be timed in SECONDS and TENTHS OF SECONDS (note that there may not be any rounding up or down). Where watches reading in hundredths of a second are used, the last digit must be IGNORED. Penalties in seconds will be added to these times and the competitor with the lowest aggregate in each event will be

the winner of that event, with other competitors being placed in order of their total times. Ties will be decided by the better time (including penalties, if any) on test 1, failing that, test 2, and so on until the tie is resolved.

16.2. To ensure consistency in timing, the practice of having two timekeepers on a test who time alternate cars is forbidden.

16.3. Each test will have a flying start, with two lines laid out approx 30cm apart. Timing will begin when the car's front wheels cross the second line.

16.4. All cars must stop astride the finish line, and timing will stop WHEN THE FRONT WHEELS CROSS THE LINE. Stopping with either rear wheel past the finish line will incur a line fault.

16.5. During each test, all lines on which a car is required to stop must be crossed by a car's LEADING WHEELS ONLY - i.e. ASTRIDE ALL LINES. A line will be deemed to have been crossed when all the area of the leading tyres in contact with the ground has passed the full width of the line. Putting three or four wheels across a line will incur a line fault, as will putting only one wheel across a line.

16.6. A penalty of 5 seconds shall be incurred for a line fault or for each initial contact with a pylon WHICH IS IN THE CORRECT POSITION. (Where a pylon is touched by a car, is then replaced in its correct position and is again touched by the car later in the test, the driver should be penalised a second time, but if the pylon is out of position when touched a second time, only the first penalty can be applied).

16.7. If a driver has a re-run on a test because of a timing failure, any penalties already incurred will NOT carry forward to the re-run. If he has a re-run for any other reason, any penalty incurred during the first run shall be carried forward to the re-run.

16.8. Any driver who receives any outside physical assistance during a test shall be deemed to have incurred a fail on that test.

16.9. MAXIMUM PENALTIES.

16.9.1. The maximum penalty on any test, including failure, shall be the best correct performance in class on that test plus 20 seconds. To ensure a consistent interpretation of a fail on a test, the following will apply: Where a driver has made a mistake in a test, he/she is allowed correct himself by going back to the point at which the mistake occurred and then completing the test correctly as required by the diagram. Once he completes the entire test correctly, he will not incur a fail for adding extra manoeuvres, even if these include the crossing of one or more lines in the wrong direction, or in the wrong order.



16.9.2. If a driver who fails a test is the only competitor in his class attempting that test, his fail time will be calculated by adding 20 seconds to his immediate previous time on that test (or, if he has failed at his first attempt on that test, by adding 20 seconds to his next time on that test).

16.9.3. For the purposes of calculating fail (maximum) times for novice drivers, they will be treated as being in a separate class from experts driving similar cars. Therefore, for example, if a novice driving a car in class A incurs a fail or maximum time on a test, his fail time will be based on the best time on that test by another novice in class A, and NOT on the best time by an expert in class A.

16.10. The only judges of fact for a particular test will be the marshals appointed for that test.

16.11. To be classified as a finisher a driver must complete not less than 50% of the total number of tests. He will be given a maximum penalty for any tests not attempted. In accordance with the MI General Competition Rules, once a driver has started an event in a car, he may not change to another car.

16.12. In all events, drivers will be issued with A SEPARATE time card for each lap, on which timekeepers will record his time and penalties (if any) for each test. All penalties must be entered on this card as soon as the driver has finished each test. TO SPEED UP THE CALCULATION OF RESULTS, EACH DRIVER MUST EXCHANGE HIS CARD FOR A NEW CARD AT THE END OF EACH LAP. Results must be calculated from these time cards, in conjunction with marshals' check sheets.

17. POINTS SYSTEM:

17.1. Twenty five points will be awarded to the overall winner of each event, with one point less going to drivers in each successive place. In addition, classes A-F will be marked separately with the class winner receiving ten class points, with one point less going to drivers in each successive place. Points awarded in one class cannot be transferred to any other class.

17.2. Points for Novices and Semi-Experts will be scored as for all other classes, i.e., 10 points for the class winner, with one point less going to drivers in each successive place, irrespective of the number of starters.

17.3. In the event of a tie for any place, the winner shall be the driver with the greater number of wins during the series and if a tie still persists, the greater number of second places, and so on, until the tie is resolved.

18. TEAM EVENTS:

18.1. Where selection of a team to represent the Republic of Ireland in team events is necessary, this will be done on the following basis: for the Ken Wharton event, overall points (from the specified number of counting rounds) in the previous season's Hewison Trophy Championship; for other team events, overall points (from the specified number of best counting rounds) at a date two weeks before the date of the team event in question.

19. RECOMMENDATIONS TO CLUBS:

19.1. In the interests of encouraging newcomers, it is strongly recommended that a 33.3% reduction in entry fees be granted to drivers in the novice classes.

19.2. An award should be given for 1st overall in each event, as well as 1st, 2nd and 3rd in each class.

19.3. To encourage novices in all types of car, THERE MUST BE an award to the highest placed novice in each of classes A-F in each event.

19.4. Clubs are advised to start all events not later than 12 noon during the period covered by summer time and not later than 11.00 am during winter time. Also, a group of drivers (preferably from the same class) should be started at each test site in ALL EVENTS, to avoid one long queue at the first test site.

20.

All forms of electronic traction control are forbidden.

21.

Tyres which are listed on Lists 1B & 1C (Sports / Uprated tyres suitable for Competition) of the Motorsport UK Yearbook MAY NOT BE USED ON THE DRIVEN WHEELS.

22. QUALIFYING EVENTS:

Events are listed on the MI Website.

23. SAFETY (SEE APPENDIX 2) CARS.

23.1. Must be presentable and well turned out.

23.2. Must be fitted with adequate silencing. Noise checks may be held at each event and drivers are requested to comply with Autotest Commission guidelines, to avoid the risk of losing venues.



23.3. It is MANDATORY that all cars be fitted with an operable fire extinguisher.

23.4. Roll over bars are compulsory on all open cars.

23.5. Lap belts must be fitted to all cars and must be worn during all tests.

23.6 The use of Hybrid, Electric or Battery powered vehicles is not permitted.

24. GUIDELINES FOR ISSUE OF ONE EVENT LICENCES FOR AUTOTESTS:

24.1. Tests to be kept simple, to avoid confusing and discouraging newcomers who are the most likely users of one event licences.

24.2. Each test site to be taped off, so that spectators are kept a reasonable distance from the nearest position which a car may reach during any test.

24.3. A briefing to be held before the start for all one event licence users, explaining to them the basics of autotesting, including “dos and don’ts”.

24.4. A handout should be issued containing the points mentioned in item 25.3 above.

24.5. Both during and after the event, expert drivers should be encouraged to suggest to newcomers where they may improve their performance, and to point out anything which they are doing wrongly which might lead to problems if continued with.

25. ORGANISERS:

25.1. Great care must be taken that all spectators are kept a reasonable distance from the nearest position which a car may reach during any test.

25.2. It is strongly recommended that a suitable fire extinguisher be located at each test site during each event.

25.3. Tests MAY NOT finish with a manoeuvre which involves a change of direction from reverse to forwards immediately before the finish line.

25.4. The distance between circling a pylon and reversing over a line should not be less than 25 metres.