



Pilot Intermediate Autotest 24th November 2013

POST EVENT SUMMARY

The event was organised by the BTRDA in conjunction with Whitchurch Motor Club and the Association of West Midlands Motor Clubs to explore various ideas for making autotesting easier to understand, organise, and compete in at Club and Regional levels.

It was not intended to be a competitive event, but entries (which were free of charge) were invited from members of clubs belonging to 4 regional associations, the Association of North Western Car Clubs, the Association of West Midland Motor Clubs, the Welsh Association of Motor Clubs, and the Association of South Western Motor Clubs.

Competitors were timed, and results produced, for comparison purposes, but the main objective of the day was to gather comments and information regarding a number of ways in which the courses were defined.

Three championship autotesters, an autosolo championship contender, and four novices in road-going cars took part, whilst organisers from six local clubs arrived to view proceedings.

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Taking a leaf out of the Autosolo events, the experiment included a variety of different markings, see the attached drawings.

- a) Individual cone/markers, or pairs of cones/markers forming "gates" were numbered in sequence, to indicate the order in which they should be passed.
- b) Additional cones/markers were laid on their sides adjacent to the course cones/markers to indicate which side to pass.
- c) The "gates" which should be passed in reverse were colour coded.
- d) Letter boards marked "R" were used instead of/in addition to colour coding.
- e) "non penalty" markers behind "gates" were used to indicate which were "stop astride line" as opposed to "drive through lines".
- f) The finish stop line was positioned within the area of the test to improve safety.

The use of some or all of these markings resulted in the simplification of the test layout so that course markers only carried one number or direction board, and this was viewed as probably the biggest "plus mark" on it's own.

Each test included some of these variations, and the competitor's views on the improvements, or otherwise, were noted throughout the day.

Event organisers and marshals were also invited to the day, where they signed on, marshaled, viewed and commented on the effect of the markers for themselves.

The day started at 10-00am, and continued through to 3-00pm, when the organisers had to persuade some of the participants to stop attempting the tests, to allow them to pack up the equipment and summarize the day!

The conclusions at the end of the day were;-

- a) The simplification of the test by only having a limited number of "gates", each only visited once, was a big factor.
- b) Having the "gates" numbered in sequence was a great help.
- c) The additional cones laid on their side at each "gate" was considered to be of little or no benefit. However, cones laid on their side at single course markers were a distinct benefit.

- d) The colour coding of "reverse gates" was a big benefit, as were the options of colour coded "R" boards.
- e) The non-penalty cones behind the stop astride lines made the stop astride/drive through decision un-necessary.
- f) Positioning the stop line within the area of the test dramatically reduces the risk of competing vehicles overshooting the line and contacting/colliding with marshals/timekeepers.

One indication of success was when a visiting event clerk of the course was asked to walk round a new layout. "I haven't got a diagram" was the cry, "you don't need one" was the response. He walked the course correctly.

The best indication of success was the extreme reluctance of four of the novices taking part to stop at the end of the day!

In a subsequent conversation with David and Grainger Robertson from Glasgow, a further option, that of fixing arrows to each gate in the manner of special stage signage, was equally useful in defining the route to be taken.

The intention now is to circulate these notes;-

- 1) to all members of the MSA Autotest Committee.
- 2) to all the regional associations for subsequent distribution to their member clubs.
- 3) To the Go Motorsport Development Officers.
- 4) to the Motorsport Ireland autotest representatives.

For their consideration and, if thought fit, action.

The people organising this event were;-

Mike Sones, Clerk of the Course, Chairman of the MSA Autotest Committee and former MSA autotest champion.

Steve Layton, Secretary of the Meeting, Chairman of the BTRDA Autotest Committee, previous multiple winner of best event award.

Stuart Perren, Member of BTRDA Autotest Committee and Whitchurch MC, best event award 2012.

