

AUDI SPORT NATIONAL RALLY

Welcome to the 1985 Audi Sport National Rally. The final round of the RAC Shell Oils/Autosport National Rally Championship.

Wolverhampton & South Staffs Car Club Ltd have yet again organised a compact 80 mile event in the classic Welsh forests for which this event is famous. The start and finish for the first time is in Shrewsbury making it more accessible for competitors who have greater distances to travel.

In addition to a fitting climax to what has been an excellent championship the organisers welcome prospective competitors to the Lombard RAC International Rally next month who will be using today to view some of the stages to be used on that event.

We wish everyone a happy and enjoyable day and we look forward to seeing you at the prizegiving.

OFFICIALS OF THE AUDI SPORT NATIONAL RALLY

RAC Steward:	C. B. F. Belton Esq
Club Stewards:	Jim Jones & Dennis Cardell
Secretary:	David Cozens
Clerk of the Course:	John Trevethick
Chief Marshall:	Ray Lloyd
Safety Officer:	Steve Arnold
Medical Officer:	Dr. Tony Evans
Results:	Pat Ridgeway
Press Officer:	Derek Hill
RAC Timekeeper:	Vaughan Allcock
RAC Eligibility Scrutineer:	Geoff Ward
RAC Scrutineers:	Fred & David Southall
Ass Scrutineers:	Johnathan Southall

SPECTATOR INFORMATION

FRIDAY OCTOBER 18th

Scrutineering and documentation will take place at The Shirehall, Shrewsbury, from 17.00 hrs, when you can see the cars being checked over.

SATURDAY OCTOBER 19th

The Rally will start from The Shirehall with the cars departing at 1 minute intervals from 08.30 hrs. A commentary on the leading crews and their cars will be provided.

This year the main spectator stage will be located in the Dyfi (Dovey) forest, entrance at 124/846099 with the first car due at 11.30 hrs and 13.30 hrs, please approach along A470 south of Junction with A458. At Aberangell turn east and follow signs to entrance.

Spectators will also be welcome at the Dyfant forest 125/008150, first car due at 10.15 hrs and 15.00 hrs. Please approach from A458 east of Welshpool. At Llangadfan turn north up the 84395 then follow signs to entrance.

This year the Service Area, where cars will stop for approximately 25 minutes will be at the public car park in Machynlleth at 11.30 hrs and 12.30 hrs.

Spectators should note there is NO PARKING space in the service area, subject to the usual Road Traffic Regulations. The Rally is expected to finish around 17.00 hrs when the cars begin to arrive back in Shrewsbury and the leading five competitors will be scheduled to line up in their final positions for interviews close to the Shell Oils Caravan parked at the Shirehall.

There will be a prizegiving evening at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 21.30 hrs.

HAVE A GOOD DAY!

N o t i c e WARNING TO THE PUBLIC

MOTOR SPORT IS DANGEROUS

"It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders"

DO'S AND DONT'S – IMPORTANT

Wolverhampton & South Staffs Car Club Ltd. wish to draw the attention of all visitors to the Audi Sport National Rally to the following notes which are printed for your guidance and the club hope you will be good enough to comply with them as the future of rallying depends very much on the responsible behaviour of spectators and competitors alike.

Remember first of all that rally cars will often be reaching speeds in excess of 100mph and on forest surfaces, particularly in the wet, the margin of error is very small indeed. By following the simple rules set out you will be doing your bit to make the event safe and enjoyable for everyone.

DO NOT — *Stand in prohibited areas which are clearly marked.*

Stand on the outside of corner or piles of logs or anything else. Obstruct escape routes which are clearly marked.

Stand in front of directional arrows or any signs helpful to competitors. Park your car where it will cause obstruction or annoyance. Stand in front of tree lines on stages.

Use minor roads being used by rally traffic.

Obstruct competitors and service crews at service areas.

Cause annoyance by driving at high speed on public roads.

Walk along stages when competitors are approaching.

Pull down fences, gates, trees or anything else.

PLEASE — *Follow marshalls instructions — they are for your benefit.*

Keep children under supervision at all times.

Keep dogs on a secure leash at all times.

Drive carefully when leaving stages.

Arrive early at spectator stages.

