

AUDI SPORT NATIONAL RALLY

Programme foreword

We are delighted to be here in Wales as sponsors of the Audi Sport National Rally, final round of the hard-fought Shell Oils/Autosport British Rally Championship.

Our involvement in national rallying marks a heightening of the commitment we now have to this very popular sport.

Audi, as technological leaders of the motor industry, originally saw rallying as the ideal proving ground for their projects and a way to continuing improvement of the Audi range of cars.

Since those days our participation has grown considerably and seen the much acclaimed turbocharged four-wheel drive Audi Quattro take the World Championship of Makes in 1982 in just two years of competing, together with national titles in Sweden, Germany and the United States.

Its success is undoubted and spectators on the Audi Sport National Rally will be able to vouch for its enormous entertainment value. That idea of development has clearly borne fruit in the shape of the Audi 80 Quattro -a four-wheel drive family car with a 120 mph top speed and Quattro handling. And there is more to come!

With the Lombard RAC Rally just a month away and many of its special stages in Wales, the Audi Sport National Rally takes on a major significance for top international teams who are fielding cars this weekend as a warm-up.

Audi Sport is now a force to be reckoned with in rallying and that is the way we aim to keep it.

Audi Sport UK

SUPPLEMENTARY REGULATIONS

PART 1

1. This Special Stage Rally will be held under the General Regulations of the R.A.C. M.S.A., Ltd., (incorporating the provision of the international sporting code of the FISA), the regulations of the Shell Oils/Autosport RAC National Rally Championship, these Regulations and any written instructions the promoting club may issue for the event.

The event is a qualifying Round of the Shell Oils/Autosport RAC National Rally Championship. Permit No. CH/2084. Any amendments to these supplementary regulations are contained in Part 2., of these supplementary regulations, article 26.

The event is also a qualifying round of the Ford Escort Turbo Rally Championship. Permit No. CH/2086.

The event complies with the requirements of the Motor Vehicles (competitions and Trials) Regulations.

2. ELIGIBILITY

The event is open to any competitors holding an RAC or RIAC Competition Licence valid for the event. Intending competitors are reminded that when an entry is made in the name of an Organisation, firm or sponsor, or person who will not drive, an appropriate Entrant's Licence must be produced when other licences are examined. In addition to this, any car carrying advertising in excess of the 5 permitted decals on each side of the car must display the appropriate Advertising Permit.

Navigators are reminded that they must hold either a National or International Rally Driver's licence or a National Co-driver's Licence.

All Competitors and drivers must produce valid competition licences and permits as necessary.

3. ROUTE

(a) See Part 2 for details.

(b) The event will contain several Special Stages on private property joined by Public Highway sections. The Special Stages will be timed to an accuracy of less than one minute by marshalls under the supervision of an RAC appointed timekeeper. Cars will start at one minute intervals. The route will be defined by six-figure grid references and by a 'Tulip' Road Book. Full details of the route and Special Stages will be issued to competitors when they sign on. These documents will contain all necessary information to enable competitors to comply with L 4.9.7. and L 4.3.3.

4. CLASSES

There will be seven classes as follows:

1. CLASS A1. Group A cars up to and including 1300cc.
2. CLASS A2. Group A cars over 1300cc and up to and including 1600cc.
3. CLASS A3. Group A cars over 1600cc and up to and including 2500cc.
4. CLASS A4. Group A cars over 2500cc.
5. CLASS B1. Cars complying with RAC Vehicle Regulations up to and including 1300cc.
6. CLASS B2. Cars complying with RAC Vehicle Regulations exceeding 1300cc but up to and including 1600cc.
7. CLASS B3. Cars complying with RAC Vehicle Regulations over 1600cc.

Should any class have less than 5 entries, the organisers reserve the right to amalgamate with another class.

5. ENTRIES

(a) See Part 2 for fees and number of entries.

