



Specific Regulations for Autotests

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Organisers' Regulations applying to all events

1. Permits for the organisation of Autotests, Production Car Autotests and AutoSOLOs are issued at the sole discretion of the MSA.

2. A Club can only organise an Autotest or AutoSOLO event up to and including Clubman status unless all necessary upgrading criteria for a higher status have been complied with. Permits for Production Car Autotests will only be issued at Clubsport or Clubman status.

3. For an Autotest or AutoSOLO to be considered for upgrading to National B status it must first be observed in the same format as a Clubman event and have a minimum entry of 15 starters.

Clerk of the Course Duties

4. The duties and responsibilities of the Clerk of the Course at Autotest and AutoSOLO events includes ensuring the following:

- All appropriate safety requirements for speed events (Autocross/Sprint) must be applied to any timed test which is run on a course longer than 200m or is open to racing or sports/racing cars. The 200m applies to either the length or width of the area on which the test is conducted and not the actual distance covered by a car performing the test
- At all timed tests on courses shorter than 200m, all spectators and non-essential Marshals not protected by a solid barrier capable of stopping a car must be separated by rope or fencing at least 10m from the edge of the course, and at least 20m from the Finish line. Any space at the edge of the course allowed for braking and changes of direction must not impinge on the above distances
- Every test must have at least one person responsible for:
 - The general running of the test
 - Observing and recording penalties
 - Recording the times taken
 - Completing the score card with the addition of penalties.
- Judges of Fact must be appointed to each test to adjudicate on excessive sound.
- Warning notices as required by A 73 must be displayed. Fire extinguishers (minimum 5kg total capacity in units of not less than 2kg) must be available for all test sites. The Organisers must provide a First Aid kit.

Autotests

Test Layouts

5. Cars must not be allowed to travel more than 100m

About Autotests

With around 500 events a year, Autotests are one of the most popular, least expensive and most enjoyable of motor sport disciplines.

Both standard and specialised vehicles are used, which compete individually against the clock. The surface is normally smooth, often tarmac. The accent is firmly on driving ability with each competitor negotiating a set route between, through and around various obstacles (usually marked with plastic pylons or cones). The



accent is on precision driving rather than speed with spin turns, reverse flicks and handbrake turns all regular parts of the entertainment.

Any roadworthy car can compete and entrants are divided into classes according to engine size and category of car. Drivers must be at least 14 years old to drive a Production Car Autotest, and at least 16 to drive a 'normal' Autotest. Competitors must hold a valid motor club membership card or an MSA Clubman Licence.

(between manoeuvres) without having to stop astride a penalty line and reverse or drive clear of the line, or manoeuvre in a garage or box.

6. They must either stop astride a penalty line or make a change of direction of at least 90° at a distance of not more than 25m before the Finish line.

7. The route must be made available to all Drivers before any test. There must be no optional direction of travel, except as specified in 19. Clarification of where and how a change of direction or spin turn may be made without incurring a penalty must be available on request to all Competitors before the start of any test. Practising for tests is not permitted.

Forwards Autotests

8. In tests where the direction of travel is all forward and there are no penalty lines (other than the Start and Stop lines), Competitors must change direction at most every 50m by:

- Executing a turn of over 180° around a single marker, or
- Changing direction through a three marker line either in slalom fashion or by completing a turn of between 90° and 180°, or
- Changing direction through a three marker triangle whose base is at right angles to the original line of travel requiring Competitors to turn through 90° from the line of entry.

9. Whichever of the above methods is used to change direction, this will not preclude the inclusion of less severe slalom manoeuvres which produce turns of less than 90° being incorporated between the mandatory directional changes every 50m.

10. All lines, or pairs of adjacent markers, forming part of any all-forward test must be a minimum of 3m and a maximum of 4m long or apart.

See Drawing number 8, Appendix 1.

11. Example of a test showing all 8-10 elements in use. Only applicable where direction of travel is all forwards.

Autotests

12. Any 'garage' used in an Autotest must have a minimum length of 5m and a minimum width of 3m. When Competitors are required to perform a 180° turn in a box, the size of the box should be sufficient to contain a circle of 14m diameter.

13. Markers should be not less than 1m in height, unless the Supplementary Regulations (SRs) or test instructions specify otherwise.