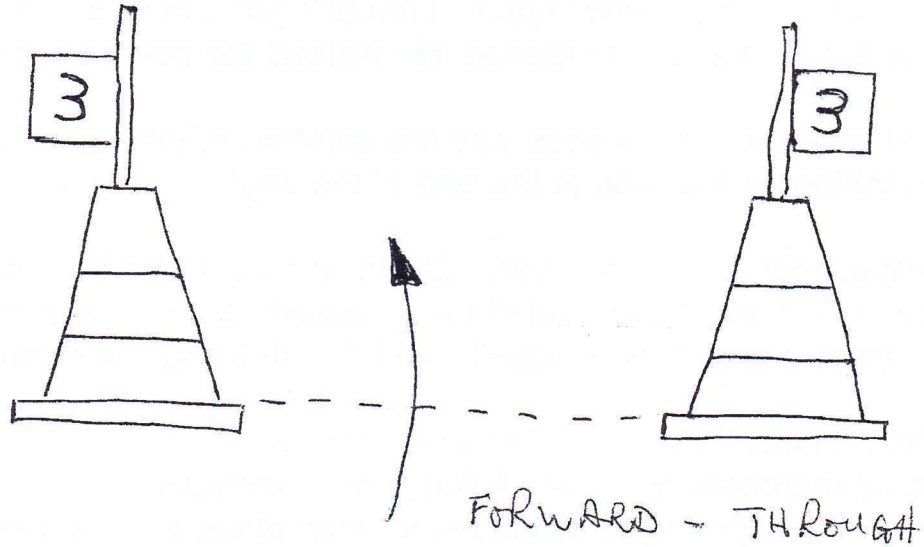
Dave Evans, Member of BTRDA Autotest Committee and Whitchurch MC, best event award 2012.

Mike Sones
5th February 2014

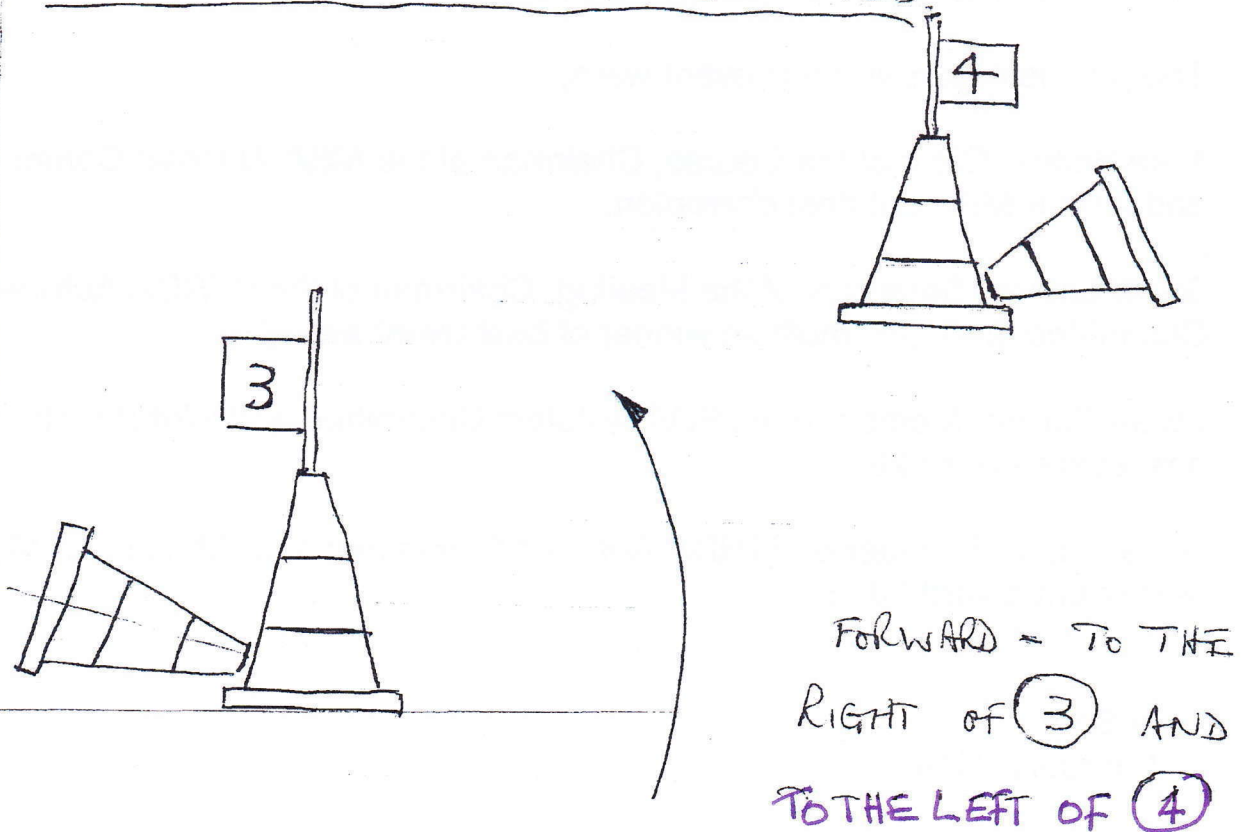
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PILOT INTERMEDIATE AUTOTEST