(b) The entry list opens with the publication of these SRs and will close at the standard fee twenty-one days before the start of the event. Late entries will be accepted at the organisers' discretion, on payment of an extra fee of £10, until fourteen days before the start of the event.

Written acceptance of entry will be sent for the first 90 entries received. All other entries will be acknowledged but not accepted until after the closing date for late entries.

Fees for accepted entries withdrawn up to the closing date for normal entries will be refunded in full less £5 to cover administrative costs. Those withdrawn after the above date but five days before the event will be refunded less £10 costs. Fees for entries withdrawn after that date will not be refunded unless the vacant place is filled by a reserve. The above conditions will also apply to reserves who will be notified as soon as possible of vacant places.

Where applicable the entry fee has been based on the current Forestry Commission road charges. Should there be any variation in these charges it may be necessary to levy an additional entry supplement. If applicable this will be collected at signing-on but will be publicised in advance if possible (L 1.7.6.)

The entry fee includes one service pack per competing car. Final instructions, containing details of competitors' starting numbers, will be posted to entrants at least seven days before the event.

Entrants are required to indicate on the entry form their eligibility for the various awards and championships.

The order of starting will be at the organisers' discretion, but to assist seeding entrants should note their previous results on the entry form.

Once the entry list has been published no communications will be entered into regarding it.

6. CONTROLS AND TIMING

The rally will be divided into Road Sections and Special Stages.

All Controls other than Passage Controls (PCs) and Route Checks will be Time Controls (TCs). Each road section will be allotted a Target Time based on approximately 28 mph average or less and a competitor can calculate his Due Time of arrival at any TC by adding this Target Time to his actual time of departure from the preceding TC. On any Road Section following a Special Stage three or four minutes extra will be allowed over the set average speed to account for any delays at the Special Stage Finish.

All Special Stages will have a Bogey Time set at 60 mph (or 70 mph if run entirely on a tarmac surface) and a Target Time set at approximately 30 mph (or less on short stages). Competitors will receive penalties on Special Stages as follows:

(i) Under Bogey	Bogey Time
(ii) Over Bogey under Target	Actual Time Taken
(iii) Over Target	Target Time
	(No extra time penalties)

However, lateness taken over Target Time on Road Sections and Special Stages is cumulative and once lost cannot be regained. When a competitor's accumulated lateness calculated from the previous Main Control, exceeds the permitted maximum of 30 minutes a competitor will be excluded.

Should any record time not be legible or not appear authentic the organisers may use any means as their disposal to establish a time.

The following titles shall describe the various types of Time Controls: (see Article 7 for description of signs).

(a) Main Control (MC — Art 7.1)

(i) Main controls will be situated at the Start and Finish of the Rally, immediately before and after any Rest Halt, or at any other specified point.

(ii) At an MC after a rest halt Competitors will restart at one minute intervals either in number order, or in order of their arrival at the MC immediately preceding that Halt, or, if interim results are available, in order of General Classification.

(iii) Each competitor will be given a due starting time from any MC and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. Also a time penalty will be applied.

(iv) Competitors not excluded by reason of having accumulated more than the maximum allowed lateness will restart (subject to 6(a)(iii) above) from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MCs.

(b) Special Stage Arrive Controls (SSA — Art 7.1)

On arrival at SSA a competitor will receive an arrival time only when he is ready to start the stage (helmets and safety belts on etc.). A competitor who is early may wait for his Due Time. He must then proceed immediately to the Start Line.

(c) Special Stage Start Control (SSS — Art 7.2)

At the SSS a competitor will be given a start time for the Stage in hours and minutes (and, if competitors are to start at 30 second intervals, seconds). Once a competitor has clocked in at an SSA the Start Marshall will assume he is ready to start the stage and will issue a time as soon as the start line is clear, whether the competitor is ready to start or not. The Marshall will inform the competitor at 30 seconds to go, 10 seconds to go, and at 5 seconds will hold a flag ahead of the driver. He will raise the flag at Zero, which will be the signal to start.

