

ASSOCIATION OF NORTHERN IRELAND CAR CLUBS

Autotest Challenge 2025 Challenge Protocol



1. Scope

This protocol applies to all clubs who organise a qualifying round of the ANICC Autotest Challenge 2025.

2. Purpose

The purpose of this protocol document is to give guidance to organising clubs as to the expected standard for all qualifying rounds and to ensure a degree of standardisation across the different rounds of the Challenge. Each round can still retain its own character as dictated by the nature of the venue used and the tests used.

3. Regulations

The Challenge Co-Ordinator will provide each organising club with a set of draft event regulations. These regulations must be used as the basis of the event regulations for each round. This will ensure conformity with the regulations for the Challenge and with current Motorsport UK regulations.

4. Entries

Regulations for each event must be made available to the Co-Ordinator and to each registered competitor a minimum of two weeks before the event. The Co-Ordinator will provide each club with an up to date list of registered competitors and their contact details at least four weeks before each qualifying round. Regulations may be sent to competitors by post or electronically

5. Scrutineering

A noise test should be carried out and each vehicle and must be scrutineered by a competent person appointed by the organising club before it is permitted to compete. Spot checks may be carried out at any time during season.

6. Briefing

The Clerk of the Course must conduct a competitors' briefing before the event starts. All competitors must attend.

The Organisers must ensure that all marshals and timekeepers are competent and are familiar with their test, and that a satisfactory method is used to communicate accurately, and in a timely fashion, all penalties incurred on the test to the timekeeper. Officials should "walk" their test, prior to competition to ensure they are completely familiar with the layout and demands of the test.

7. Tests

Tests must be designed and set up by an experienced current challenge competitor to provide a fair challenge for all classes, and should be designed so that the most experienced competitors can complete the test in around sixty seconds.

Organisers should endeavour not to make tests over-complicated, and ensure they are a test of competitors' skill, not memory. It is perfectly acceptable to include non-penalty cones within the layout of a test to make the correct route more apparent.

Any pylons which are visited more than once during a test route, or which have to be circled must be distinctively marked.

Competitors must be permitted to walk each test on their first visit to that test site. Thereafter, no walking of tests should be permitted.

8. Timing

It is a requirement of the Challenge that automatic electronic timing with display clock, visible to competitors, is used.

9. Steward

Each round must appoint an Event Steward, who must not be an active member of the organising club, and who has suitable experience. The Steward must not take any part in the running of the event.

10. Results

Interim results should be made available during the event and provisional results published as soon after the conclusion of competition as is practicably possible. Final Results should be made available to each competitor on the day, or sent by post or electronically. A copy of the final results must be sent to the Co-ordinator within 48 hours of the event

11. Media

If any copy is provided by an organising club to the media, the Challenge sponsor's name must be included.

12. Compliance

All Challenge rounds will be observed for compliance with this protocol document and current Motorsport UK regulations. Any non-compliance may be reported to the ANICC Autotest Specialist Committee for consideration.