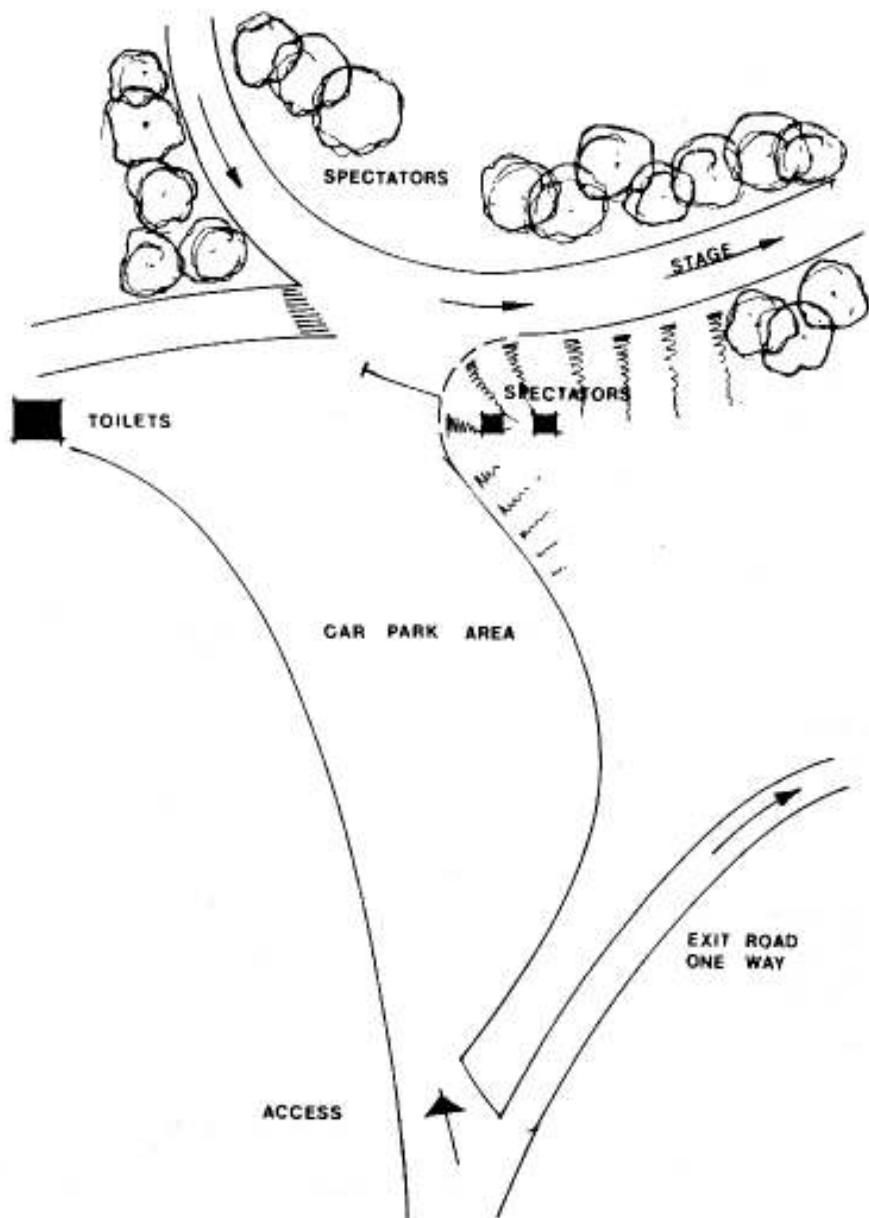
Take your litter home with you when you leave.

Remember to treat local residents with consideration and courtesy.