As each section is timed separately the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for. The area between the beginning of the Control area (Art 7.1), and the Stage Start (Art 7.2) are 'parc ferme'.

(d) Special Stage Finish Control (SSF — Art 7.3.75)

At the SSF a competitor will receive his finish time in hours, minutes and seconds. This time in hours and minutes will be his start time for the following Road Section. Any competitor who fails to stop at the 'STOP' Line must not, under pain of exclusion, reverse to the stop line, but must return on foot.

(e) Service Areas (SV)

All service areas will have 'IN' and 'OUT' Time Controls, and a Target Time will be specified between these controls. The section between SV 'IN' and SV 'OUT' will be marked as a Road Section.

(f) Passage Control (PC)

At certain points indicated in the Road Book the organisers may establish PCs in order to collect Time Cards from competitors or for other purposes. There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

7. SIGNS

1. Time Controls, Main Controls and Special Stage Arrival Controls.
Beginning of Control Area
Control Site



Yellow Background

2. Special Stage Start Control



Red Background

3. Flying Finish Warning
Signs to be placed at 100 yds or
100 metres before the Flying finish
both sides of track



Red Background

4. Flying Finish
At Flying Finish — Both Sides of Track



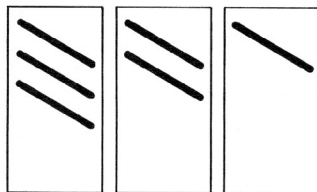
Yellow Background

5. Equally spaced between flying
finish & Stop line



Red Background

6. Special stage stop line & Control



Dark background white stripes



Red Background

8. PACE NOTES

The possession of pace notes as defined in L 4.6.6. (this does not preclude the use of ordnance survey maps that are specified in the SR's as being necessary in order to complete the route or the use of O.S. maps of 1:50,000 scale, but no information relating to a special stage, other than the stage entry and exit points may be transferred onto the maps), by any competitor during the course of the rally whether or not they relate to stages being used in the rally or not allowed. The organisers may set up checks at certain Controls and a proportion of competitors and competing cars will be searched. The penalty for being found in possession of pace notes or refusing to allow a search for these to be made is exclusion. At these checks the organisers request the co-operation of all competitors in order to reduce any delay. Also any competitor or his agent observed on private land without permission within the area covered by the maps referred to in Part 2 of these SR's after the publication of these regulations will be excluded. The only exceptions to this regulations are persons who live on or whose employment causes them to travel along a road used on the event.

9. SERVICING

Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. There will be service areas at strategic points where work may be carried out by the Service Crew of the competing car, these will only be accessible to competitors and service vehicles bearing official Service Plates.

Crews may work unassisted on their own cars in 'No Service Areas' except (i) within 100 metres of any Control, (ii) between the Special Stage Arrival Control and the Special Stage Start Control and (iii) in any Parc Ferme; the only work permitted in these areas is to carry out the following work unassisted:

- (a) replace a wheel with a flat tyre for a wheel and tyre carried in the competing car
- (b) clean lamp glasses windscreen and windows.

No other areas may be used by service vehicles, which will be expected to follow a prescribed route to the Service Areas. All other areas will be 'Out-of-Bounds to Service Crews and Vehicles'. If a Service Vehicle is observed in an 'Out-of-Bounds to Service Crews and Vehicles' area the associated competing car will be excluded.

Service Crews will be subject to the same regulations as competitors regarding noise, bad driving manners, etc, and marshals have been instructed to note any infringement of these rules. Competitors are responsible for ensuring that their service crews understand and comply with this regulation and that at all times the service vehicles bear an official service plate showing the competitors rally number.

10. IDENTIFICATION

Competitors will be required to make available both front doors for the exclusive use of the organisers for the purpose of carrying the event identification numbers which will include advertising for the event.