Production Car Autotests

14. Lines and gates must have a minimum width of 3.5m and markers should be at least 1m high. Any 'garage' must have a minimum length of 6m and a minimum width of 3.5m. When Competitors are required to perform a 180° turn in a box, the size of the box must be sufficient to contain a circle of 16m diameter.

15. The start and finish of all tests must be in a forward direction and all tests must be arranged so that the whole of the course is visible to the Driver from the Start line. Each test must be designed so that a

Competitor is not expected to engage reverse gear more than four times (ignoring manoeuvres to correct mistakes). Each test must be run at least twice, and preferably more than twice. Each Competitor's worst performance at each test will be discarded in arriving at total penalties for the event.

Test Procedures

16. Drivers will be considered under Starter's orders when instructed by an Official to proceed to the Start line. Drivers then failing to proceed may forfeit their run or may be penalised in accordance with F 1 (a). A start will only be valid if made under the vehicle's own power.

17. When a car is required to stop astride a line, the line must be between its front and back axles and all the area of the tyres in contact with the ground must be seen to have crossed the full width of the line. Similarly, if a car is required to cross a line with all four wheels, all tyre contact area must be seen to be clear of the line.

18. Timing at completion of a test must be based on the leading wheels (on the same axle) crossing the Finish line. Penalties will be applied for failure to cross the line, or alternatively, if timed to a flying finish, for crossing the baulk line. In the event of Competitors performing a test incorrectly, their times must still be recorded, together with the appropriate penalties.

19. In any diagram illustrating a test, the dimensions should be approximate and for guidance only. Indications of the direction of travel of the competing cars when crossing a line, or passing between markers, must be shown unless specified otherwise (ignoring 'shunts' to avoid markers).

20. *All Autotests.* A maximum penalty [see F.1(c)] shall be applied if a competitor crosses with both leading wheels a marked test line in the wrong direction, out of the prescribed sequence or too many/few times, otherwise competitors may correct their mistakes by returning to the point where they deviated from the test diagram, unless otherwise stated in the SRs.

21. In changes of direction and spin turns, either lock can be used (unless the test diagram specifically states otherwise). It is recommended for safety reasons that Drivers are on the 'inside' during spin turns.

22. Clerks of the Course wishing to define direction of travel between markers should include any necessary marked line(s).

23. In the event of re-run caused by a timing failure, the greater number of penalties incurred in either run will be added to the time taken in assessing the performance on that test.

Marking

24. Judges must be appointed to each test to adjudicate on:

Note: Throughout these sections an asterisk(*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

Text shown in italics indicate a Regulation which may be amended in the SRs.

Autotests (D)

- False starts
- Crossing/failing to cross marker lines
- Touching markers and not following correct route.

25. Competitors will be provided with a score card for the Organisers to record times and penalties at the completion of each test run [33]. Marks will be lost for time taken (if applicable) and for any infringements of the test instructions, such as striking a marker or crossing a boundary line [26-28].

Results

26. To be classified as a finisher, Competitors must complete not less than half of the tests and must hand in their score card to Officials within 15 minutes of all other Competitors completing the final test.

27. Competitors will start with zero marks. All Class awards must be calculated on the basis of penalty marks lost, with the Competitor incurring the least penalty points being judged the winner. In the event of a tie, the Competitor who was first to have the lesser penalty from the start will be adjudged the winner, unless another method of resolving ties is stated in the SRs.

28. Performance will be assessed as in Table F1, unless the 'Marks Lost' stated are modified by the SRs.

See Appendix 1, Table F1.

Competitors Regulations applying to Autotests

Licences

29. Competitors must produce a valid Club membership card and, where required, a valid Competition Licence [A 17, A 20, Section C(a)]. They must declare on their entry form if they hold a valid RTA Licence. Competitors holding a full RTA licence may use any vehicle allowed by the Technical Regulations.

Minimum Ages

Autotests

30. An Organiser may accept entries from Drivers who are 16, or 17 and over if they do not have a full RTA Licence, subject to them complying with 31.

31. The vehicle must by definition be a 'touring car'. Passenger seats may be removed but engine capacity must not exceed 1400cc. Forced induction is not Permitted.