a) CONES OR GATES NUMBERED.

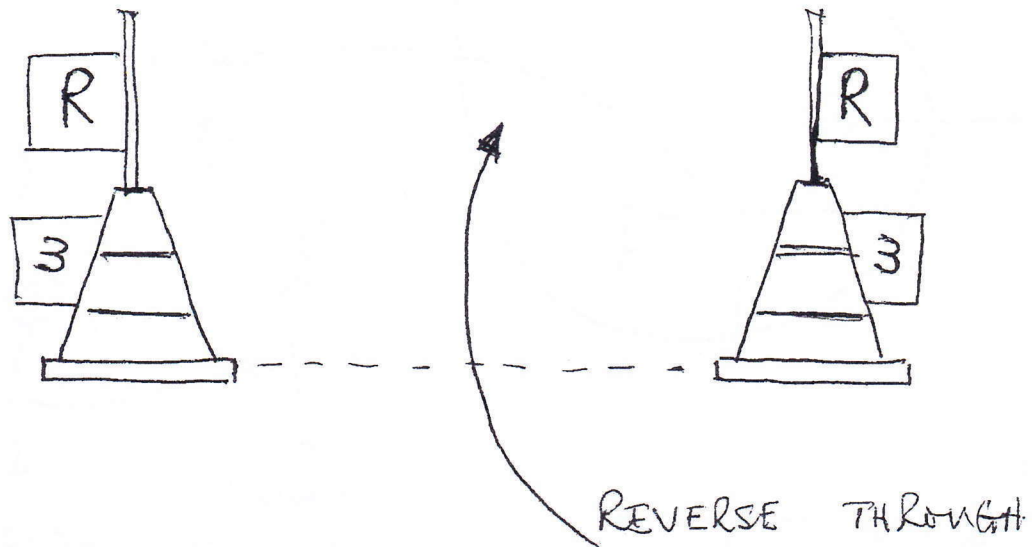


b) ADDITIONAL CONES LAID ON SIDE

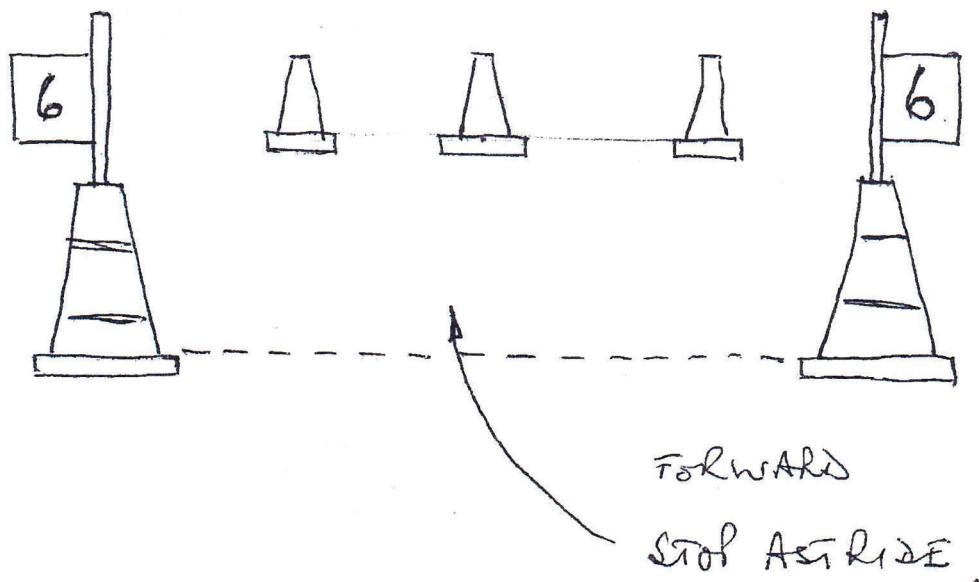


