

EVENT SUPPLEMENTARY REGULATIONS

PART 1

Art. 1 ANNOUNCEMENTS

1. All the qualifying events of the "Marlboro/Autosport National Rally Championship" are designated by Permit as Special Stage Rallies of national status.
2. The name and address of the promoters is announced in Part II of these Supplementary Regulations.

Art. 2 JURISDICTION

1. The events will be held under:-
 - a) The General Regulations of the RAC Motor Sports Association Ltd. (incorporating the provisions of the International Sporting Code of the FIA).
 - b) The Championship Regulations of the "Marlboro/Autosport National Rally Championship".
 - c) These Regulations.
 - d) Part II of these Supplementary Regulations and any written instructions the promoting Club may issue for the event.

Art. 3 AUTHORISATION

1. Details of the RACMSA Permit Number and DOE Authorisation Number (as appropriate) are published in Part II of the Supplementary Regulations or the Final Instructions.
2. The "Marlboro/Autosport national Rally Championship" and its associated one make Series Permit Number is CH/5229.
3. The event will comply with the Motor Vehicles (Competition & Trials) Regulations where they are applicable.
4. Map numbers required by competitors are listed in Part II of these Supplementary Regulations.

Art. 4 ELIGIBILITY

1. The event is open to competitors (whether Entrant, Driver or Co-driver) holding valid Licences and Permits issued by the RAC Motor Sports Association Ltd. or the Royal Irish Automobile Club.
2. Competitors are reminded of the RAC MSA's requirements for Entrants Licences and Advertising Permits as laid down on the Licence declaration form.
3. All competitors' Licences and Permits will be inspected at signing-on together with the Championship Registration papers.
4. Part II of these Supplementary Regulations shall detail such other conditions of eligibility and invitations as applicable to the event.

Art. 5 CLASSES

1. Each qualifying event shall contain the eight Championship Classes as follows, as a minimum: (Part II of these Supplementary Regulations contains details of other class structures — as applicable).
Class 1:- N1 — 1987 Gp. N cars — up to and including 1600cc
Class 2:- N2 — 1987 Gp. N cars — over 1600cc
Class 3:- A1 — 1987 Gp. A cars — up to and including 1300cc
Class 4:- A2 — 1987 Gp. A cars — over 1300cc and up to and including 1600cc
Class 5:- A3 — 1987 Gp. A cars — over 1600cc and up to and including 2000cc
Class 6:- A4 — 1987 Gp. A cars — over 2000cc
Class 7:- B1 — cars complying with 1987 RACMSA Vehicle Regulations up to and including 1600cc
Class 8:- B2 — cars complying with 1987 RACMSA Vehicle Regulations — over 1600cc
2. Cars with forced induction will have their capacity increased by 70%.
3. Should any class have less than 5 entries, the organisers reserve the right to amalgamate those cars with another class or reduce the awards list as deemed appropriate.
4. All cars must comply with the 1987 RACMSA Technical Regulations QA, OH and QM, and where appropriate to the class, the International Appendix "J" Regulations (see also Art. 10).
5. No studs or chains are permitted.
6. All cars must be taxed and insured for the Public Highway.

Art. 6 IDENTIFICATION

1. 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 which will include advertising for the event and the Championship, such identification must be set above the competition numbers.
2. 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.

Art. 7 ENTRIES

1. Should the number of entries, either overall or in each class, not reach the minimum stated then the organisers have the right to either cancel the meeting or amalgamate the classes where necessary.
2. Each entry fee shall include one service pack per competing car.
3. Final Instructions shall contain details of the competitors' starting numbers and they will be posted to Entrants at least 7 days before the event.
4. Where it is 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, which will be collected at signing-on, although it will be advised to competitors in advance (L.1.7.6.).

5. Entrants are required to indicate on their Entry Form their eligibility for the various Awards and Championships.
6. The order of starting will be at the organiser's discretion, but to assist seeding entrants should note their previous results on the Entry Form.
7. Once the Entry List has been published, no communication will be entered into regarding it.
8. Part II of these Supplementary Regulations details all other information concerning entry and entry fees together with the maximum and minimum number of entries (overall and in class).

Art. 8 RESULTS

1. Provisional results will be published within 2 hours of the finish of the event. Protests must be made in accordance with N.1.2. Printed results sheets will be available to all competitors at the finish of the event.

Art. 9 ROUTE/ROAD BOOK DOCUMENTATION

1. Basic details of the route will be contained in Part II of these Supplementary Regulations.
1. The event will contain several Special Stages on private property joined by Public Highway sections. Special Stages will be timed to an accuracy of less than one minute by Marshals under the supervision of an RACMSA 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.
2. Full details of the route and Special Stages will be issued to competitors when they sign-on. These documents will contain all the necessary information to enable the competitors to comply with L.4.8.8. and L.4.3.3.