Production Car Autotests

32. For Production Car Autotests, entries are accepted from Drivers who are 14 and over. However, for Drivers aged 14, 15 or 16, or those not holding a full RTA Licence, the Passenger must hold a full RTA Licence and be experienced in Autotesting. The vehicle must be by definition a 'touring car'.

Instructions to Competitors

33. Before the start, cars and Competitors (including any Passengers) must be checked for eligibility. Any

Competitor not reporting as instructed may be fined, penalised, excluded or forfeit their starting position. No Passenger is allowed to be carried in any timed test except in Production Car Autotests.

34. Cars competing in Autotests must comply with Technical Regulations 38-43. A car may not be entered to compete for the same award more than twice, unless Permitted by the SRs, and in all circumstances it must be driven by different Drivers.

Production Car Autotests

35. One Passenger must be carried in each competing car to assist in giving directions to the Driver. The Passenger must occupy the seat alongside the Driver and wear a properly fastened and approved seat belt at all times during the test. No other Passenger is allowed. If the Driver holds a valid, non-provisional RTA Licence, the Passenger must be 14 years or over.

36. Cars competing in Production Car Autotests must comply with Technical Regulations 42 & 43 and C(b).

Supplementary Regulations

37. The Supplementary Regulations must specify:

- *Details of the tests or when these details will be notified to Competitors
- *The number of runs per Driver and how these count towards the results
- *The method of identifying cars
- *The method of timing and whether or not the timing apparatus is started by the car or by the starting signal
- *The starting signal.

Technical Regulations applying to Autotests

All Autotests

38. Vehicles competing in Autotests must comply with the following:

- Body (including Aerodynamics)
 - Body shape must conform to the original silhouette of the production vehicle and retain the original layout of engine and transmission
 - Bumpers can be removed and wheel arch extensions added
 - An effective windscreen or Aero-type screen must be fitted
- Engine must comply with C(b)-10.
- Silencing must comply with silencing levels in C(b)-23.
- Safety: all open cars and Specials are recommended to fit safety roll-over bars to at least C(c)-31-35.

39. Vehicles not complying with the above will be classified as Specials.

40. The following parts of C(b) remain unmodified by this section: Chassis; Seating; Suspension; Brakes; Steering; Tyres; Cooling; Oil Systems; Fuel Systems; Electrical Systems; Weight/Ballast; Exhausts; Silencing.

41. Miscellaneous

- Any entered vehicle must be currently registered and taxed as a private car, unless otherwise specified in the SRs. Whilst on the Public Highway, vehicles must comply with all Statutory Regulations as to Construction and Use
- Battery-powered and light commercial vehicles may compete in appropriate Classes, subject to SRs
- Production cars whose original wheelbase is less than that specified in C(b)-26(g) are Permitted
- Any areas of window, opening or transparent material originally specified as part of the vehicle to provide Driver visibility must remain consistent with the original specified dimensions and position. No additional areas may be added. If a vehicle is equipped with any such additional areas they must be rendered opaque before the vehicle is allowed to compete.

Production Car Autotests

42. Classes are free, but the class structure must be stated in the SRs.

43. Every PCA car must have been in series production and on general catalogued sale, available from stock through normal retail dealer outlets in the UK. Open or sports cars can only compete with their hoods erected or a hard top fitted.

Organisers Regulations applying to AutoSOLOs

AutoSOLOs

44. Only sealed surfaces can be used for AutoSOLO tests which must be run in an all-forwards direction.

45. The course must consist of a series of gates, slaloms and turns of at least 90° every 60m. The maximum spacing of cones in a slalom along the line of the test is 20m. Turns of over 90° must be on a minimum radius of 5m.

46. All lines, or pairs of adjacent markers, forming part of any all-forward test must be a minimum of 3m and a maximum of 4m long or apart.

47. Markers should be not less than 1m in height, unless the Supplementary Regulations (SRs) or test instructions specify otherwise.

48. A typical test is illustrated in Appendix 1, Drawing number 48.

Test Procedures

49. Drivers will be considered under Starter's orders when instructed by an Official to proceed to the Start line. Drivers then failing to proceed may forfeit their run or may be penalised in accordance with F 1(a). A start will only be valid if made under the vehicle's own power.

