

# Press Information



**Audi Sport**

- 1 -

## WELCOME TO THE 1989 AUDI SPORT INTERNATIONAL RALLY

On behalf of the Wolverhampton and South Staffordshire Car Club, the Audi Sport International Rally Organising Committee is pleased to welcome members of the media to Telford for the finale of the Shell Oils Open Rally Championship, the Audi Sport International Rally.

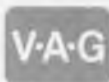
This year, with the help of the Audi Sport Press Office, we are able to offer journalists more information about the event, the competitors and route, as well as providing a back-up service for those journalists unable to attend.

This privileged information places the press in a position of trust with the marshals, who have a duty to keep the rally moving as well as looking after the safety of everyone involved.

Even in the fanatically pro-rally country of Wales there are people who do not welcome events to their area. By following the advice given in this book, we hope to make your day as safe, fruitful and exciting as possible, while retaining the classic Mid-Wales rally stages for future events.

May I also take this opportunity to thank the many motoring journalists who have provided support and advice over the years, which has enabled us to improve the event and thereby pursue promotion to international status. Your part in our promotion cannot be underestimated.

John Trevethick  
Clerk of the Course



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**A MESSAGE FROM THE SPONSORS, AUDI SPORT UK**

Welcome once again to the Audi Sport Rally. Or should we say, the Audi Sport International Rally, because, after six years of backing from the UK importer of Audi and the excellent organisation of Wolverhampton and South Staffordshire Car Club, the event now enjoys, for the first time, the coveted status of an international rally and membership of Britain's premier championship, the Shell Oils Open Rally Championship.

Promotion is granted to precious few events, and only after careful examination of every aspect of organisation by the governing bodies. I am pleased to say that the Audi Sport Rally passed with full marks last year, due largely to the year-long efforts of the organising club.

It is estimated that this weekend more than 25,000 people, from spectators to organisers, to Audi's own staff, and of course, the competitors, will be on the move, following this rally. To ensure that everyone achieves what they want to during the event is down to the Wolverhampton and South Staffs Car Club, and that they do so is a credit its totally professional team.

We are delighted to return to Telford once more for the exciting final stages in the Town Park, as well as the excellent rally headquarters provided by the Moat House Hotel.

The rally itself needs little introduction to journalists or spectators. As you will see from the entry list, it has attracted a level of competitors which would be welcomed by many World Championship events, and which serves notice to other events in the Shell Oils Open Rally Championship, that the Audi Sport International Rally aims to reach the same position it held in the National Rally Championship, that of the premier round in the series.

Thank you for coming to the Audi Sport Rally and I wish you a safe and enjoyable day's motorsport.

John Meszaros  
Marketing Manager, Audi Volkswagen

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## THE AUDI SPORT INTERNATIONAL RALLY PRESS OFFICE

The Audi Sport International Rally Press Office will be sited in the Telford Moat House Hotel's Ironbridge Suite III on Friday 20 and Saturday 21 October. A press information desk will be in operation on Thursday 19 October. Information and results will be available after the rally from the Audi Sport Press Office.

### Opening Times

The Audi Sport Press Office will be open from 09.00 to 21.00 on 20 October and 07.00 to 22.00 on 21 October.

### Contact telephone and telex numbers

The Audi Sport International Rally Press Office may be contacted on the following numbers:

Telephone: 0952 290998 \*  
            0952 291015 \*  
            0952 291291 (Hotel switchboard, ask for press office)  
Fax: 0952 290983 \*  
Telex: 35588

\* 'Live' from Friday morning, prior to this, use hotel number and ask for press office or press desk.

### Press office equipment

The following equipment is available for the use of accredited journalists: Typewriters, fax machine, photocopier, VHS video recorder, Teletext televisions.

### Championship Radio Service

Provided by Talking Point's Patrick Russell, the radio service offers radio stations reports and interviews before, during and after the event. Prior to the event, Patrick may be contacted on 0789 294764.

### Press office contacts

Manning the Audi Sport Rally Press Office will be:

Edward Rowe, Audi Sport Press Officer  
Peter Newton, Audi Sport Route Press Officer  
Nicola Wright, Assistant Audi Sport Press Officer  
John Horton, Shell Oils Open Rally Championship Press Coordinator

### Post-event press information

Post event press information is available from:

Edward Rowe, Audi Sport Press Office, Yeomans Drive, Blakelands, Milton Keynes, MK14 5AN. Telephone: 0908 601495. FAX: 0908 601616. John Horton, John Horton Motorsport, PO Box 200, Sutton Coldfield, B75 7TR. Telephone: 021 378 2828. FAX: 021 378 0500.

**THE AUDI SPORT INTERNATIONAL RALLY**

**21 October 1989**

Rally Headquarters

The Telford Moat House Hotel, Telford, OS Map 127, 700084.

Scrutineering

From 12.00 on Friday 20 October at the Telford Central Fire Station, Stafford Park, Telford. Spectators welcome.

Signposting

All special stages will be signposted, please follow the blue spectator signs and obey the rally marshal's instructions at all times.

	<u>Time/place/name</u> 1st car	<u>Map reference</u> start	OS Map
<b>Start</b>	<b>07.00 Welshpool</b>	<b>224076</b>	<b>126</b>
Special Stage 1	07.40 Dyfnant	028150	125
	Approach only along the A458 west of Welshpool to Llangadfan, turn north on the B4395 and follow the signs to the Forestry Commission car park. Please keep clear of the stage finish.		
	<b>Press information:</b>		
	Junction 3: Complex of fast junctions in heavy shade, David Llewellyn crashed here in 1987.		
	Junction 5: Much photographed hairpin, open woodyard, tight bend, easy access.		
	Junction 7: Slow approach to an uphill junction under trees.		
	Junction 9: Fast downhill wide and open into 90 degree junction, not used in this direction before.		
	<u>Do not</u> attempt access from Foel, it will be blocked and vehicles parked here will be trapped for the entire event.		
Special Stage 2	08.25 Dyfi	846099	135
	1. On the A470 south of the junction with the A458 at Mallwyd, turn west off Aberangell and follow signs to the Forestry Commission Car Park.		
	2. On the B4404 west of Cemmaes Road, turn north and follow the signs to the Forestry Commission Car Park at 806044 on OS Map 135.		

.../more

<u>Time/place/name</u>	<u>Map reference</u>	<u>OS</u>
1st car	start	Map

3. On the A470 turn east at Esgaigelliog and follow the signs to the Forestry Commission Car Park at 757060 on Map 135.

NB: A Police-organised one way system will be operating in the area, please follow the signs.

**Press information:**

- Junction 1: Fast stright junction.
- Junction 2: Well known spectator area.
- Junction 4: Fast, open and sweeping with no trees to block the view.
- Junction 5: Slow entry into uphill 90 degree junction.
- Junction 8: Well known to TV viewers, fast downhill hairpin.
- Junction 26: Tight but open hairpin.

**Service Area A 08.55 Machynlleth 747008 135**  
The service area is the public car park off Maengwyn Street. A barbecue breakfast will be available at the Wynnstay Arms Hotel

**Special Stage 3 No Public or press Access**

**Special Stage 4 09.50 Pantperthog 755054 124**  
Turn off the A470 at signposted Picnic Area. Please keep clear of the start and finish.  
**Press information:** Access to junction 5, a fast sweeping bend over a junction, only via spectator area, which can become very crowded

**Special Stage 5 No Public Access**  
10.30 Cwmcelli 805106 124  
**Press information:** Police enforced one way system via Corris towards Aberangell. There is only access for the press to Junction 1, which is a long sweeping uphill bend, with no trees and a good view.

**Special Stage 6 No Public Access**  
10.45 Gartheiniog 806111 124  
**Press Information:** Access to junction 1, take car passing stage finish, long sweeping open uphill hairpin.  
Junction 8: Tight over 90 degree uphill junction.  
Junction 10: Fast open sweep around a lake.  
Junction 15: Very fast curve right in amongst the trees.

<u>Time/place/name</u>	<u>Map reference</u>	<u>OS</u>
1st car	start	Map

Junction 16: Fast downhill onto tarmac.  
Junction 19: Fast approach into full uphill hairpin - as seen on TV.

Special Stage 7 11.15 Dyfi II 846099 135  
1. On the A470 south of the junction with the A458 at Mallwyd, turn west of Aberangell and follow signs to the Forestry Commission Car Park.  
2. On the B4404 west of Cemmaes Road, turn north and follow the signs to the Forestry Commission Car Park at 806044 on OS Map 135.  
3. On the A470 turn east at Esgaigeiliog and follow the signs to the Forestry Commission Car Park at 757060 on Map 135.

NB: A Police-organised one way system will be operating in the area, please follow the signs.

**Press information:**

Junction 1: Fast straight junction.  
Junction 2: Well known spectator area.  
Junction 4: Fast, open and sweeping with no trees to block the view.  
Junction 5: Slow entry into uphill 90 degree junction.  
Junction 8: Well known to TV viewers, fast downhill hairpin.  
Junction 26: Tight but open hairpin.

**Service Area B 11.50 The Farmers Market, Dolgellau**

Special Stage 8 No Public Access  
12.55 Penllyn 960310 125

**Press information:**

Junction 5: Fast approach into downhill 90 degree junction and over bridge away from junction.  
Junction 7: Fast downhill into 90 degree junction, usually muddy and dark.

Special Stage 9 14.00 Dyfnant II 224076 126  
Approach only along the A458 west of Welshpool to Langadfan, turn north on the B4395 and follow the signs to the Forestry Commission car park. Please keep clear of the stage finish.

<u>Time/place/name</u>	<u>Map reference</u>	<u>OS</u>
1st car	start	Map

**Press information:**

Junction 16: Open but tight hairpin in woodyard.

Junction 18: Uphill through gateposts into open junction, tight exit.

Junction 21: Narrow over 90 degree junction, dark.

Do not attempt access from Foel, it will be blocked and vehicles parked here will be trapped for the entire event.

**Service Area C**

**No Public Access**

15.00 Wellington 673110 127  
Glyn Wed Foundry carpark, Station Road, off junction 6 of M54.

Special Stage 10 16.05 Town Park, Telford 704078 127

Special Stage 11 16.10 Town Park, Telford 704078 127

Each car attempts the Telford Town Park 'Super Special' Spectator Stage twice. Free entry and car parking is available around the park, please follow the signs.