Competitors will be issued with rally plates to be fixed to the front and rear of the car and side plates to be fixed above the competition numbers. In addition, competitors must display regulation size black numbers, on a white background, on both sides of the car. Competitors are reminded that these numbers must be removed or covered completely after the event or upon retirement.

11. DAMAGE DECLARATION

Competitors will be required to complete and sign a report declaring that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively giving details of any such incident where damage or injury as occurred. Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by exclusion.

Competitors who do not report at the finish are required to forward the report to the Secretary within seven days of the event, unless they have been involved in an incident in which case details must be given to the organisers the same day. Competitors who fail to reply will be reported to the RAC MSA. Ltd.

12. JUDGES OF FACT

Named Judges of Fact appointed by the organisers will be on duty throughout the rally to observe and report upon any competitor considered to be making excessive noise or to be in contravention of the Service Regulations. These Judges of Fact are empowered to exclude competitors on the spot.

The Chief Scrutineer and the Eligibility Scutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.

The start officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start.

13. SCRUTINEERING AND SIGNING-ON

Exact details will be given in the Final Instructions. At scrutineering cars will be examined for compliance with tyre and vehicle regulations as well as for class eligibility. Each entrant will be assumed to have full knowledge of the car and its eligibility for the class entered. Homologation forms must be provided and made available on demand throughout the event, for all Group 'A' cars.

All cars must be fitted with a substantial roll cage and carry a fire extinguisher of at least 5kg. capacity of BCF or BIM in not more than 2 units. Crash helmets will be examined for compliance with current regulations.

A competitor must have signed on and completed all documentation within one hour of his scheduled scrutineering time, otherwise he may be deemed a non-starter, and his number may be allocated to a reserve.

14. PENALTIES

Competitors will start with zero minutes. Classification for the order of Merit will be by reference to total time lost, the winner being the competitor with the least total time penalty.

In the event of a tie the winner will be the competitor who has completed the greatest distance from the start with the least Stage Penalty.

A.	Minutes Lost
(1) For each second taken on a Special Stage (SR 6)	1/60
(2) For each minute before or after Due Time at a Main Control (Out)	1
(3) For each minute under Target Time on the Road Sections and Service Areas	1
(4) Making a false start to a Special Stage	1
(5) Taking the incorrect route on a Special Stage	30
(6) Not complying with a requirement of the Road Book or of these Regulations for which no other penalty is specified	30
(7) Not complying with a reasonable instruction by an official provided warning is given that a penalty will be applied	30
* (8) Breach of a statutory requirement concerning the driving of a motor vehicle	30
* (9) Breach of Vehicle Regulations concerning the use of lights and breaches of the Construction and Use of Light of Vehicles Regulations	30
** (10) Excessive noise, damaged or ineffective silencing system	30
* (11) Completing any Road Section in less than three quarters of the Target Time for that section where the Section is 4 miles or more in length	30
*** (12) Causing a blockage, whether intentionally or unintentionally which causes the cancellation of a special stage Time plus 30	Stage Target

* Second offence will be penalised by exclusion by the Stewards of the Meeting.

- ** Causing a decibel meter reading of greater than 84dbA will be deemed to be excessive noise. This will be reassured in accordance with the test specification detailed in the RAC Technical Manual. At the discretion of a judge or in other cases, the organisers, a car causing excessive noise may be refused permission to proceed at any time and in any case the penalty for a second offence shall be exclusion.
- ** All other competitors will be debited with the bogey time for that stage. Any road section penalties thus incurred will be applied up to and including exclusion.

B. The following offences will carry a penalty of EXCLUSION .

- (1) Not reporting at, or not providing proof of visiting a control or check.
- (2) Servicing contrary to Regulation SR9.
- (3) Driving in the reverse direction on a Special Stage or reversing to a stage Stop Line.
- (4) Smoking on a Special Stage.
- (5) Failure to wear properly fastened seat belts and crash helmets on a Special Stage.
- (6) Contravention of SR8.
- (7) Misuse of 'Red Cross' and 'O.K.' symbols on a Special Stage.
- (8) Accumulated lateness (in excess of Target Time) between any two adjacent Main Controls in excess of the permitted maximum.
- (9) Contravention of SR11.