50. When a car is required to stop astride a line, the line

must be between its front and back axles and all the area of the tyres in contact with the ground must be seen to have crossed the full width of the line. If a car is required to cross a line with all four wheels, all tyre contact area must be seen to be clear of the line.

51. Timing at completion of a test must be based on the leading wheels (on the same axle) crossing the Finish line. Penalties will be applied for failure to cross the line, or alternatively, if timed to a flying finish, for crossing the baulk line. In the event of Competitors performing a test incorrectly, their times must still be recorded, together with the appropriate penalties.

52. In any diagram illustrating a test, the dimensions should be approximate and for guidance only. Indications of the direction of travel of the competing cars when crossing a line, or passing between markers, must be shown unless specified otherwise (ignoring 'shunts' to avoid markers).

53. A maximum penalty (see F 1(c)) will be applied if a competitor fails to follow the prescribed test route by passing the wrong side of one or more markers, without correcting the mistake by returning to the point where they deviated from the test diagram, before crossing the test finish line.

54. In changes of direction and spin turns, either lock can be used (unless the test diagram specifically states otherwise). It is recommended for safety reasons that Drivers are on the 'inside' during spin turns.

55. Clerks of the Course wishing to define direction of travel between markers should include any necessary marked line(s).

56. In the event of re-run caused by a timing failure, the greater number of penalties incurred in either run will be added to the time taken in assessing the performance on that test.

Marking

57. Judges must be appointed to each test to adjudicate on:

- False starts
- Touching markers and not following correct route.

58. Competitors will be provided with a score card for the Organisers to record times and penalties at the completion of each test run 64. Marks will be lost for time taken (if applicable) and for any infringements of the test instructions, such as striking a marker or crossing a boundary line [59-61].

Results

59. To be classified as a finisher, Competitors must complete not less than half of the tests and must hand in their score card to Officials within 15 minutes of all other Competitors completing the final test.

60. Competitors will start with zero marks. All Class awards must be calculated on the basis of penalty marks lost, with the Competitor incurring the least penalty points being judged the winner. In the event of a tie, the Competitor who was first to have the lesser penalty from the start will be adjudged the winner, unless another method of resolving ties is stated in the SRs.

61. Performance will be assessed as in Table F1, unless the 'Marks Lost' stated are modified by the SRs. See Appendix 1, Table F1.

Competitors Regulations applying to AutoSOLOs

Licences

62. Competitors must produce a valid Club membership card and, where required, a valid Competition Licence [A 17, A 20, Section C(a)]. They must declare on their entry form if they hold a valid RTA Licence. Competitors holding a Full RTA Licence may use any vehicle allowed by the Technical Regulations.

Minimum Ages

AutoSOLOS

63. Entries may be accepted from Drivers who are 16, or 17 and over without a full RTA Licence, provided the vehicle used is by definition as a 'touring car'.

Instructions to Competitors

64. Before the start, cars and Competitors must be checked for eligibility. Any Competitor not reporting as instructed may be fined, penalised, excluded or forfeit their starting position. No Passenger is allowed to be carried in any timed test.

65. Cars competing in AutoSOLOS must comply with Technical Regulations 67-69 and C(b). A car may not be entered to compete for the same award more than twice, unless Permitted by the SRs, and in all circumstances it must be driven by different Drivers.

Supplementary Regulations

66. The Supplementary Regulations must specify:

- *Details of the tests or when these details will be notified to Competitors
- *The number of runs per Driver and how these count towards the results
- *The method of identifying cars
- *The method of timing and whether or not the timing apparatus is started by the car or by the starting signal
- *The starting signal.

Technical Regulations applying to AutoSOLOS

All AutoSOLOS

67. Vehicles competing in AutoSOLOS must comply with the following:

- Body (including Aerodynamics)
- Body shape must conform to the original silhouette of the production vehicle and retain the original layout of engine and transmission
- Bumpers can be removed and wheel arch extensions added
- An effective windscreen or Aero-type screen must be fitted
- Engine must comply with C(b)-10.
- Silencing must comply with silencing levels in C(b)-23.
- Safety: all open cars and Specials are recommended to fit safety roll-over bars to at least C(c)-31-35.