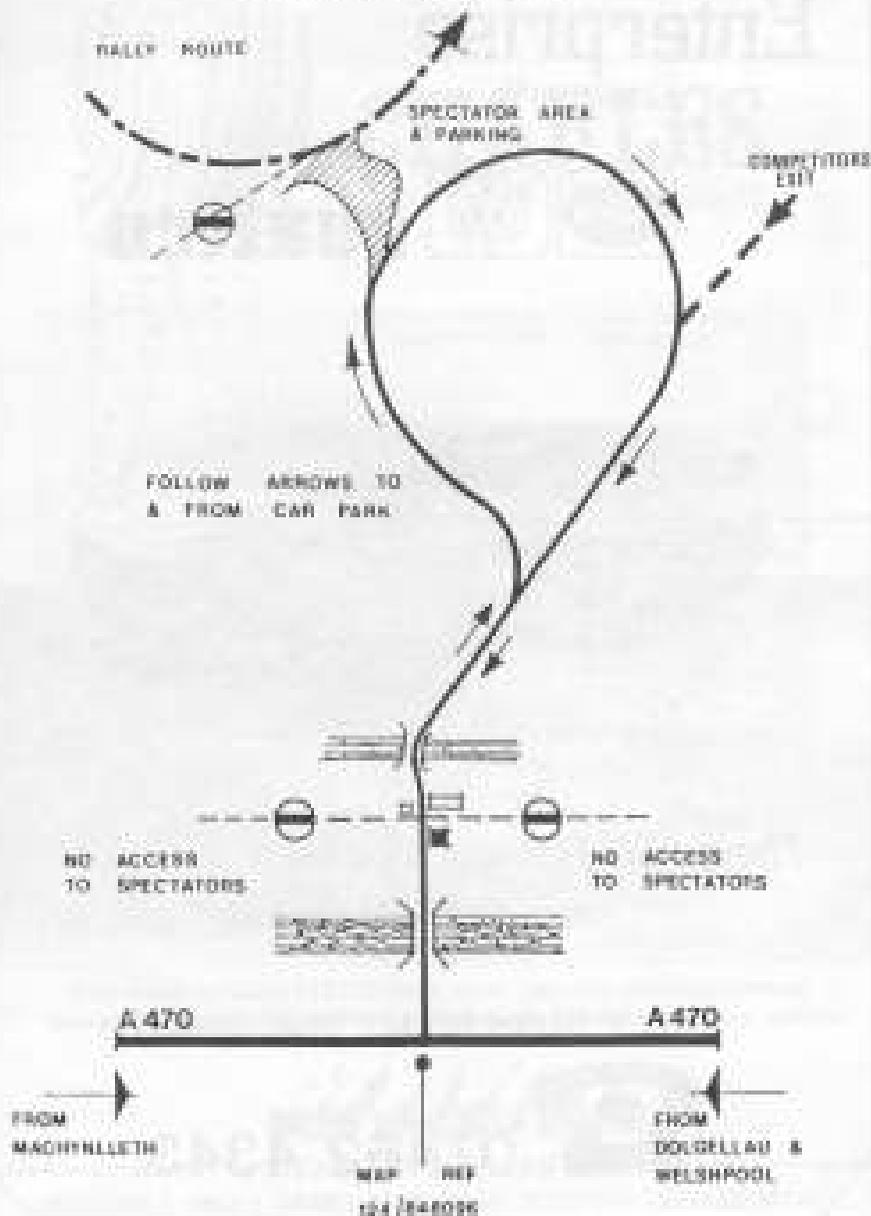
Pelloby Cranes

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SPECTATOR AREA



LOCATION PLAN OF SPECTATOR STAGE
MAP REF 124/848096



AWARDS

- a) General Classification Audi Sport Awards to Driver & Co-Driver
 1st Overall plus the James L. Martin Challenge Trophy to the Driver and
 the E. L. Bouts Challenge Trophy to the Co-Driver
 Audi Sport Awards to Driver & Co-Driver
 2nd Overall “ “ “ “
 3rd Overall “ “ “ “
 4th Overall “ “ “ “
 5th Overall “ “ “ “
- b) Private Entrants Awards
 1st Private Entrant Audi Sport Awards to Driver & Co-Driver
 2nd Private Entrant “ “ “ “
 3rd Private Entrant “ “ “ “
- c) Class Awards Audi Sport Awards to Driver & Co-Driver
 1st in each class “ “ “ “
 2nd in each class “ “ “ “
- d) Group A Awards To the highest placed car in the general Classification:
 Driver The Tony Lloyd Davies Challenge Trophy
 Co-Driver The G. J. B. Thorne Co. Drivers Trophy
- e) W & SSCC Ltd Awards
 To the highest placed car in the General Classification with an all W & SSCC Ltd crew:
 Driver The S. W. Fletcher Trophy
 Co-Driver The Ron Moore Trophy
- f) Ladies Award
 To the highest placed Lady Driver in General Classification (subject to a minimum
 of three Lady Drivers)
 The Express & Star Rose Bowl Trophy
- g) Shell Oils/Autosport Awards
 To the highest placed registered Driver & registered Co-Driver in General
 Classification: A Shell Oils/Autosport Award
 To the highest placed Group A Driver registered and registered Co-Driver in a
 Group A car in General Classification
 A Shell Oils/Autosport Award

THE 1985 SHELL OILS/AUTOSPORT RAC NATIONAL RALLY CHAMPIONSHIP

THE CHAMPIONSHIP SO FAR:

Round 1: The Skip Brown Gwynedd Rally, 9th March

The traditional season opener saw Tony Pond's Austin Rover Metro 6R4 take its maiden victory ahead of 1984 National Rally Champion Dai Llewellyn in his Audi Sport U.K. Quattro. Third and making a one-off appearance in the Championship was Roger Clark driving the R.E.D. Sierra which had been converted to four-wheel drive during the winter months.

None of the above were registered and so first Championship points scorer in the first two wheel drive car home was Alec Cannon in the Opel Ascona 400. Ironically, he has not scored any points since.

Group A went to Simon Davison in his Vauxhall Astra GT/E, narrowly beating Gwyn Thomas' Sunbeam.