**Press information:**

Only press wearing tabbards will be allowed outside the public areas. All the stage is narrow tarmac.

Junction 2: Very fast approach into tight hairpin.

Junction 3: Into wooded area, very dark.

Junction 4: over 90 degree junction, fast approach.

Junction 5: Past commentary area, over bridge into sweeping open bends.

Junction 6,7,8: Fast, open sweeping bends.

Junction 8: Tight over 90 degree bend from fast approach, very dark.

Junction 9: Straight and dark.

**Finish** 16.30 Town Park, Telford 704078 127

The finishing ramp will be positioned in the park, alongside the commentary position.

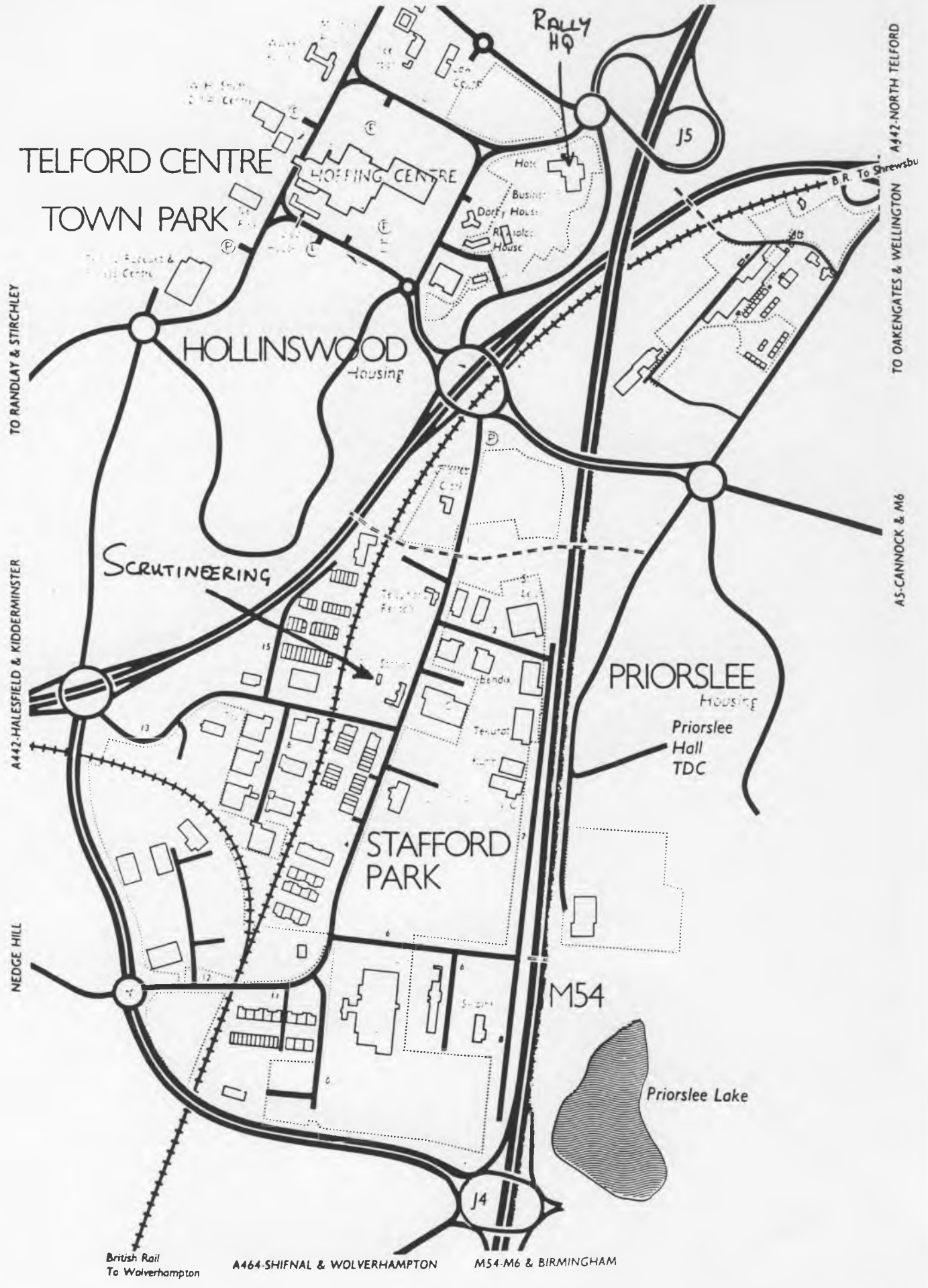
Winner of the event and the Shell Oils British Rally Championship will be interviewed on the finishers' ramp.

**Press Conference** 17.30 Telford Moat House Hotel Ballroom

Event, Championship and Class Winners will be invited to attend the press conference.

