



HEWISON TROPHY NATIONAL AUTOTEST CHAMPIONSHIP REGULATIONS 2008/2009

1. The Championship shall be decided on the best performance in a series of test trials run during the winter season, between 31st August and the following 31st March. The number of events to count in each driver's final score will be as follows:

Best 12 out of 15 or 16 events

Best 11 out of 14

Best 10 out of 13

Best 9 out of 12 or fewer events

In the Novice Class, each driver's best 10 scores will count out of 13 or more events, with 9 scores counting if there are 12 or fewer events.

2. 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 regular entries in each. Winners of overall awards will not be eligible for a class award.

3. 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.

4. The Championship will be open to all holders of an MI Clubman National B licence and to holders of RAC MSA driver's licence of a grade not lower than National B.

5. Classes will be as follows:

5.1. All Mini saloons.

5.2. Front wheel drive Specials.

5.3. Rear wheel drive Sports Cars and Specials

5.4. All saloons, other than Minis, up to 1300 cc

5.5. All saloons, other than Minis, over 1300 cc

5.6. Novices (in the championship only).

5.7. In each qualifying event, organisers must provide for classes A-E, although they may include extra classes at their discretion. To encourage novices in all types of car, THERE MUST BE an award to the highest placed novice in each of classes A-E 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.

5.8. Before the start of each season, the Autotest Committee will allocate permanent competition numbers to each driver, based on the overall finishing order in the previous season's Hewison Championship. Clubs must use these numbers in each event.

6. 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 test trial or 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 Committee will decide who is to be promoted from the Novice class.

6.1. 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.

6.2. Novice drivers will score points in both their car class and the novice class, although it is normal practice to restrict each driver to one award in each event, even where they have finished "in the awards" in both their car class and the novice section.

7. QUALIFYING EVENTS.

7.1. Each qualifying event must comply with the following requirements:

7.2. 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.

7.3. 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.

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

7.5. All spots where pylons are placed should be marked on the ground, so that marshals know exactly where to replace them when they are moved. All lines used in a test should be AT LEAST 10 FEET IN LENGTH and all garages should be AT LEAST 15 FEET LONG AND 10 FEET WIDE.

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

8. TIMING AND PENALTIES.

8.1. 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 should 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.

8.2. Each test will have a flying start, with two lines laid out approx 12" apart. Timing will begin when the car's front wheels cross the second line.

8.3. 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.

8.4. 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.

8.5. 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).

8.6. 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.

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

8.8. Maximum penalties.

8.8.1. 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 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.

8.8.2. If a driver who fails a test is the only competitor in his class attempting that test, he will be required to attempt the test again in order to establish a base time for calculating his fail time, which will be this base time plus 20 seconds. If a driver who is the only competitor in his class needs to have a fail/maximum time calculated under section (j) below, his immediate previous time on that test will be used as the base time.

8.8.3. 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.

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

8.10. Notification of any penalties incurred by a driver on a test must be recorded on his time card immediately he finishes the test, and may not be added later.

8.11. 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 MÍ General Competition Rules, once a driver has started an event in a car, he may not change to another car.

8.12. 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 AND NO FURTHER PENALTIES MAY BE ADDED ONCE THE CARD HAS BEEN HANDED BACK BY THE TIMEKEEPER TO THE DRIVER. 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.

9. POINTS SYSTEM.

9.1. 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-E 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.

9.2. Points in class F (Novices) 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 novice starters.

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.

10. TEAM EVENTS.

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 best 12 events) in the previous season's Hewison Trophy Championship; for other team events, overall points (from best 12 out of 16 if more than 12 events have been run) at a date two weeks before the date of the team event in question.

11. RECOMMENDATIONS TO CLUBS.

11.1. 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.

11.2. An award should be given for 1st overall in each event, as well as the usual awards in each class. To encourage novices in all types of car, THERE MUST BE an award to the highest placed novice in each of classes A-E in each event.

11.3. 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.

12. All forms of electronic traction control are forbidden.

13. QUALIFYING EVENTS 2008/2009.

Total 16 events.
Best 12 to count.
Best 10 to count for Novices.