Round 2: York National Rally, 30th March

Surprise winner of this event was Chris Mellors in his Bertie Fisher Escort. From a start number of 21 he eventually finished half a minute in front of George Hill's hybrid rear-wheel drive Astra. This was Mellor's first ever victory and served to provide some sponsorship that enabled him to tackle the whole of the rest of the season.

Bill Lyburn's Escort was third and Mark Lovell's Nissan was fourth.

Group A was won by Kenyan student Sangiv Shah in his ex John Midgley Toyota Corolla.

Previous round winner Simon Davison retired after leaving the road.



1985 National Rally Champion M. LOVELL & P. DAVIS **NISSAN 240 RS**

Round 3: Sonat Granite City Rally, 20th April

The long trek north proved very worthwhile for Willie Rutherford who took the R.E.D. Sierra to victory by just over half a minute from George Marshall's Nissan 240 RS. Roger Chilman scored his only good result of the season by finishing third and Roy Cathcart hired Malcolm Wilson's Audi Quattro for the day, and was rewarded with fourth.

David Gillanders' Volvo 240 emerged as victor in Group A by a narrow margin from Keith Morris' Sunbeam.

Round 4: Nexus Manx Stages Rally, 11th May

Phil Collins was hoping for a hat-trick of wins on this event but, due to the non-availability of the Manta, took the ageing Ascona over to the island. Mike Pattison avenged his 1984 defeat by a mere 8 seconds from Collins, in his Escort G3. Third was Mark Lovell, but Willie Rutherford could only manage tenth, the Sierra proving a bit of a handful on tarmac.

The drive of the rally came from Motoring News Road Rally Champion Gwyndaf Evans in his Opel Manta GT/E. From a start number of 76, he was fifth at lunch time but had some problems during the afternoon and dropped to twelfth in the overall placings.

Stuart Nicholls won Group A by one second from Simon Davison who was closely followed by Graham Parkinson's Nova Sport taking yet another class win.

Round 5: Peter Russell Mannals Rally, 13th July

Willie Rutherford led the event for five of the six stages but an anti-roll bar broke on the final stage allowing Mark Lovell through to take his first National Championship victory. Louise Aitken-Walker was second and Rutherford eventually limped home third.

Ken Wood brought the Golden Wonder Rover home in fourth place, ahead of Pete Slight's Direct Windows Escort.

The revamped Metro 6R4, now with a 3 litre engine, retired on the first stage with 'engine trouble'.

Nigel Worswick's Capri won Group A and finished 9th overall in the process. Darell Staniforth's Toyota was second in the category, and 11th overall.

Round 6: Shell Oils Rally Radio Link Mewla National, 24/25th August

After winning the event for the second time in 1984 Phil Collins was crowned "King of Egypt". Having now won it for the third time he is now the "Old Man of Egypt"! His car had been completely rebuilt after a huge accident on the Ulster Rally, and it did not miss a beat throughout the whole event.

Mark Lovell was second, and Gwyndaf Evans returned to the series and finished third in his underpowered Manta.

Nigel Worswick again took Group A, and Darell Staniforth was runner-up.

Round 7: Marlboro Lindisfarne Rally, 7th September

The Ford RS 200 made its world competition debut in the hands of Malcolm Wilson. The record books show that it won the event but, in fact, Tony Pond's Metro was quicker over the stages but incurred road penalties, dropping it down to sixth overall.

Ingvar Carlsson brought his Mazda RX7 along for some pre RAC testing and finished second. Pete Slight's was third, and top Championship points scorer.

Mark Lovell took a maximum after an off and Willie Rutherford was penalized thirty minutes for illegal servicing.

Group A was won by Simon Davison again, snatching the category lead from Stuart Nicholls who retired.



STUART NICHOLLS & MIKE SOMES VAUXHALL ASTRA GT/E

Round 8: Andrews Heat for Hire Cumbria Rally, 28th September

By finishing second Mark Lovell made sure of being the 1985 National Rally Champion. The rally was won by Willie Rutherford, the first driver to win two National Championship Events this year but Lovell's result meant that whatever Rutherford does on the Audi Sport won't be enough!

Ken Wood brought the big Rover home third in front of Belgian Marc Duez in a Metro 6R4, sampling British National rallying for the first time.

Penti Airikkala won Group A in the British Telecom Mobile Phone Vauxhall Astra GT/E, finishing 5th overall. By finishing fourth in the category, Simon Davison clinched the Group A Championship this year.

ANDREW HAILL

**WOLVERHAMPTON & SOUTH STAFFS CAR CLUB
LTD. WOULD LIKE TO THANK THE FOLLOWING
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