Art. 10 SCRUTINEERING AND SIGNING-ON

1. Exact details will be given in the Final Instructions. At scrutineering cars will be examined for compliance with the 1987 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.
2. Homologation Forms valid for 1987 International rallies must be provided and made available at any event scrutineering, and on demand throughout the event, for all Group N or A cars. Failure to provide the Forms will lead to reclassification or exclusion.
3. Unless the RACMSA Specification Approval Papers or Homologation Papers for particular cars are provided and made available at any event scrutineering and on demand throughout the event. Other cars running in the event shall be limited as follows:
Normally Aspirated engines with more than 2 valves per cylinder and over 2.8 litres shall have fitted an Air Restrictor of 32mm.
Forced Induction engines over 1.65 litres shall have an Air Restrictor of 32mm fitted.
1. All cars must be fitted with a substantial Roll Bar/cage.
2. All cars shall have substantial underbody protection covering any area of a fuel tank exposed to running damage.
3. All cars shall have Air Horns fitted so as they may be activated by the Co-Driver.
4. Cars shall have fire extinguishing systems using either BCF or BTM extinguishant as follows:
Classes 1-6: Inclusive —As FISA requirements
Classes 7-8:

above) from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MC's.

(b) Special Stage Arrive Controls

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 outside the Control (see L.4.10.15). After checking in to the Control he must then proceed immediately to the Start Line.

(c) Special Stage Start Control

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 Marshal 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 Marshal will inform the competitor at 30 seconds to go, 10 seconds to go, 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 time 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 and the Stage Start are "parc ferme".

(d) Special Stage Finish Control

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

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.

(b) Passage Controls

At certain points indicated in the Road Book the organiser may establish PC's 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.

Art. 14 PACE NOTES

1. Unless the SR's Part II specifically authorise the use of Pace Notes, then the possession of such notes as defined in L.4.6.6. (this does not preclude the use of Ordnance Survey maps of 1:25,000 or scale in addition to the others that are specified in the SR's as being necessary in order to complete the route), by a competitor during the course of the rally whether or not they relate to stages being used in the rally are not allowed.
2. The only supplementary information which may be shown ON THE MAPS is information given by the organisers of the event (including route details) plus known danger spots as indicated by the organisers.
3. 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 the SR's Part II after the publication of these regulations, will be excluded. The only exception to this regulation will be persons who live on, or whose employment causes them to travel along a road used on the event.

Art. 15 SERVICING

1. Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any part 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.
2. 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.
3. 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.
4. 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 competitor's rally number.

Art. 16 PENALTIES

1. Competitors will start with zero minutes. Classification for the order of Merit will be referenced to total time lost, the winner being the competitor with the least total time penalty.
2. 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.
3. The penalties specified in L.4.13.5. are replaced as follows:

	Minutes Lost
(1) For each second taken on a Special Stage (SR Art. 13 - Part I)	1/60
(2) Making a false start to a Special Stage	1
(3) Taking the incorrect route on a Special Stage	5
(4) For each minute before or after Due Time at a Main Control (Out)	1
(5) For each minute under Target Time on the Road Sections and Service Areas	1
(6) * 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	5

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|---------|--|---|
| (7) | Not complying with a requirement of the Road Book or of these Regulations for which no other penalty is specified | 5 |
| (8) | Not complying with a reasonable instruction by an official provided warning is given that a penalty will be applied, including L.4.13.5(e) | 5 |
| *(9) | Breach of a statutory requirement concerning the driving of a motor vehicle | 5 |
| *(10) | Breach of Vehicle Regulations concerning the use of lights and breaches of the Construction and Use of Lighting of Vehicle Regulations | 5 |
| (11) ** | Excessive noise, damaged or ineffective silencing system | 5 |
| *(12) | Breach of L.4.8.12.(b): Stage Target Time plus 30 minutes | |
- *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 measured in accordance with the test specification detailed in the RAC MSA Technical Manual. At the discretion of a Judge of Fact 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.

4. 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 SR Art. 15.
 - (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 SR Art. 11.2, SR Art. 13.11 or SR Art. 14, and/or L.4.1.5., L.4.2.4., L.4.2.13., L.4.7.8. or L.4.8.12(a).
 - (7) Misuse of "Red Cross" and "OK" symbols on a Special Stage. It is a competitor's responsibility to supply and have available at all times during an event, a RED CROSS/OK BOARD in accordance with 1987 RAC MSA Regulations.