PILOT INTERMEDIATE AUTOTEST

- c) COLOUR CODING AND/OR 'R' BOARD FOR REVERSE
d)



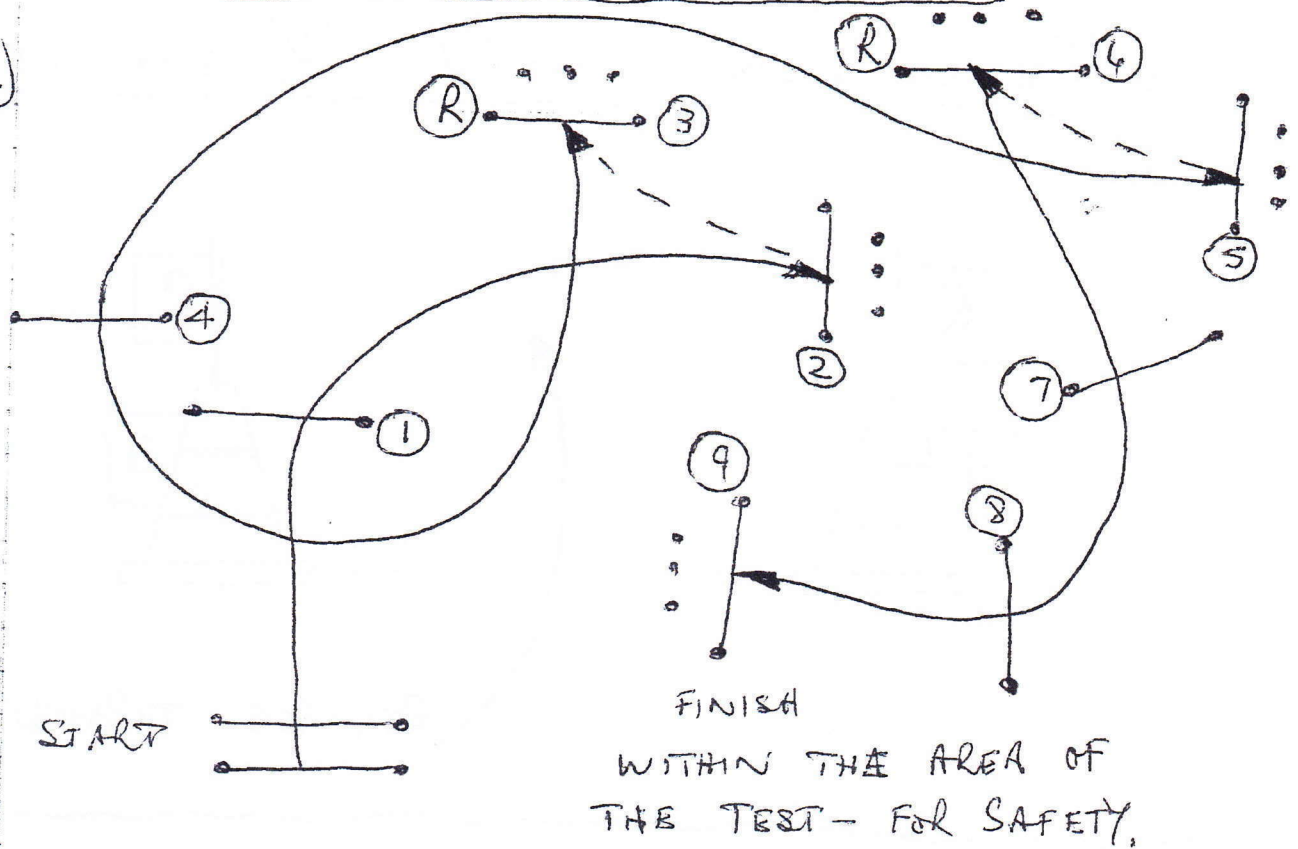
- e) "NON-PENALTY" MARKERS ON "STOP ASTRIDE" LINES