**Prizegiving** 22.30 Telford Moat House Ballroom.



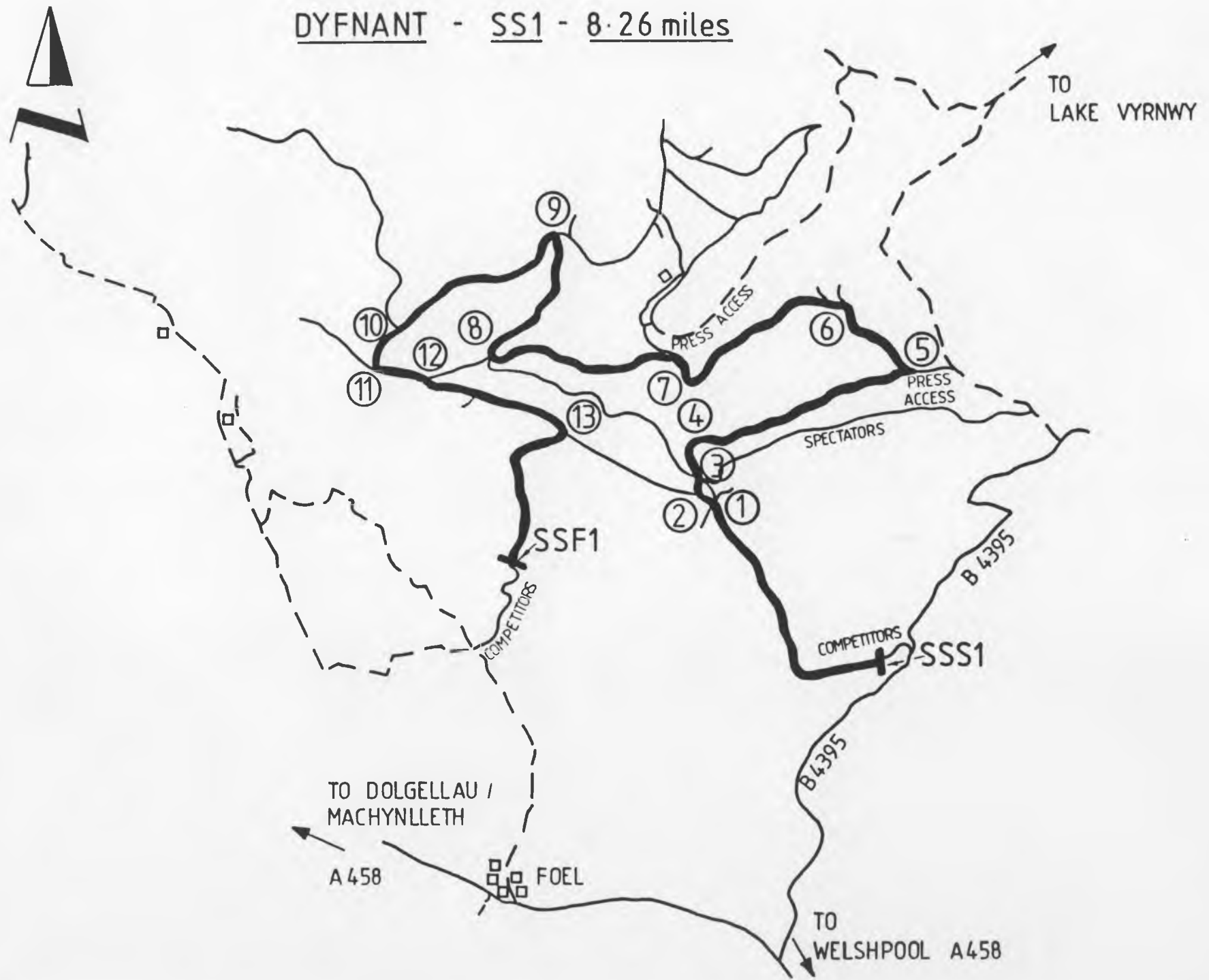


British Rail  
To Wolverhampton

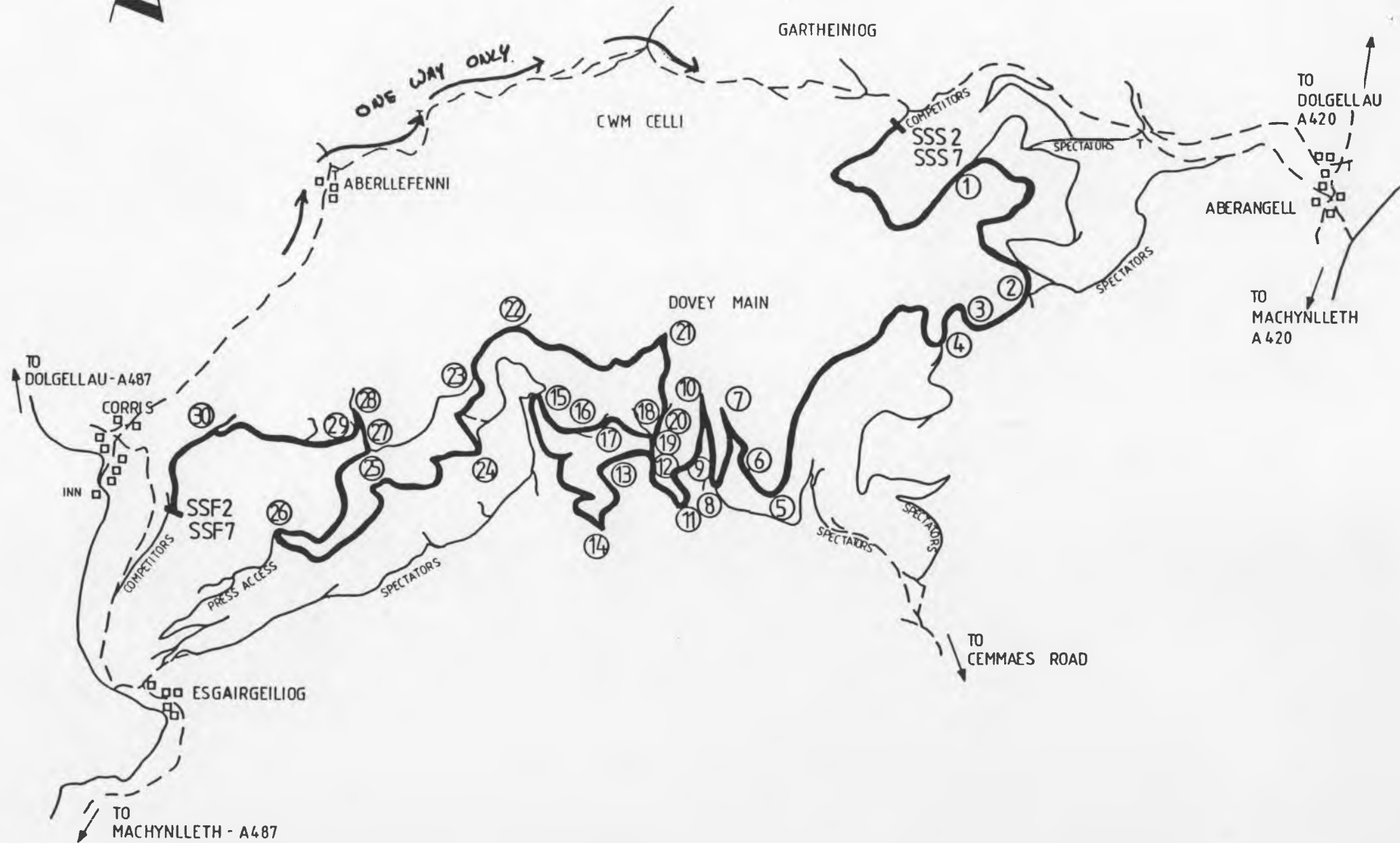
A464-SHIFNAL & WOLVERHAMPTON

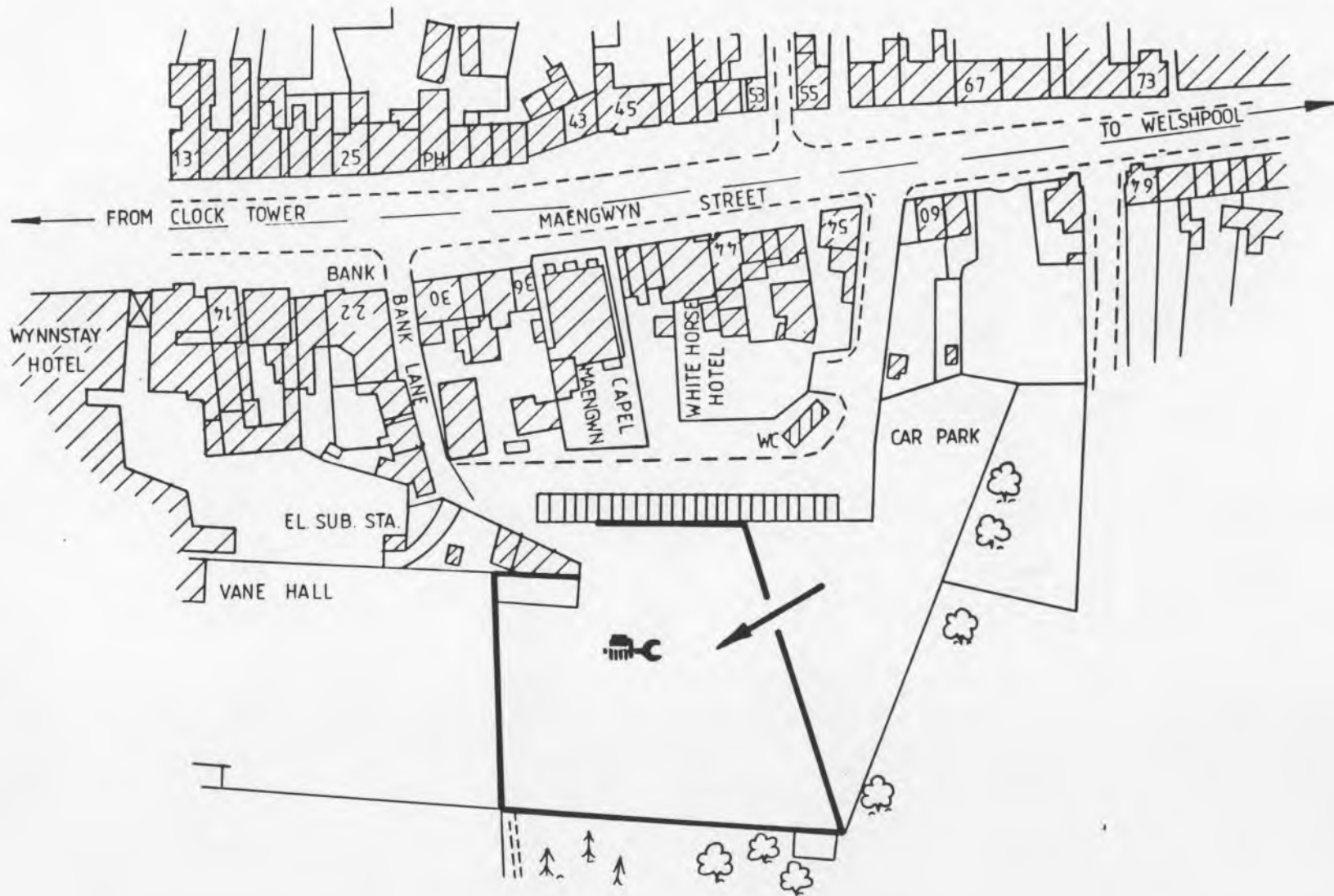
M54-M6 & BIRMINGHAM

DYFNANT - SS1 - 8.26 miles



SS2 & SS7 - 15.36 miles

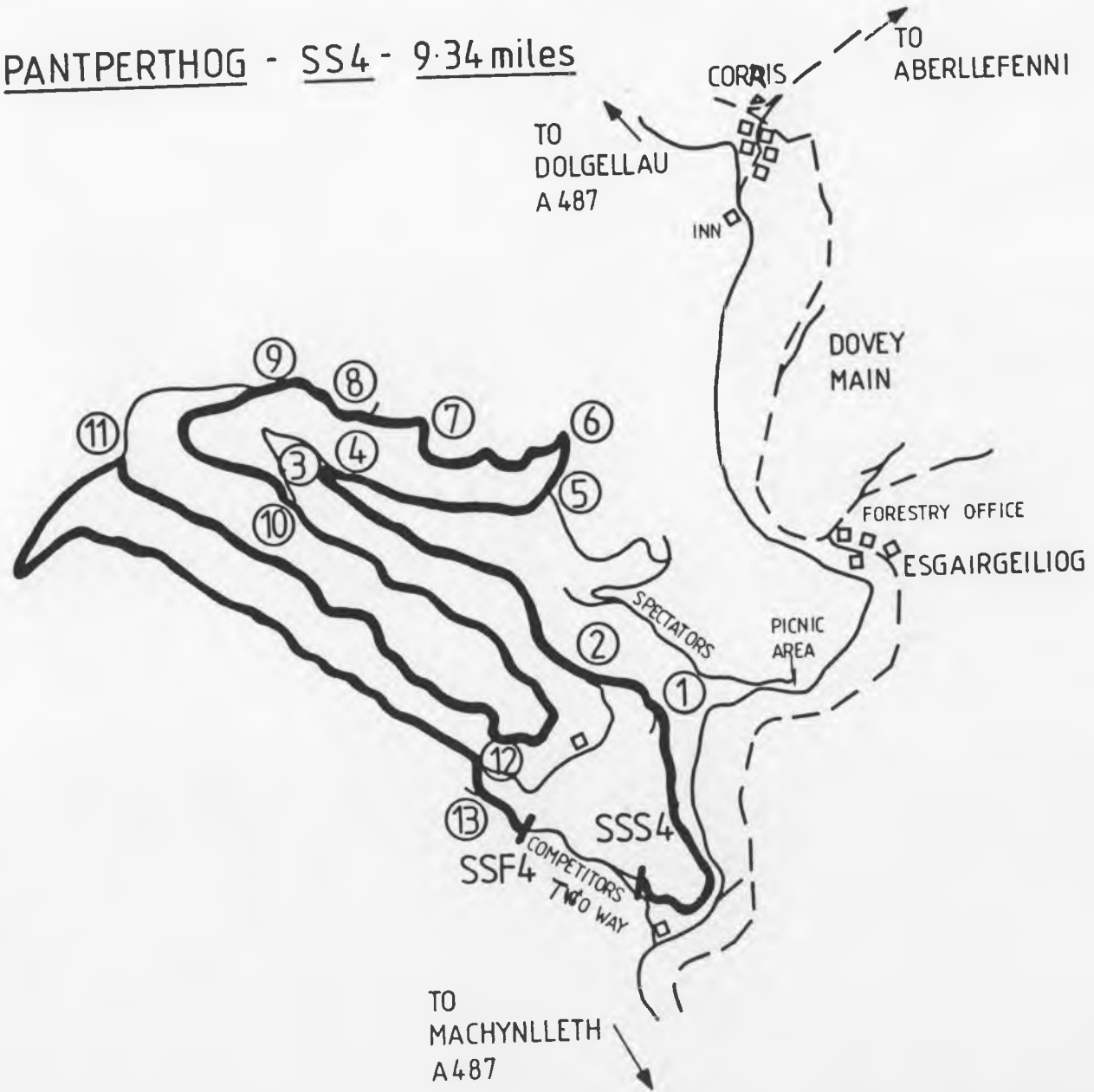




SERVICE A

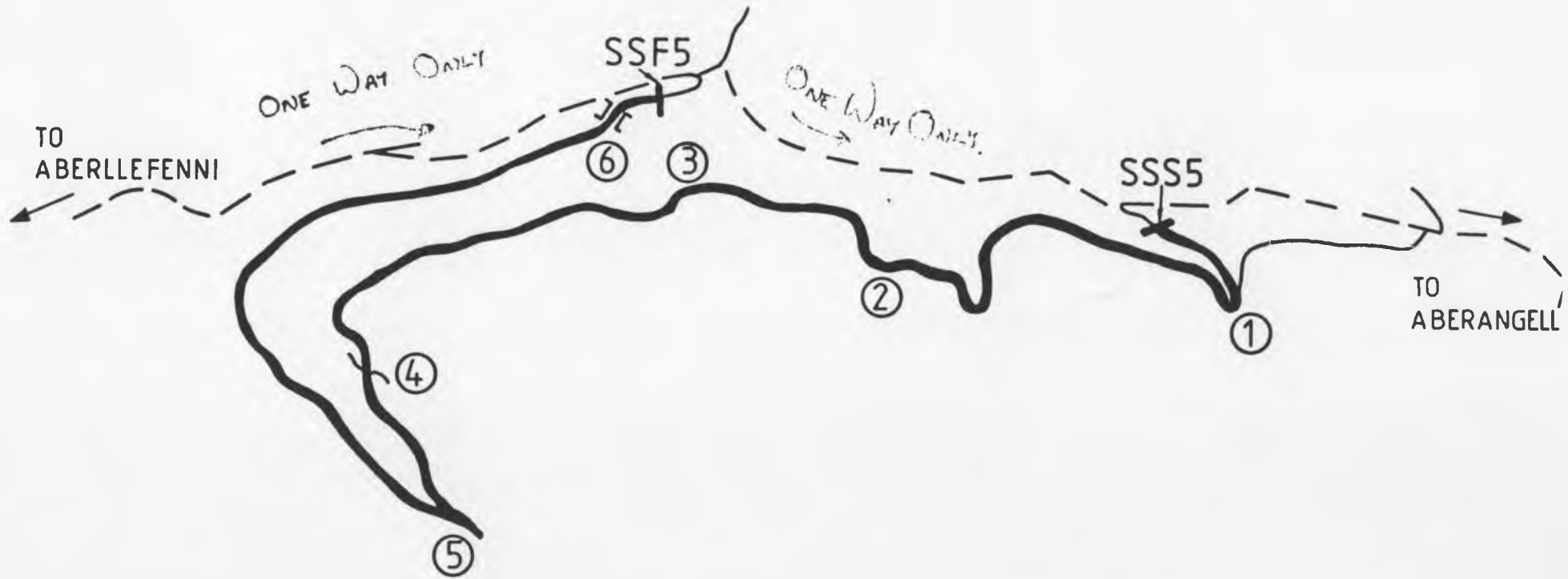
SERVICE AREA - MACHYNLLETH

PANTPERTHOG - SS4 - 9.34 miles



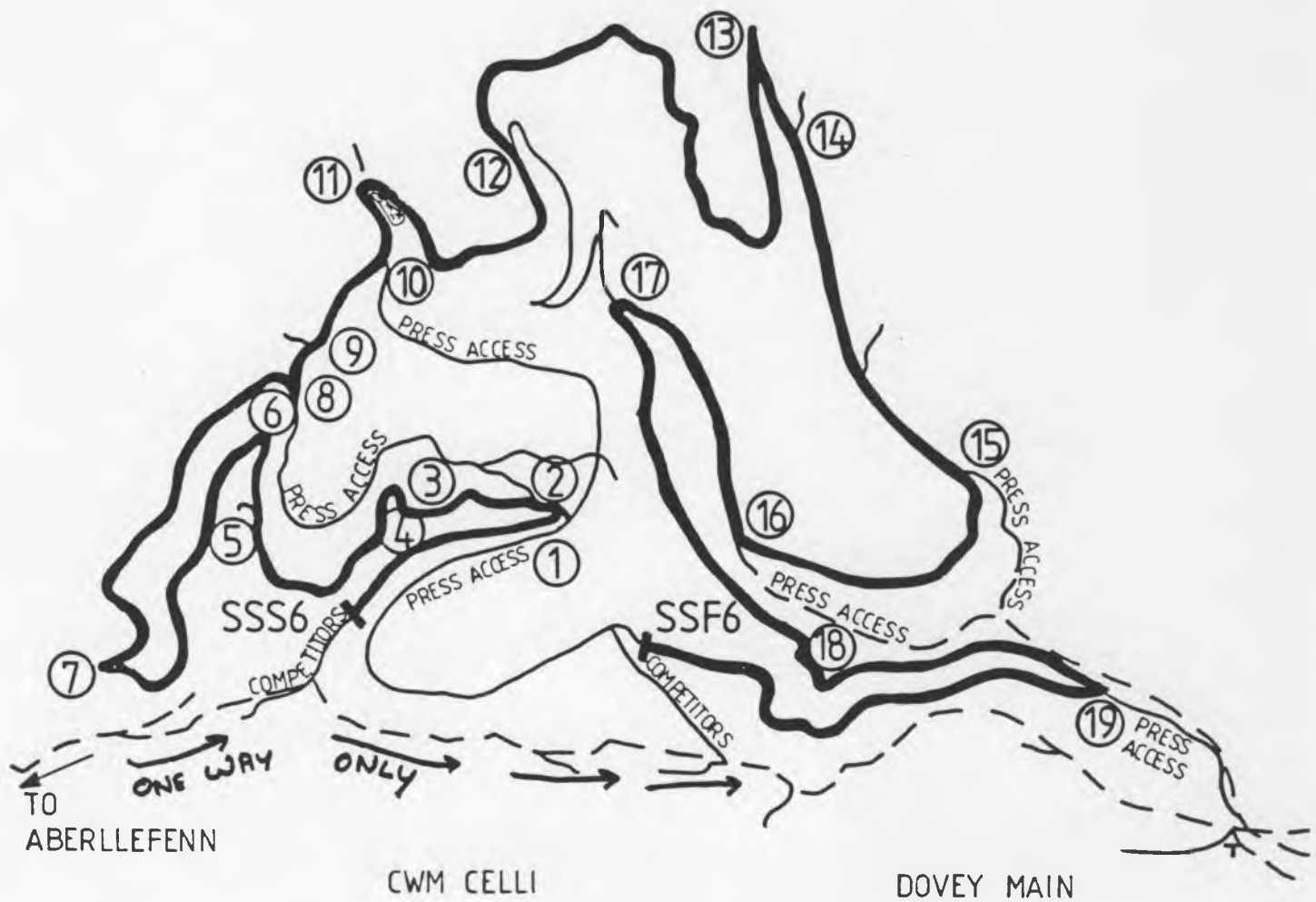


CWM CELLI - SS5 - 3.33 miles





GARTHEINIOG - SS6 - 14.02 miles





TO  
BALA

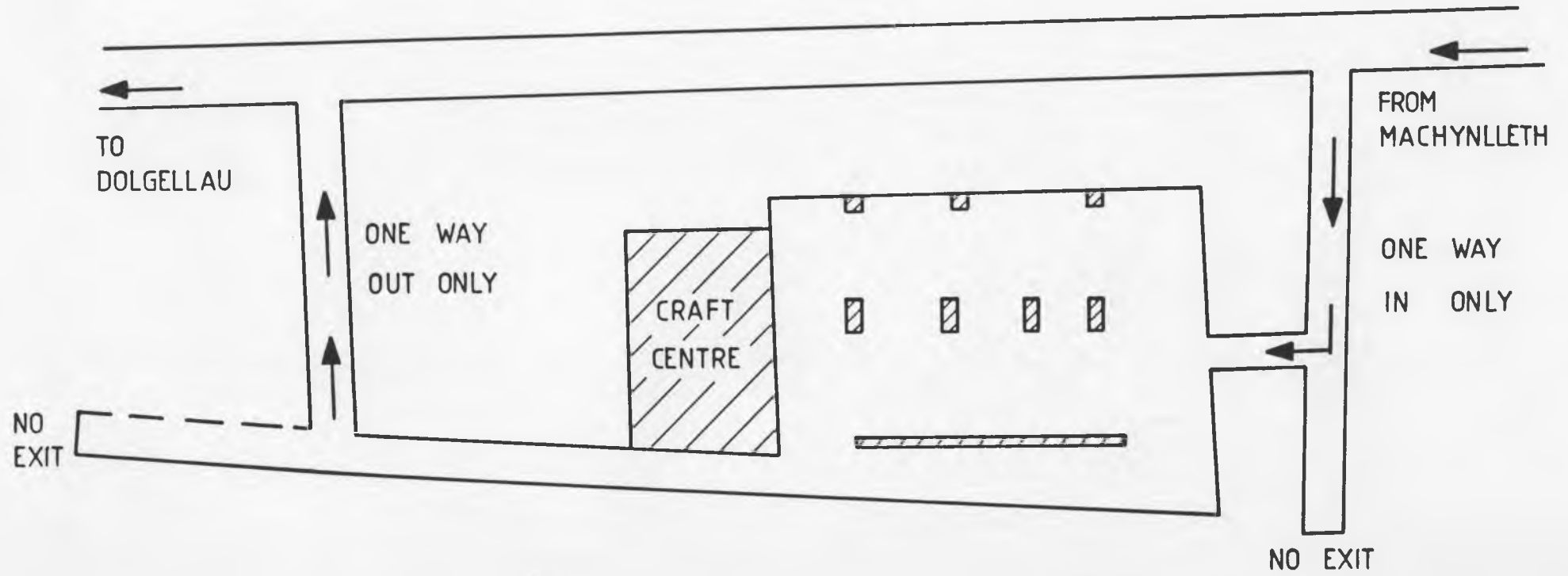
PENLLYN - SS8 - 9.65 miles





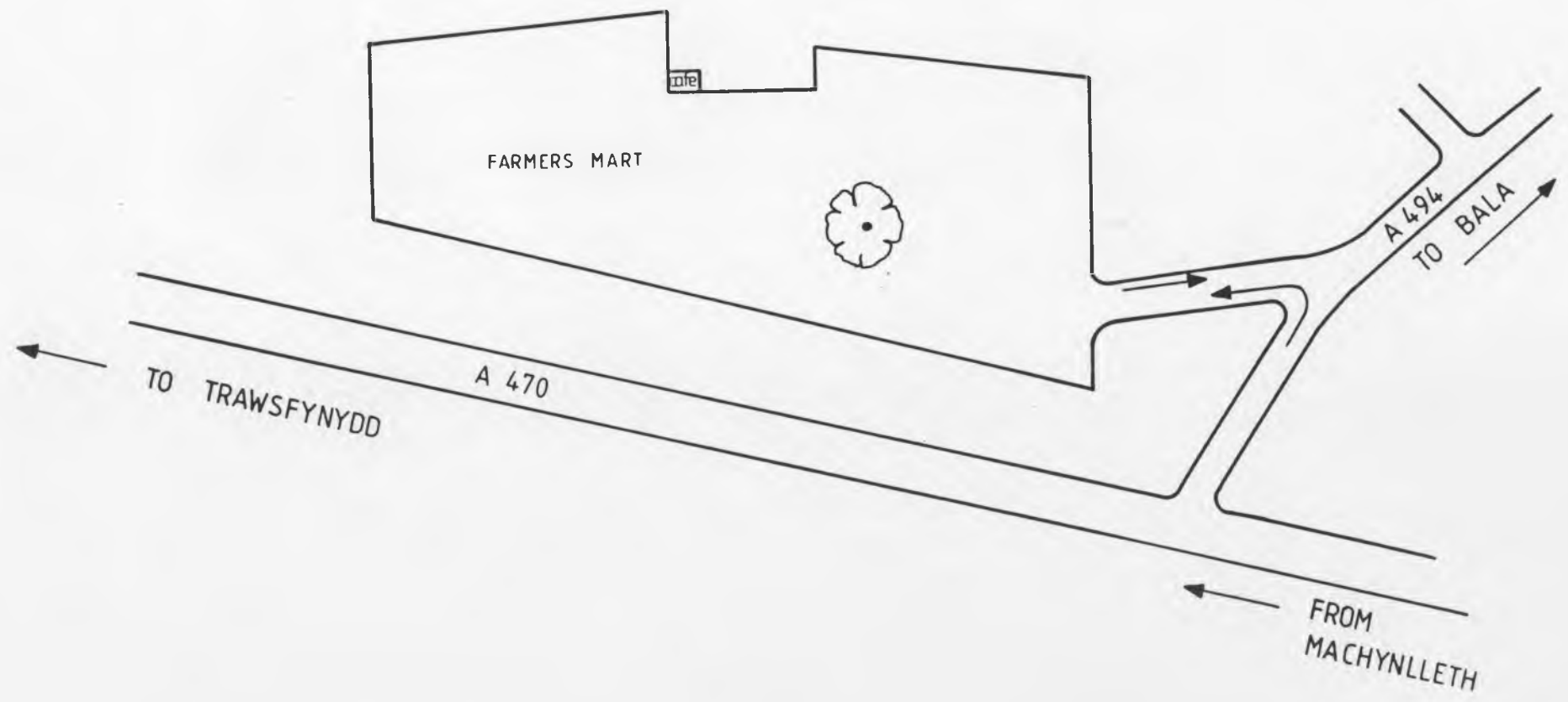
SERVICE B

SERVICE AREA - CORRIS CRAFT CENTRE

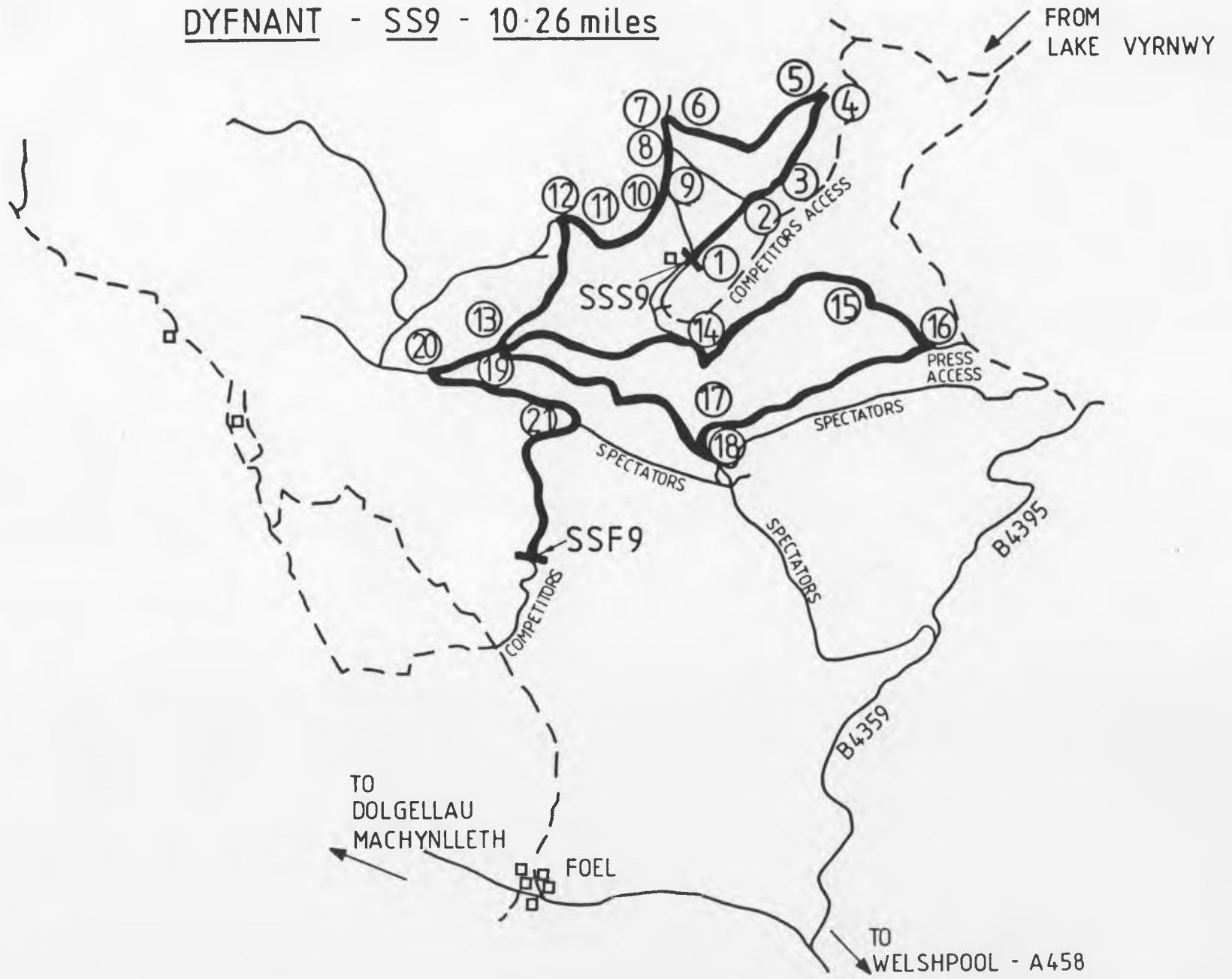


SERVICE C

SERVICE AREA - DOLGELLAU

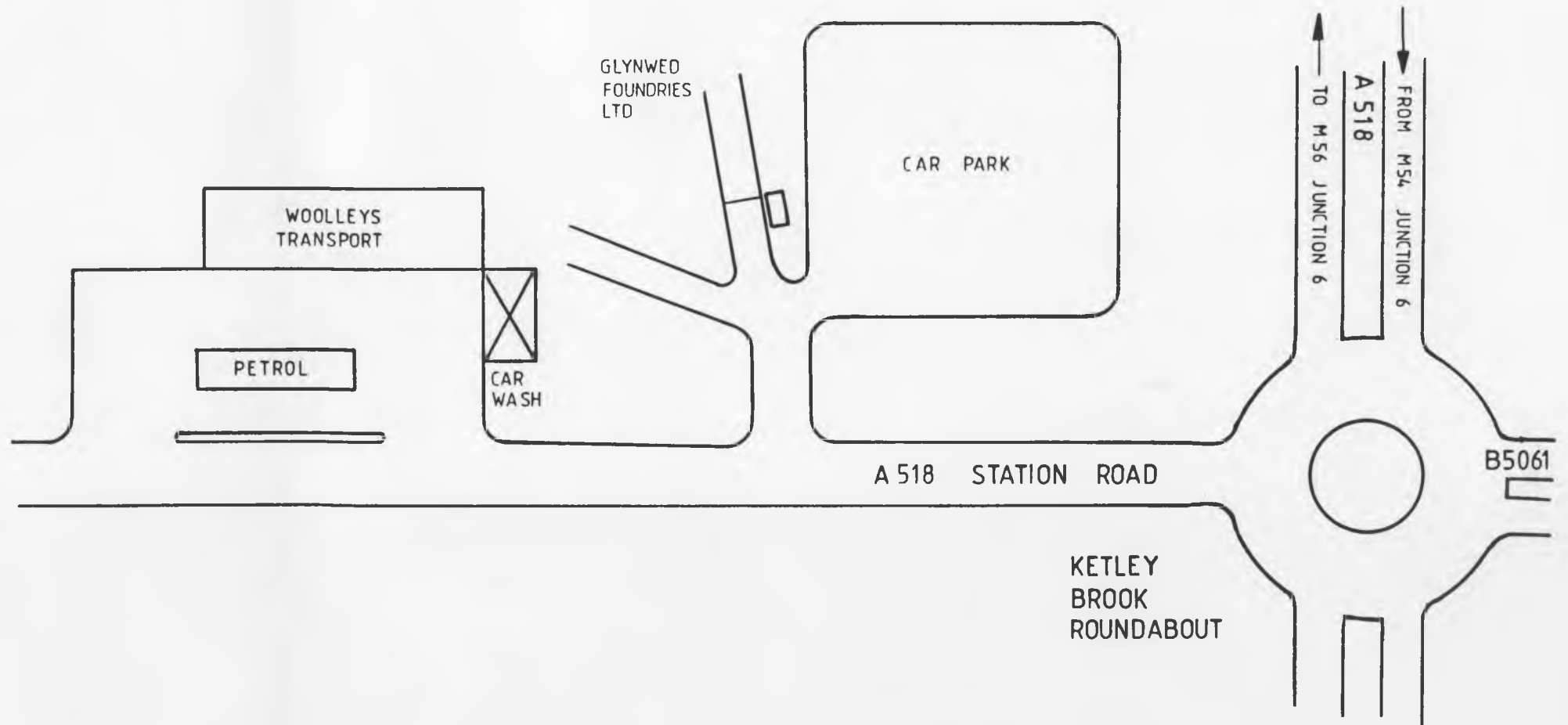


DYFNANT - SS9 - 10.26 miles



SERVICE D

SERVICE AREA - WELLINGTON



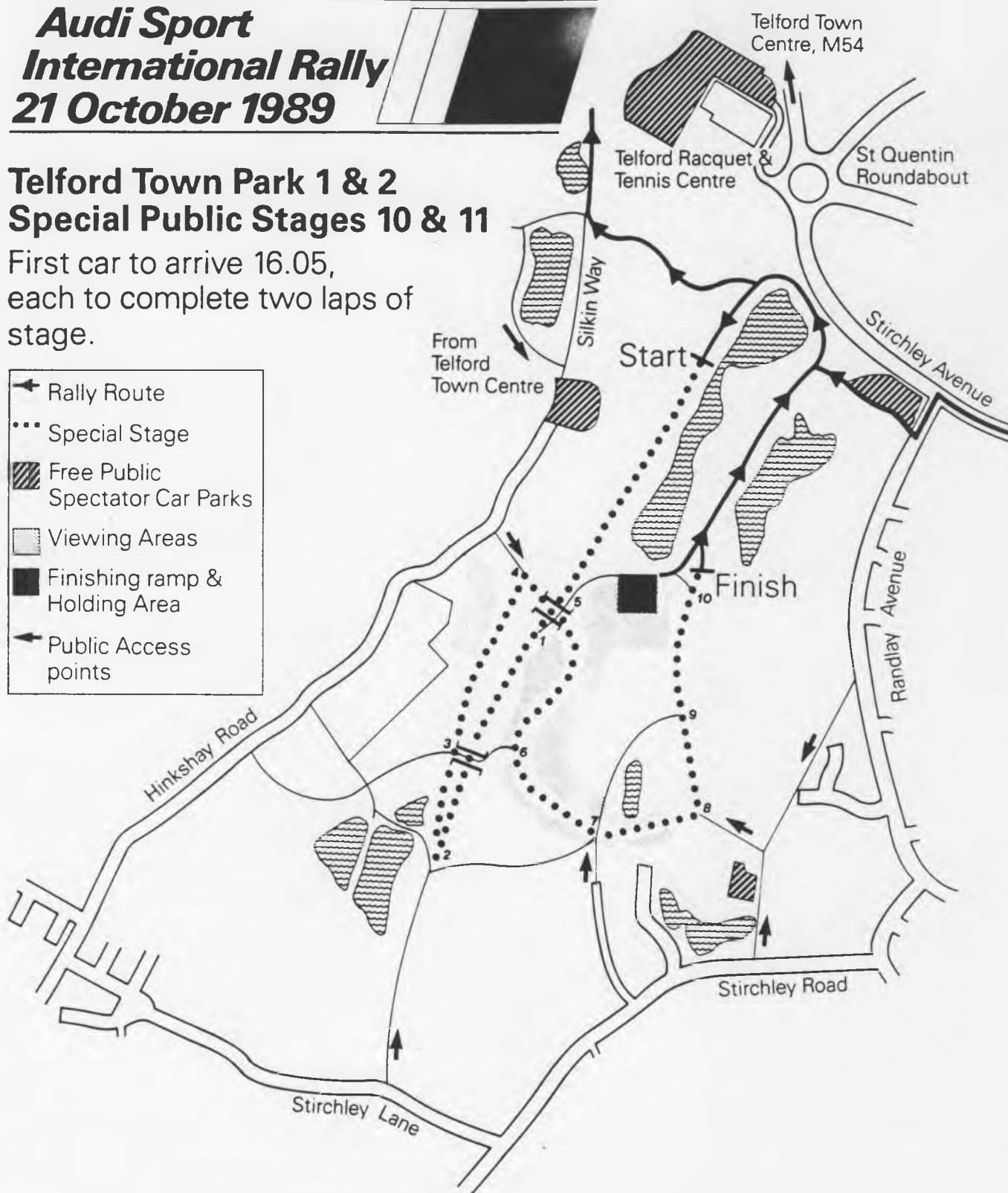
# **Audi Sport International Rally 21 October 1989**



## **Telford Town Park 1 & 2 Special Public Stages 10 & 11**

First car to arrive 16.05,  
each to complete two laps of  
stage.

- ← Rally Route
- ... Special Stage
- ▨ Free Public Spectator Car Parks
- Viewing Areas
- Finishing ramp & Holding Area
- ↖ Public Access points