Art. 17 INSURANCE

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

AUDI SPORT RALLY

Supplementary Regulations Part 2

Art.18 TIMETABLE OF RALLY

Entries open.....	on the publication of these regulations		
Close of seeding list & entries close at standard rate.....		Tuesday	10th October 1987
Entries close finally.....		Tuesday	20th October 1987
Final instructions posted		Sunday	18th October 1987
Rally H.Q. opens	12.00hrs	Friday	23rd October 1987
Scrutineering & documentation.....	17.30hrs-22.00hrs	Friday	23rd October 1987
Rally starts.....	08.30hrs	Saturday	24th October 1987
Rally finishes.....	17.30hrs	Saturday	24th October 1987
Awards presentation	21.30hrs	Saturday	24th October 1987

Art.19 ANNOUNCEMENT

The Wolverhampton & South Staffs Car Club Ltd. will promote a National permit special stage rally, sponsored by Audi Sport U.K., on Saturday 24th October 1987. The Event is a qualifying round of:-

The Marlboro/Autosport National Rally Championship)	
Lada Challenge)	CH/5229
The Skoda Trophy)	
Shell Oils Toyota Challenge		CH/5233

Art.20 AUTHORISATION

R.A.C.M.S.A. Permit No. D.O.E.	T.B.A.
Authorisation Number	T.B.A.

Art.21 START & FINISH

The event will be based in Telford, Shropshire and Rally Headquarters will be the Telford Moat House Hotel, Foregate, Telford Centre, Telford.(127/699092) Scrutineering will take place at Hardy's of Telford, Trench Road, Trench, Telford.

Art.22 ROUTE

The route will be on Ordnance Survey 1:50000 1st series maps number 124,125,126,127 & 135. Total distance will be about 200 miles of which approximately 80 miles will be on special stages.

All stages will be on unsealed roads, except for one in Telford Town Park (of mixed surfaces - 1.5 miles asphalt;0.5 miles gravel).

Art.23 AWARDS

(a) General Classification

1st Overall.....Awards to Driver & Co-Driver

Plus The James L. Martin Challenge Trophy to the Driver
and The E.L.Bouts Challenge Trophy to the Co-Driver

Art.23 AWARDS

(a) General Classification(continued)

2nd Overall.....Awards to Driver & Co-Driver
3rd Overall.....Awards to Driver & Co-Driver
4th Overall.....Awards to Driver & Co-Driver
5th Overall.....Awards to Driver & Co-Driver

(b)Audi Sport Awards

To the highest placed crew in General Classification of which the Driver is registered in the National Championship:

.....Audi Sport Awards

(c) Private Entrants Awards

1st Private Entrant.....Awards to Driver & Co-Driver
2nd Private Entrant.....Awards to Driver & Co-Driver
3rd Private Entrant.....Awards to Driver & Co-Driver

To be eligible for the Private Entrants Award, the Entrant must be one of the named Drivers or a bona-fide R.A.C. Registered Motor Club, and the car must not carry advertising that would require an R.A.C. Entrants Licence or Advertising Permit.

NOTE-TEMPORARILY OBSCURING DECALS OR LETTERING LARGER THAN PERMITTED WILL NOT BE ACCEPTED.

N.B. Winners of the General Classification Awards will NOT be eligible for Private Entrants Awards. These Private Entrants Awards will be presented to the highest placed Private Entrants outside the first five crews in the General Classification.

(d) Spirit Of The Rally Award

To the crew showing the most outstanding sporting or competitive spirit on the event:

.....An Award To Be Presented By Telford Development Corporation

(d) Class Awards

1st in each class.....Awards to Driver & Co-Driver
2nd in each class.....Awards to Driver & Co-Driver (* Subject to at least 10 Starters in the class)

N.B. Winners of General Classification or Private Entrants Awards will NOT be eligible for Class Awards. These Awards will be presented to the highest finishers in the Class, outside the first five crews in the General Classification and the first three Private Entrants.

(e) Group A Awards To the highest placed Group A car in

General Classification:

Driver.....The Tony Lloyd Davies Challenge Cup
Co-Driver.....The G.J.B.Thorne Co-Drivers Trophy

(f) W & SSCC Limited Awards

To the highest placed car in the General Classification with an all W & SSCC Limited crew:

DriverThe S.W. Fletcher Trophy
Co-Driver.....The Ron Moore Trophy

To be eligible for these Awards, both crew members must be fully paid up members of N & SSCC Limited at the time of the event and have been so since 1st July 1987.

Art.23 AWARDS(continued)

(g)Ladies Award

To the highest placed Lady Driver in General Classification (subject to a minimum of three Lady DriversThe Express & Star Rose Bowl Trophy

(h)Marlboro National Rally Championship with Autosport Awards

To the highest placed registered Driver & registered Co-Driver in General Classification.....An Award

To the highest placed registered Driver registered & registered Co-Driver in a Group A Car in General Classification:...An Award

NOTE - ALL Award winners MUST be present at the Award presentation. Non appearance will result in the forfeiture of Awards.