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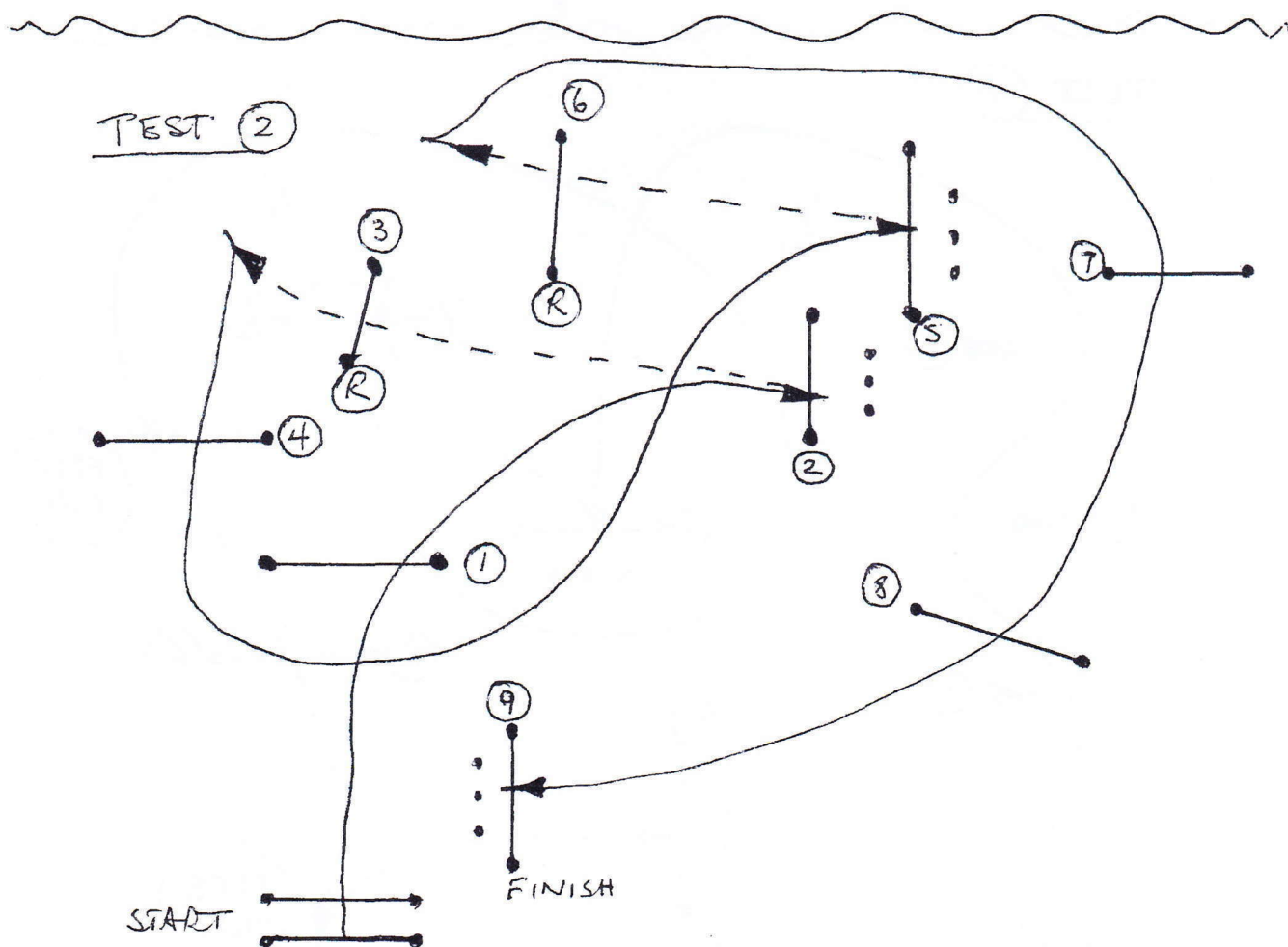