## WORLD CLASS ENTRY FOR AUDI SPORT INTERNATIONAL RALLY

The 1989 Audi Sport International Rally, which is based in Telford and starts in Welshpool on Saturday 21 October, has attracted a world class entry, with drivers coming from as far afield as Peru, Japan, the Middle East and Finland to compete in the finale of the Shell Oils Open Rally Championship.

"Last year's Audi Sport Rally attracted a better entry than four World Rally Championship events," says John Trevethick, Clerk of the Course, "and I can bet that there are a few World Championship rallies this year that would be extremely envious of our entry on this year's event!"

Leading the field away from Welshpool's High Street - closed especially for the Audi Sport International Rally - will be Finnish rally ace Timo Salonen in the four-wheel drive, turbocharged Mazda 323. Hot on his heels will be Malcolm Wilson, who will be demonstrating why he is one of the UK's leading rally drivers and how he came third in the World Championship Rally of New Zealand this year.

Running at number three in his Toyota Celica GT-Four, Welshman David Llewellyn will be rallying in his own 'backyard' as he attempts to win his first Shell Oils Open Rally Championship title. Main opposition for the series is last year's Audi Sport Rally winner, Russell Brookes, who will kick-off the rally in ninth position.

### 1989 Italian champion heads for the Audi Sport

Recently crowned - for the third year running - as Group N Italian Rally Champion, Franco Cunico will be getting his first taste of unseen, gravel forest rallying in Wales when he competes with his Group A Ford Sierra Cosworth on the Audi Sport International Rally.