All Named Trophies remain the property of the organising Club and MUST be returned when requested.

Art.24 ENTRIES

The maximum number of entries for the Event is 160 plus reserves. The organisers reserve the right to cancel the Event if less than 70 entries are received. Entries open on publication of these Supplementary Regulations and will close at the standard rate on Tuesday 10th October 1987. Entries accepted up to this date will be seeded in merit order on the provisional entry list.

Late entries, subject to an additional fee, will be accepted up to Tuesday 20th October 1987 but will not be seeded and will be placed on the entry list in receipt order following the seeded entries. All entries must be made on the official Entry Form, accompanied by the appropriate fee and the commentary sheet, should be sent to the Entries Secretary:

Mrs. Yvonne Snelson	
Beech House Cottage	Telephone (Home)-0902-894894
Crockington Lane	Telex - 336031
Seisdon	Answerback code - Steels
G Wolverhampton	
WV5 7EJ	

The Organisers reserve the right to refuse any entry without giving a reason. Reserves who pass scrutineering and signing on but are not allocated a start number will have the whole of their entry fee refunded.

There is a facility for entrants to reserve an entry with a deposit of 150. The entry is conditional upon the full entry fee must be paid (including all cheques cleared) by 19th October.

Standard entry fee up to 10th October - 1160	
Late entry fee up to 20th October -	
1170	

Entries withdrawn in writing before 10th October will be refunded less 110 for administrative costs. The fees of entries withdrawn after 10th October but before 20th October will be refunded less 115 for administrative costs. No refunds after this date will be considered.

Entrants must provide the additional information requested on the entry form regarding car details, award eligibility and seeding information.

Should the competition be postponed due to reasons beyond the control of the Organisers then all entry fees will be returned less 15 for administrative charges.

Art.25 OFFICIALS

RACMSA Steward.....Tony Greenwood Esq.
Club Stewards.....Dennis Cardell & Jim Jones
Rally Director & Clerk of Course.....John Trevethick
 24 Knights Avenue, Tettenhall, Wolverhampton, WV6 9QA (0902 752063)
Promotions Director & Secretary of the Meeting..David Cozens
Route Co-Ordinator.....Gareth Thomas
Press Officer.....Peter Newton
 Audi Press Office, V.A.G.(United Kingdom), Yeomans Drive, Blakelands.
 Milton Keynes, MK14 5AN.(0908-601498)
Press Office Co-ordinator.....Ed Graham
 5 West View, Prudhoe, Northumberland (0661 33167)
Information Officer..... Derek Hill(0902 341140)
Chief Marshall..... Ray Lloyd
 72 Fairview Road, Penn, Wolverhampton (335380-Home)
Event Safety Officers..... Simon Oliver, Kevin Page
Event Chief Medical Officer..... Dr.Ian Pickton - Robinson
Event Radio Controller.....Mike Summerfield
 (Rally Radio Link)
Area Controllers.....Mike Arnold, Steve Arnold,
 Tim Cross, John Fox, John Frost,
 Mervyn Johnson, Mark Snelson.
Entries Secretary.....Yvonne Snelson
Results Manager Pat Ridgeway
Computer Results.....Martin Liddle
 (Tynemouth Computer Services)
RACMSA Timekeeper.....Vaughan Allcock(Rallytime Ltd)
RACMSA Technical Commissioner.....Geoff Ward
RACMSA Scrutineers.....Fred & David Southall
RACMSA Assistant Scrutineer.....Jonathan Southall
Noise Test Official.....Kevin Page
Driving Standards Observer.....Jack Romain

Art.26 AMENDMENTS TO SUPPLEMENTARY REGULATIONS PART 1

Add to Art.10 - SCRUTINEERING AND SIGNING ON - Paragraph 11 - "Competing cars must be taxed for use on the public highway and display a current tax disc. Parts of the route are on public highway and cars must be insured for use on the public highway."

Substitute for Art.13.11 - CONTROLS AND TIMING - "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 15 minutes, a competitor will be excluded."

Add to Art.16 - PENALTIES

Competitors are reminded of the rules concerning protests as set out in Section N of the General Regulations.

Art.27 ADDITIONAL INFORMATION

HOTEL ACCOMODATION - Competitors are responsible for their own hotel reservations. An accomodation list will be despatched with all entry acknowledgements any other person requiring these lists should contact the Entries Secretary.

TELEVISION - Competitors are advised that it is expected that the event will be covered by television and are reminded of the mandatory provisions of the agreement regarding tobacco sponsorship.