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| <i>Saturday, 6 September 2008</i> | <i>Munster</i> |
| <i>Sunday, 7 September 2008</i> | <i>Cork</i> |
| <i>Sunday, 28 September 2008</i> | <i>Kildare</i> |
| <i>Saturday, 25 October 2008</i> | <i>Galway</i> |
| <i>Sunday, 26 October 2008</i> | <i>Connaught</i> |
| <i>Sunday, 23 November 2008</i> | <i>TDC</i> |
| <i>Saturday, 29 November 2008</i> | <i>Carlow</i> |
| <i>Sunday, 30 November 2008</i> | <i>Carlow</i> |
| <i>Sunday, 11 January 2009</i> | <i>Midland</i> |
| <i>Saturday, 24 January 2009</i> | <i>Carrick-on-Suir</i> |
| <i>Sunday, 25 January 2009</i> | <i>Carrick-on-Suir</i> |
| <i>Sunday, 15 February 2009</i> | <i>Monaghan</i> |
| <i>Sunday, 22 February 2009</i> | <i>MEC</i> |
| <i>Saturday, 28 February 2009</i> | <i>Kerry</i> |
| <i>Sunday, 1 March 2009</i> | <i>Kerry</i> |
| <i>Sunday, 29 March 2009</i> | <i>Kildare</i> |

14. SAFETY (SEE APPENDIX 2) CARS.

14.1. Must be presentable and well turned out

14.2. MUST BE FITTED WITH ADEQUATE SILENCING. Noise checks may be held at each event and drivers are requested to comply with Autotest Committee guidelines, to avoid the risk of losing venues.

14.3. It is STRONGLY RECOMMENDED that all cars be fitted with an operable fire extinguisher.

14.4. Roll over bars are now compulsory on all open cars.

14.5. Lap belts must be fitted to all cars.

15. GUIDELINES FOR ISSUE OF ONE EVENT LICENCES FOR AUTOTESTS.

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

15.2. 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.

15.3. 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".

15.4. A handout should be issued containing the points mentioned in item 3 above.



15.5. 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.

16. ORGANISERS.

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

Tests MAY NOT finish with a manoeuvre which involves a change of direction from reverse to forwards immediately before the finish line. The distance between circling a pylon and reversing over a line should not be less than 25 metres.

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REGULATIONS FOR NON-HEWISON CHAMPIONSHIP AUTOTESTS

1. It is recommended that classes A, B, C, D and E are run as in Hewison Championship events, but organisers may, if they wish, choose different classes.

2. It is recommended that novice and beginners, awards be presented, as appropriate, to encourage newcomers.

3. A Novice is defined as a driver who has not won more than six 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 will not count towards this total of six. 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. Any driver who is eligible for the Novice class at the date of the first round of a championship will remain eligible for all the events in that championship.

4. 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. Tests must be of the "open" type, designed as far as possible to equate the performance of cars of different size. Once the first competitor has attempted a test, NO ALTERATION MAY BE MADE TO THE TEST INSTRUCTIONS. ORGANISERS MUST NOT ISSUE TEST INSTRUCTIONS IN WORDING FORM ONLY. PYLONS MUST BE OF A MINIMUM HEIGHT OF 3 FEET. NO LARGE MOTORWAY-TYPE CONES WITH LARGE BASES MAY BE USED. All spots where pylons are placed should be marked on the ground, so that marshals know exactly where to replace them when they are moved. All lines used in a test should be AT LEAST 10 FEET IN LENGTH and all garages should be AT LEAST 15 FEET LONG AND 10 FEET WIDE. In the interest of safety, no test may be started and finished on the same line. Two lines side-by side may be used.

5. TIMING AND PENALTIES.

Article 8 of Appendix 90 (Hewison Championship Regulations) applies to all events.

6. SAFETY.

The Safety requirements listed in Appendix 90 apply to all events.

7. ONE EVENT LICENCES.

The guidelines listed in Appendix 90 apply to all events.

8. RECOMMENDATIONS TO CLUBS.

In the interests of encouraging newcomers, it is strongly recommended that a 33.3% reduction in entry fees be granted to drivers who are novices or beginners. An award should be given for 1st overall in each event, as well as the usual awards in each class. To encourage newcomers in all types of car, THERE SHOULD BE an award to the highest placed novice and/or beginner in each of classes A-E in every event. 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.