Another driver who will find the Welsh scenery rather different from what he is used to, will be Saeed Al Hajri, the Middle East's leading rally driver, who has collected the Middle East Rally Championship title no less than three times. He will be competing in the Audi Sport International Rally in a David Sutton Motorsport prepared and run Group A Ford Sierra Cosworth.

### Seven-times Japanese champion competes on the Audi Sport

But the record for traveling the longest distance to compete in the Audi Sport International Rally goes to Shin'ya Yamauchi, who has brought his Mitsubishi Galant VR4 all the way from Hamamatsu-City in Japan, from where he has won the All Japan Rally Champion Series no less than seven times.

.../more

Now a UK resident, Ramon Ferreyros came to the UK from his home country of Peru to further his rallying career, a move whose success may be measured by the fact that he is running at number eight - ahead of such regular British rally aces as Russell Brookes and Mark Lovell - and by his Group N class wins on the 1987 Cork International and the 1988 Ypres 24 hrs.

But it's not all foreign drivers in the top ten on the Audi Sport International Rally. The UK's leading young rally driver, 20 year old Colin McRae, will be fielding his Sierra Cosworth in sixth position.

After just two years behind the wheel of a rally car, Colin took the Scottish Rally Championship and is now firmly set on a rally career that could eclipse even that of his father, Jimmy McRae.

Mark Lovell, who dominated the last round of the Shell Oils Open Rally Championship in such convincing style, fills tenth place, and he will be out to prove that he is as good on gravel as he is on tarmac.

#### Flying Finns on the Audi Sport

The flying Finnish brigade on the Audi Sport International Rally, led by Timo Salonen, includes recently crowned Group N Shell Oils Open Rally Champion, Pentti Airikkala in his Mitsubishi Galant VR4, and Mika Sohlberg, in a Lancia Delta Integrale. Meanwhile, neighbouring Sweden supplies Haken Eriksson, who, along with his brother Kenneth, are the latest rally drivers of supreme ability to be exported from the Scandinavian countries.

Leading UK lady driver is Louise Aitken-Walker, who will be contesting the Audi Sport in her Vauxhall Astra GTE 16V, a car she has also been driving in the Touring Car Championship.

Despite his spectacular exit from the recent Autoglass Tour, newly crowned National Rally Champion, Graham Middleton, will contest the Audi Sport International Rally, swapping his championship-winning Group N Toyota Celica GT-Four for the Group A car campaigned so successfully by Open Championship contender, David Llewellyn.

"With such a mixture of abilities, skills and cars," says John Trevethick, "this year's Audi Sport International has all the makings of a truly classic event."

(ends)