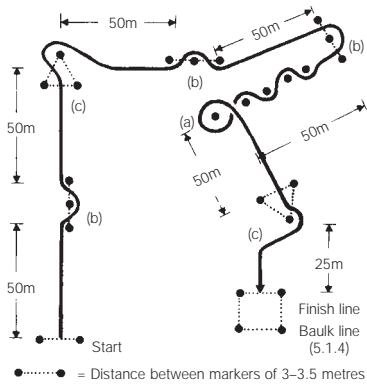
68. The following parts of C(b) remain unmodified by this section: Chassis; Seating; Suspension; Brakes; Steering; Tyres; Cooling; Oil Systems; Fuel Systems; Electrical Systems; Weight/Ballast; Exhausts; Silencing.

69. Miscellaneous

- Every AutoSOLO car must have been driven to the event, must be currently registered (no trade plates), taxed, insured and, where appropriate, in possession of a valid MOT certificate which must be available for scrutiny at the event.
- Whilst on the Public Highway, vehicles must comply with all Statutory Regulations as to Construction and Use
- Battery-powered and light commercial vehicles may compete in appropriate Classes, subject to SRs
- Production cars whose original wheelbase is less than that specified in C(b)-26(g) are Permitted.

Appendix 1: Drawing and Table

Drawing number 8



Drawing number 48

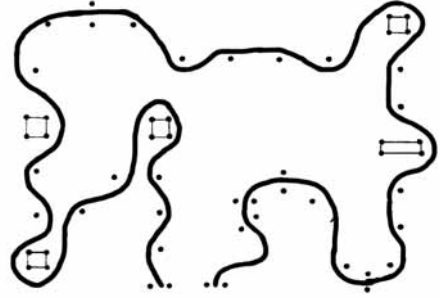


Table F1

TABLE F1	Marks lost		
	AutoSOLO	Autotest	PCA
(a) Each minute late in reporting at the start or a restart	5	5*	5*
(b) Not attempting or being ready to attempt a test when instructed to do so	20	30*	40*
(c) Not performing a test correctly, other than in (d) or (e) or not completing the test or making a false start	20	30*	40*
(d) Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)	5	10	5
(e) Failing to cross or stop at any line or specified position as required in a test (per mistake)	10	5	5
(f) Every second (and fraction) taken to complete test	1 & fraction	1 & fraction	
(g) Every second (ignoring fractions) to complete test			1 no fractions

* Plus the lowest by any competitor in the class making an attempt correctly on that run
 The maximum penalty (including time) for any test cannot exceed penalty (b) or (c) above.



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THE ROAD TRAFFIC ACT 1988/91

From 1 July 1992, the offences of dangerous, careless and inconsiderate driving of a mechanically propelled vehicle on a road (sections 1, 2 and 3 of the Act as amended by the Road Traffic Act 1991) also apply to a public place.

The extension of road traffic law to public places has important consequences for those who take part or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted either free of charge or on payment of an entrance fee.

The above offences do not apply to those taking part in 'authorised' motoring events when driving in a public place other than a road, provided they are driving in accordance with the appropriate authorisation for that event. Section 13A allows for the 'disapplication of sections 1 to 3 for authorised motoring events' and provides powers for The Motor Vehicles (Off-Road Events) Regulations 1995 which introduces a system for authorising events.

The Royal Automobile Club is an 'Authorising Body' under these Regulations.

Copies of the Road Traffic Act 1988 and 1991 and The Motor Vehicles (Off-Road Events) Regulations 1995 are available from The Stationery Office Ltd, PO Box 29, Norwich NR3 1GN.

For telephone orders ring 0870 6005522 or fax 0870 6005533.

Attention is drawn to MSA Regulations A 20 and A 23

It is not illegal to organise or take part in an unauthorised motoring event in a public place, but drivers and riders should be aware that they are liable to prosecution if they drive dangerously or carelessly.

There are many kinds of motoring events. Different rules are appropriate to minimise risk to participants, spectators and other members of the public who may be present.

A precise definition of 'event' or 'public place' cannot be given. If there is any doubt organisers are advised to seek legal advice. Authorising bodies should consider whether the event requires drivers to drive dangerously. It is not the purpose of the Regulations to legitimise unnecessary dangerous driving, nor is it desirable to authorise an activity which is likely to be regarded as an event as this could give drivers a false sense of security.

It is not foreseen that courts would regard purpose built stadiums, where the public have no access to the place where the event is staged, as a public place.