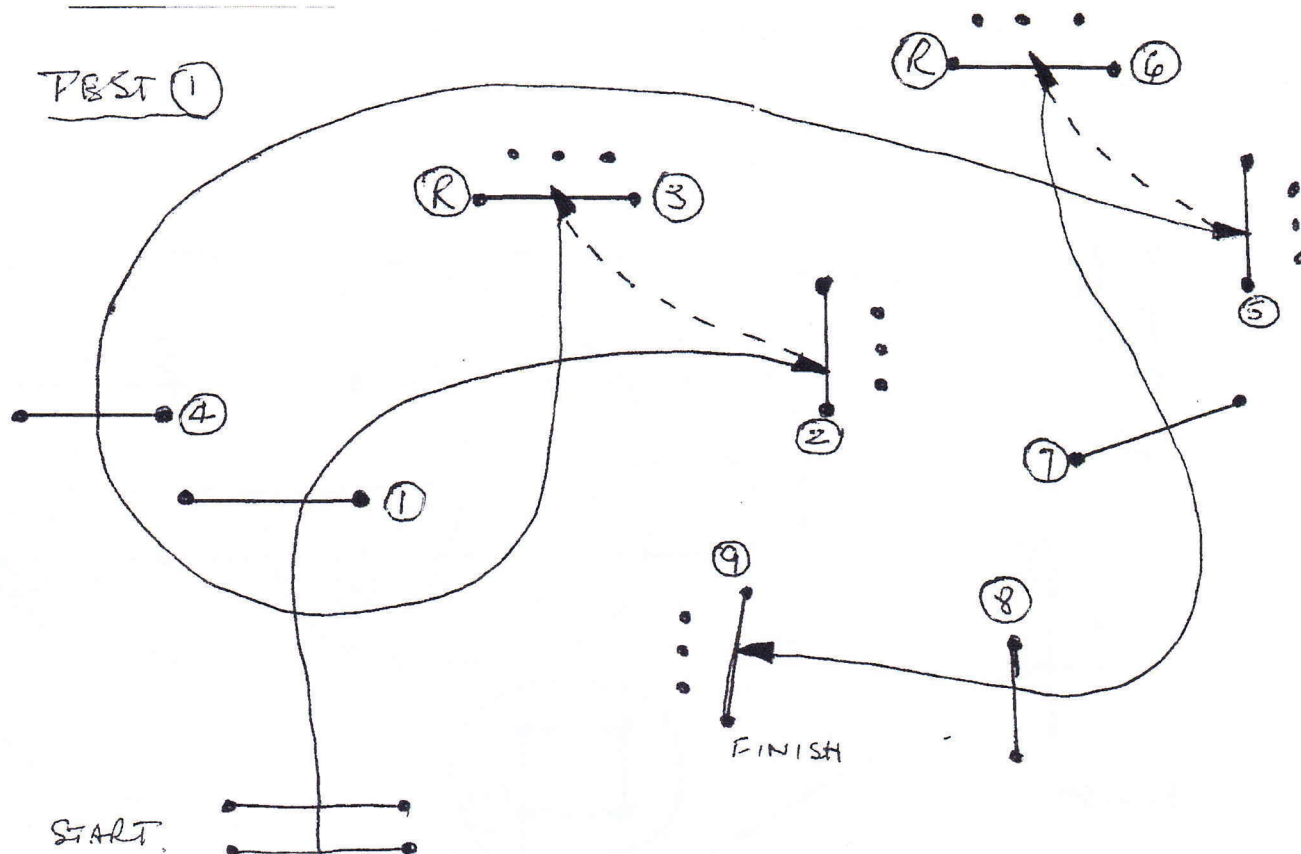
PILOT INTERMEDIATE AUTOTEST