## 1989 AUDI SPORT INTERNATIONAL RALLY ENTRY LIST

<u>Driver's name</u>	<u>Co-driver's name</u>	<u>Entrant /Sponsor</u>	<u>Home</u>	<u>Car</u>	<u>CC</u>	<u>Class</u>	<u>Award</u> <u>Key</u>
001	Timo Salonen	Voito Silander	Mazda Rally Team Europe	Finland	Mazda 323 Turbo 4WD	1600	A8
002	Malcolm Wilson	Ian Grindrod	Vauxhall Dealer Sport	Cockermouth	Vauxhall Astra GTE 16V	1998	A7 1 2
003	David Llewellyn	Phil Short	Team Toyota GB	Haverfordwest	Toyota Celica GT Four	1998	A8 1 2
004	Franco Cunico	Max Sghedoni	Q8 Team Ford	Italy	Ford Sierra Cosworth	1993	A8 -
005	Pentti Airikkala	Ronan McNamee	Safety Devices Motorsport Engineering	Henley on Thames	Mitsubishi Galant VR4	1998	N4 1 2
006	Colin McRae	Derek Ringer	Shell Gemini	Scotland	Ford Sierra Cosworth	1993	A8 1 2
007	Hakan Eriksson	Johnny Johansson	Peugeot Talbot Sport	Sweden	Peugeot 309 GTI	1927	A7 1 2
008	Ramon Ferreyros	Andy Moss	PIAA (UK) Ltd	Peru	Lancia Delta Integrale	2000	N4 -
009	Russell Brookes	Neil Wilson	Andrews Sykes Ford Champions Team	Worcester	Ford Sierra Cosworth	1993	A8 1 2
010	Mark Lovell	Ronan Morgan	Andrews Sykes Ford Champions Team	Axbridge	Ford Sierra Cosworth	1993	A8 1 2
011	Saad Al Hajri	Steve Bond	Rothmans Ford	Qatar	Ford Sierra Cosworth	1993	A8 -
012	Gwyndaf Evans	Howard Davies	Brooklyn Motorsport	Machynlleth	Ford Sierra Cosworth	1993	A8 1 2
013	Louise Aitken Walker	Ellen Morgan	Vauxhall Dealer Sport	Berwickshire	Vauxhall Astra GTE 16V	1998	A7 1 2 5
014	Dave Metcalfe	Nicky Grist	Vauxhall Dealer Sport	Kendal	Vauxhall Nova GTE	1598	A6 1 2
015	Shin'ya Yamauchi	John Meadows		Japan	Mitsubishi Galant VR4	1997	A8 2
016	Andrew Wood	Dougie Paterson	Castrol Syntron X Wagon Finance	Melrose	Audi 90 Quattro	2309	A8 1 2
017	Graham Middleton	Paul Watkins	Team Toyota GB	Ludlow	Toyota Celica GT Four	1998	A8 1 2
018	Steve Hill	Brian Goff		Oxford	Ford Sierra Cosworth	1994	N4 1 2
019	Chris Birbeck	Mike Kidd	Peugeot Talbot Sport	Cleveland	Peugeot 205 GTI	1927	A7 1 2
020	Simon Davison	TBA	Peugeot Talbot Sport	Maidenhead	Peugeot 205 GTI	1927	A7 1 2
021	Mika Sohlberg	TBA	Blue Rose Team	Finland	Lancia Delta Integrale	2000	N4 -
022	Ian Robertson	Ron Hill	Grays of Guildford Shell Oils/Dunlop	Farnham	Ford Sierra Cosworth	1994	A7 1
023	Vince Metton	Chris Allen	Castles Dover Street Leicester Audi Dealers	Sheepy Magna	Audi Coupe Quattro	2226	A8 1 2

### Award eligibility key

(1) Shell Oils Open Rally Championship Driver; (2) Shell Oils Open Rally Championship; (3) Wrekin District Council Mixed Crew Award; (4) Wolverhampton & South Staffs Car Club Award; (5) Lady Driver Award; (6) The IRDC Newcomer Award; (7) The Skoda Trophy Awards; (8) The Peugeot GTI Rally Challenge; (9) The Volkswagen Motorsport Bonus Programme.



## 1989 AUDI SPORT INTERNATIONAL RALLY ENTRY LIST/2

<u>Driver's name</u>	<u>Co-driver's name</u>	<u>Entrant/Sponsor</u>	<u>Home</u>	<u>Car</u>	<u>CC</u>	<u>Class</u>	<u>Award</u> <u>Key</u>	
024	Chris Lord	Ron Varley	Leeds	Ford Sierra Cosworth	2000	N4	-	
025	Pat Doran	Steve Turvey	Weston Super Mare MC Ltd	Ford Sierra	1998	A8	1 2	
026	Sean Lockyear	TBA	W Jones & Son Builders Merchant	West Sussex Volkswagen Golf GTI 16V	1781	A7	1	
027	Terry Kaby	Kevin Gormley	Team Daihatsu	Towcester	Daihatsu Charade GTI	993	N3	1
028	David Humphreys	Andrew Morris	Furrows of Telford	Newtown	Ford Sierra Cosworth	1992	A8	-
029	Brian Wiggins	Tony Shepherd	Spring Grove Services Vauxhall Dealer Sport	Clacton on Sea	Vauxhall Astra GTE	2000	N3	1 2
030	Ian Donaldson	Richard Taylor	Basingstoke	BMW 325i X	2494	N4	-	
031	Brian Bell	Philip Mills	Skegness	Lancia Delta Integrale	2000	N4	-	
032	Robbie Kead	Robert Reid	Carlisle	Vauxhall Nova Sport	1297	A5	1 2	
033	Stuart Coupe	Chris Wood	Preston	Lancia Delta Integrale	2000	N4	1 2	
034	Ceirion Hughes	TBA	Bala	Vauxhall Nova Sport	1297	A5	1	
035	James Sutherland	Adrian Woodhouse	Chesterfield	Vauxhall Astra	1998	N3	-	
036	Philip Shaw	Geoff Maybank	Halifax	Mazda 323 Turbo 4MD	1597	N4	1 2	
037	David Franks	David Manchester	Buckinghamshire	Ford Sierra	1988	A7	-	
038	Matthew Clark	TBA	Midland Tyre & Rally Specialists Ltd	Leicester	Peugeot 205 GTI	1580	A6	-
039	Mike Williams	Nicholas Beech	Milestone MC	Wrexham	Vauxhall Nova Sport	1300	A5	1
040	Steve Easton	Hugh Edwards	Mapmasters Forest Maps	Blackburn	Vauxhall Nova	1297	A5	-
041	Mike Rimmer	Mike Armistead	Rampage Extrovert Hospitality	Borehamwood	Mazda 323 Turbo 4MD	1600	N4	1 2
042	Steve Britton	Steve Perez	Sheffield	Vauxhall Astra	1998	N3	-	
043	Donald Bailey	TBA	Isle of Man	Ford Sierra Cosworth	1998	N4	1	
044	Ian Calvin	Uel Calvin	County Antrim	Toyota Corolla GT	1597	N2	1	
045	Paul Frankland	Keith Chipchase	Yorkshire	Peugeot 205 GTI	1900	N3	8	
046	Theo Bengry	Leslie Forsbrook	Leominster Car Auctions Ltd	Herefordshire	Peugeot 205 GTI	1900	N3	1 8
047	Alister McRae	David Senior	Lanark	Vauxhall Nova Sport	1300	A5	2	
048	Peter Stephenson	TBA	Able Motorsport Ltd	Cleveland	Toyota Celica GT Four	1998	N4	1

### Award eligibility key

(1) Shell Oils Open Rally Championship Drivers; (2) Shell Oils Open Rally Championship; (3) Wrekin District Council Mixed Crew Award; (4) Wolverhampton & South Staffs Car Club Award; (5) Lady Driver Award; (6) The IRDC Newcomer Award; (7) The Skoda Trophy Awards; (8) The Peugeot GTI Rally Challenge; (9) The Volkswagen Motorsport Bonus Programme.

## 1989 AUDI SPORT INTERNATIONAL RALLY ENTRY LIST/3

<u>Driver's name</u>	<u>Co-driver's name</u>	<u>Entrant/Sponsor</u>	<u>Home</u>	<u>Car</u>	<u>CC</u>	<u>Class</u>	<u>Award</u> <u>Key</u>
049	Georges Simons	Jean Marc Fortin	Belgian VW Club	Belgium	Volkswagen Golf GTI 16V	1900	N3 -
050	Kim Kirk	Polly	Vauxhall Dealer Sport	Exeter	Vauxhall Nova GTE	1598	N2 6
051	Richard Roberts	Michael Mitchell		Gloucester	Vauxhall Nova GTE	1600	N2 -
052	Dave Harris	Barrington La Roche	Data-X Ltd	Weston Super Mare	Toyota Corolla GT	1600	N2 6
053	Mark Magstaff	Chris Stables	Kirkby Lonsdale Motor Club	Settle	Peugeot 309 GTI	1900	N3 8
054	Steven Bennett	Malcolm Mootton		Ross on Mye	Peugeot 309 GTI	1993	N3 1 2 8
055	Owain Pugh	Graham Evans		Llwyngrill	Peugeot 309 GTI	1900	N3 1 8
056	Kevin Furber	Brian Hardie		Burnley	Peugeot 309 GTI	1900	N3 8
057	Terry Hayward	Gill Cotton	Eaton	Bedford	Ford Capri 2.8i	2798	A8 1 2 3
058	David Evans	David Smith	Smith Wheels	Lichfield	Toyota Corolla	1587	N2 1 2
059	John Bowlt	Bob Hastings	Shades International Ltd	Buckinghamshire	Mazda 323 Turbo 4WD	1598	N4 -
060	Simon Thomas	David Moreton		Devon	Peugeot 309 GTI	1905	N3 8
061	Stephen Egglestone	Allan Cathers	RE Performance Centre Carlisle Wheel & Tyre	Penrith	Peugeot 309 GTI	1905	N3 6 8
062	Peter Woodhead	Paul Woodhead		Burton on Trent	Toyota Corolla	1600	A6 1
063	Christopher Rees	Malcolm Heymer		Chelmsford	Mazda 323 Turbo 4WD	1598	N4 -
064	Ian Evans	Andy Stanworth	Springhill Motor Sport Club	Hereford	Peugeot 205 GTI	1900	N3 8
065	Raymond Jude	Michael Glew	CSMA/Ripon MC	Tadcaster	Peugeot 205 GTI	1905	N3 8
066	Clive Wheeler	Ken Bartram	Skip Brown Cars	Crawley	Peugeot 205 GTI	1900	N3 1 2 8
067	Ian Drummond	Rick Blackburn		Northampton	Peugeot 309 GTI	1905	N3 8
068	David Beaumont	Nick Midgley		Halifax	Mazda 323 Turbo 4WD	1597	N4 1 2
069	Andrew Sharam	Adrian Jefferies	Gloplas Performance Profile	Ledbury	Toyota Corolla	1600	A6 6
070	Martin Madge	Philip Curtis	Syscom Data Services	Oxford	Toyota Corolla	1600	N2 -
071	Phil Michaelides	Ralph Ahern		London	Ford Sierra Cosworth	1998	N4 -
072	Kevin Williams	Alan Jones	Knighton Motor Club	Leominster	Ford Capri 2.8i	2797	A8 -
073	David Pemberton	Richard Hudson	Knowltdale Car Club	Lancashire	Vauxhall Nova Sport	1297	A5 1 2
074	Julian Reynolds	Andy Morgan		Dyfed	Peugeot 309 GTI	1900	N3 6 8
075	Ricky Evans	Martin White		Tamworth	Peugeot 205 GTI	1900	N3 8

### Award eligibility key

(1) Shell Oils Open Rally Championship Drivers; (2) Shell Oils Open Rally Championship; (3) Wrekin District Council Mixed Crew Awards; (4) Wolverhampton & South Staffs Car Club Awards; (5) Lady Driver Award; (6) The IRDC Newcomer Award; (7) The Skoda Trophy Awards; (8) The Peugeot GTI Rally Challenge; (9) The Volkswagen Motorsport Bonus Programme.