C. To be classified as a finisher a car with its crew must complete the course without incurring the penalty of exclusion.

15. RESULTS

Provisional results will be published within 2 hours of the finish of the event. Protests must be made in accordance with L 1.14.7(a). Printed results sheets will be available to all competitors at the Finish of the event.

16. INSURANCE

The entrant is required to supply the name and address of his insurers on the entry form. As many insurance policies no longer give cover for competition, Messrs C.T. Bowring (Motorsport) subject to an acceptable proposal, will give third party and passenger liability cover for the event. Entrants not already enrolled in the scheme and wishing to avail themselves of this offer must apply with their entry form for a proposal form and should note that this must be returned fully completed to the Secretary of the Meeting not less than 21 days before the event.

All correspondence regarding this cover must be undertaken with the Club, as the Brokers cannot deal with individual applicants either by letter or telephone .

END OF SUPPLEMENTARY REGULATIONS PART 1
(For Supplementary Regulations Part II, Items 17-27 see Appendix)

Supplementary Regulations Part II to the AUDI SPORT NATIONAL RALLY

17. TIMETABLE OF THE RALLY

Entries open ... on the publication of these regulations
Entries close at standard rate ... Tuesday 27.9.83
Entries close finally ... Tuesday 4.10.83
Final instructions posted ... Saturday 8.10.83
Rally H.Q. opens ... 09.00 hrs Friday 14.10.83
Scrutineering & Signing on
 1st Session ... 18.00-20.30 hrs Friday 14.10.83
 2nd Session ... 08.00-09.45 hrs Saturday 15.10.83
 (By prior appointment only)
 Audi Sport evening (Kings Hall) ... Friday 14.10.83
 Rally Starts ... 10.15 hrs Saturday 15.10.83
 Rally Finishes ... 16.45 hrs Saturday 15.10.83
 Awards Presentation (Kings Hall) ... 21.30 hrs Saturday 15.10.83

18. ANNOUNCEMENT

The Wolverhampton & South Staffs Car Club Limited will promote a national rally on Saturday, 15th October, 1983 sponsored by Audi in association with Audi Marketing V.A.G. (United Kingdom) Ltd

19. AUTHORISATION

R.A.C. Permit No. - tba
D.O.E. Authorisation No. - tba

20. START and FINISH

The event will start and finish in Aberystwyth and the Rally Headquarters will be at the Belle Vue Royal Hotel, Marine Terrace (Tel: Aberystwyth 617558).

21. ROUTE

(a) The route will be on Ordnance Survey 1:50,000 1st Series Map numbers 124, 135 and 136. Competitors found with any other maps in the competing vehicle will be deemed in breach of article 8 of these regulations. The total distance will be not over 160 miles of which approximately 80 miles will be on special stages.

All special stages will be on loose surfaces.

22. AWARDS

(a) General Classification

1st Overall — **Audi Sport Awards to Driver and Co-Driver**
2nd to 5th overall — **Awards to Driver and Co-Driver**

(b) Highest Placed Private Entrant in General Classification — **Audi Sport Awards to Driver and Co-Driver.**

To be eligible for the Private Entrants Award the entrant must be one of the named Drivers and the car must not carry advertising that would require either an R.A.C. entrants licence or advertising permit.
TEMPORARILY OBSCURING DECALS OR LETTERING LARGER THAN PERMITTED WILL NOT BE ACCEPTED.

(c) Spirit of the Rally Award

Audi Sport Awards to Driver and Co-Driver

This Award will be presented to the crew who have displayed the most outstanding sporting or competitive spirit on the event. The recipient of the Award will be selected by a panel of judges nominated by Audi.