A)

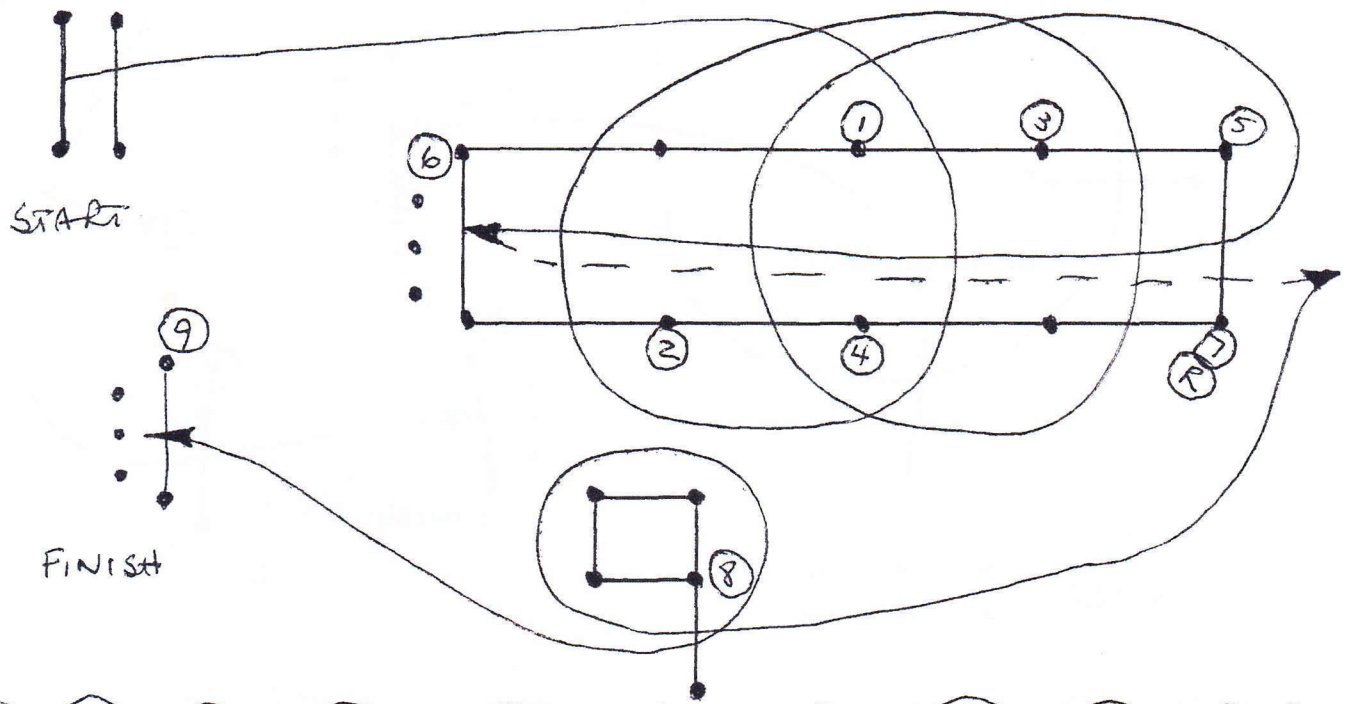


KEEP THE TEST STRAIGHT FORWARD.

MAXIMUM NUMBER OF GATES - SAY - 9



TEST (3)



TEST (4)