(d) Class Awards

1st in each Class — **Awards to Driver + Co-Driver**
2nd in each Class — (Subject to 7 Starters in the class)
— **Awards to Driver + Co-Driver**

Winners of General Classification Awards will not be eligible for Class Awards. These Class Awards will be presented to the highest finishers in the Class, outside the first five crews in the General Classification.

(e) W. & S.S.C.C. Award

To the highest placed car in the General Classification with an all W.S.S.C.C. Limited crew:

The Driver — **The S.W. Fletcher Trophy**

The Co-Driver — **The Ron Moore Trophy**

To be eligible for these Awards competitors must be fully paid up members of W.S.S.C.C. Ltd. at the time of the event and continuously since 1st May, 1983.

(f) Ladies Award

To the highest placed Lady Driver in the General Classification (subject to a minimum of three starters)

— The Express & Star Rose Bowl Trophy

Note — All the above Trophies remain the property of the organising Club and must be returned when requested.

(g) Ceredigion District Council Award

To the highest placed 1st named Driver in the General Classification resident in Wales who has not won any other Award — An Award presented by Ceredigion District Council.

(h) Shell Oils/Autosport Awards

To the highest placed registered Driver + registered Co-Driver in the General Classification — A Shell Oils/Autosport Trophy. To the highest placed registered Group A Driver and registered Co-Driver in the General Classification — A Shell Oils/Autosport Trophy.

23. ENTRIES

(a) The maximum number of entries for the event is 120 plus 20 reserves. The organisers reserve the right to cancel the event if less than 75 entries are received.

The entry list will open on the publication of these Supplementary Regulations and will close at the standard rate on Tuesday, 27th September, 1983. Late entries, subject to an additional fee, will be accepted up to Tuesday 4th October, 1983. All entries must be made on the official entry form accompanied by the entry fee and should be sent to the Entries Secretary:

Mrs. Anne Trevethick
24 Knights Avenue Tettenhall
Wolverhampton

Tel: Home - Wolverhampton 0902-752063

Post dated cheques WILL NOT be accepted.

Reserves who pass scrutineering and sign on but who are not allocated a starting number will have the whole of their entry fee refunded.

24. OFFICIALS

R.A.C. Steward: C.B.F. Belton Esq.
Club Stewards: Dennis Cardell Esq. & Ron Evans Esq.
Clerk of the Course: John Trevethick — 24 Knights Ave.,
Tettenhall, Wolverhampton.
Tel: Wolverhampton (0902) 752063 (home)

Secretary of the

Meeting: David Cozens

Entries Secretary: Anne Trevethick

Assistant Clerk of

Course: Kevin Page

Chief Marshall &

Event Safety Officer: Ray Lloyd — 72 Fairview Road, Penn,
Wolverhampton.
Tel: Wolverhampton (0902) 335380 (home)

Event Medical

Officer: Dr. J. Armstrong

Press Officer: Derek Hill — 61 Alexandra Road, Penn,
Wolverhampton.
Tel: Wolverhampton (0902) 341140

Results Manager: Pat Ridgeway

Computer Results: Martin Liddle (Tynemouth Computer
Services)

Assistant Secretary: Jan Rollins

R.A.C. Timekeeper: Vaughan Allcock

R.A.C. Eligibility

Scrutineer: G.W.G. Ward Esq.

R.A.C. Scrutineers: F H Southall Esq., and D.J. Southall Esq.

25. AMENDMENTS TO SUPPLEMENTARY REGULATIONS PART I

5.b Amendment to closing dates — see Part II paragraph 17 and 23

26. ACCOMMODATION

See separate list of hotels.

The Hotels listed are contributing towards the promotion of the event and to assist in maximising this help competitors are requested to confirm all bookings on the form provided in these regulations once provisional accommodation has been arranged with the individual hotel.

The form should be sent to the address shown.