## 1989 AUDI SPORT INTERNATIONAL RALLY ENTRY LIST/4

<u>Driver's name</u>	<u>Co-driver's name</u>	<u>Entrant/Sponsor</u>	<u>Home</u>	<u>Car</u>	<u>CC</u>	<u>Class</u>	<u>Award</u> <u>Key</u>
076	Nicholas Webster	Richard Maries	Oxford	Vauxhall Nova GTE	1598	N2	-
077	Alasdair Smith	Andrew Pemberton	Perthshire	Volkswagen Golf GTI	1791	A7	-
078	Jon Costage	Rob Jones	North Wales Car Club Ltd	Peugeot 205 GTI	1598	N2	8
079	Christopher Balchin	Alan Utting	Horsham	Peugeot 205 GTI	1580	N2	8
080	Paul Rogerson	Steve Stowell	Skip Brown Cars	Peugeot 205 GTI	1580	N2	1 2 8
081	Mark Madman	Rich Minter	Devizes	Peugeot 205 GTI	1600	N2	8
082	Stewart Somerville	Roy Perrin	Micro Computer Mart Magazine	Toyota Corolla	1600	N2	-
083	Harry Cathcart	Kenneth Meir	Northern Ireland	Suzuki Swift GTI	1300	N1	1 2
084	Trevor Harris	Ian Brown	Datacopy Copier Paper Cooles of Fakenham	Volkswagen Golf GTI 16V	1781	N3	1 2 9
085	Julie Murray	Ron Roughend	MM Oil (GB) Ltd	Peugeot 205 GTI	1905	A7	1 2 3 5
086	Peter Firkin	John Roberts	Bristol Street Motors B'ham Coldfield	Ford Sierra Cosworth	1993	N4	-
087	Lance Gilmore	TBA	Worfield Garage Bridgnorth Vauxhall Open Dealer	Vauxhall Nova SR	1297	N1	-
088	Andrew Tordoff	Andrew Misedale	Huddersfield	Peugeot 205 GTI	1580	N2	8
089	Paul Armstrong	Jerry Lucas	Wallesey Motor Club Ltd	Volkswagen Golf GTI 16V	1800	N3	1 9
090	Charles Knifton	Tony Smith	Derbyshire	Peugeot 205 GTI	1580	N2	8
091	Barbara Armstrong	John Richardson	Scotland	Peugeot 309 GTI	1905	N3	3 5 8
092	John Wood	Jeremy Griffiths	Neiman Security Products Klaxon English Estates	Peugeot 309 GTI	1904	N3	8
093	Lionel Firm	Reg Smith	PRC Group Pontefract	Peugeot 205 GTI	1600	N2	8
094	Timothy Dray	Susanne Dixon	Humberside	Peugeot 205 GTI	1580	N2	3 8
095	Graham Stephens	Simon Staddon	Charters of Aldershot	Peugeot 205 GTI	1580	N2	8
096	Douglas Gardiner	Charles Harrison	Derby	Vauxhall Nova SR	1293	N1	1 2
097	Michael Guest	Stephen Bolland	Huddersfield	Vauxhall Nova SR	1300	N1	-
098	Stuart Harington	Lesley Nickson	061 Motor Club	Peugeot Rally 205	1294	N1	3

### Award eligibility key

(1) Shell Oils Open Rally Championship Drivers; (2) Shell Oils Open Rally Championship; (3) Wrekin District Council Mixed Crew Award; (4) Wolverhampton & South Staffs Car Club Award; (5) Lady Driver Award; (6) The IRDC Newcomer Award; (7) The Skoda Trophy Awards; (8) The Peugeot GTI Rally Challenge; (9) The Volkswagen Motorsport Bonus Programme.

## 1989 AUDI SPORT INTERNATIONAL RALLY ENTRY LIST/5

<u>Driver's name</u>	<u>Co-driver's name</u>	<u>Entrant/Sponsor</u>	<u>Home</u>	<u>Car</u>	<u>CC</u>	<u>Class</u>	<u>Award</u> <u>Key</u>
099	Simon Harris	Paul Loveridge	Ross & District Motor Club	Ross on Mye	Peugeot 205 GTI	1580	N2 6 8
100	Andrew Nevitt	Richard Wheeler	Sixty & Worcestershire MC	Worcester	Peugeot 205 GTI	1580	N2 8
101	Graham Newby	Stephen White	Barnack Motor Co Dorset Skoda Dealer	Dorset	Skoda 130L	1290	A5 7
102	Bill Douglas	Alan Bland	Car-Nation Skoda Centre Northampton	Northampton	Skoda 130L	1290	A5 7
103	Steve Wedgbury	Nick Petrusic	Faintree Garage Nat West Bank MC	Bridgnorth	Skoda 130L	1294	A5 4 7
104	Richard Platt	Ian Young	Withams for Skoda Nat West Bank MC	Surrey	Skoda 130L	1290	A5 7
105	Martin Newson	Roy Vincent	Cranes (Norwich) Ltd for Skoda	Suffolk	Skoda 130L	1297	A5 7
106	David Oldridge	Leslie Allfrey	Rallyrite	Leamington Spa	Skoda 130L	1289	A5 7
107	Roy Gravestock	Stanley Graham	Javalin Computer Services of Chelmsford	Essex	Vauxhall Nova SR	1297	N1 -
108	Les Randall	Richard Youds		Gloucester	Skoda 130L	1289	A5 7
109	Bob Smith	Phil Gooch		Essex	Vauxhall Astra	1297	A5 -
110	Nina Sutcliffe	Janet Sherwood	Hartnell	Oldham	Suzuki Swift GTI	1298	N1 5
111	Tim Beall	Duncan Beall		Horncastle	Skoda 130L	1298	A5 7
112	Stuart Hodkin	Neil Wooliscroft	Noras Woolshops Fourways Garage	Doncaster	Skoda 130L	1297	A5 7
113	Les Andrew	Nick Middleton	Visual Information Systems	Knaresborough	Skoda 130L	1289	A5 7
114	Nigel Beaumont	Keith Beaumont		Salisbury	Skoda 130L	1289	A5 1 2
115	Michael Sadler Brookes	Eileen Burton		Knutsford	Skoda 130L	1290	A5 3 7
116	Stephen Eyre	David Rogers		Oxfordshire	Skoda 130L	1289	A5 7
117	Jimmy McRae	Rob Arthur	Shell Gemini	Lanark	Ford Sierra Cosworth	1993	A8 1 2
118	Paul Dyas	Stuart Derry	Castrol Syntron X	Litchefield	Ford Sierra Cosworth	1993	A8 4
119	Ewan Brewis	Campbell Roy		Kelso	Mazda 323 Turbo 4WD	1598	N4

### Award eligibility key

(1) Shell Oils Open Rally Championship Drivers; (2) Shell Oils Open Rally Championship; (3) Wrekin District Council Mixed Crew Award; (4) Wolverhampton & South Staffs Car Club Award; (5) Lady Driver Award; (6) The IRDC Newcomer Award; (7) The Skoda Trophy Awards; (8) The Peugeot GTI Rally Challenge; (9) The Volkswagen Motorsport Bonus Programme.

## 1989 AUDI SPORT INTERNATIONAL RALLY ENTRY LIST/6

<u>Driver's name</u>	<u>Co-driver's name</u>	<u>Entrant/Sponsor</u>	<u>Home</u>	<u>Car</u>	<u>CC</u>	<u>Class</u>	<u>Award</u>	<u>Key</u>
120 David Crockett	Iain Johnston		Ballymena	Vauxhall Nova SR	1300	N1	1 2	
121 Tony Clements	Cyril Dack		Brentwood	Peugeot 309 GTI	1905	N3	8	
122 Peter Horscroft	Peter Tomlin	Wickford Auto Club	Brentwood	Vauxhall Nova SR	1297	N1	6	
123 Steve Green	Russell Edan		Leicester	Vauxhall Nova GTE	1600	N2		
124 John McCullagh	Reginald Smith	Marske Machine Company	Redcar	Vauxhall Astra	1998	N3		
125 Ricard Wood	Ned Edwards	Maxteds Race and Rally Hire	Oldham	Toyota Corolla GT	1987	N2		
126 Miles Chamberlin	Andrew Allen	Dorridge Auto Limited	Solihull	Citroen AX Sport	1298	N1	1	
127 Chris Arnold	John Ambler		Bewdley	Vauxhall Astra	2000	N3	4	

### Award eligibility key

(1) Shell Oils Open Rally Championship Driver; (2) Shell Oils Open Rally Championship; (3) Wrekin District Council Mixed Crew Award; (4) Wolverhampton & South Staffs Car Club Award; (5) Lady Driver Award; (6) The IRDC Newcomer Award; (7) The Skoda Trophy Awards; (8) The Peugeot GTI Rally Challenge; (9) The Volkswagen Motorsport Bonus Programme.

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**PREVIOUS WINNERS OF THE AUDI SPORT RALLY**

	<u>Driver</u>	<u>Co-driver</u>	
1957	John Trevethick		Derek Hill
1958	Tony Fisher		Jim Thomas
1959	Bill Bengry		Peter Roberts
1960	Tom Gold		Stuart Turner
1961	Brian Harper		Ron Crellin
1962	Pat Moss		David Stone
1963	Tony Fisher		Brian Melia
1964	Reg McBride		Don Barrow
1965	David Frizwell		Richard Binns
1966	Malcolm Gibbs		Randall Morgan
1967	Tony Chappell		Hywell Thomas
1968	Colin Malkin		John Brown
1969	John Bloxham		Richard Harper
1970	Not held		
1971	Not held		
1972	Pat Ryan		Mike Nicholson
1973	Not held		
1974	Tony Drummond		Dave Richards
1975	Tony Fowkes		Brian Harris
1976	Russell Brookes		John Brown
1977	Pentti Airikkala		John Gittins
1978	Pentti Airikkala		Mike Nicholson
1979	Ari Vatanan		Dave Richards
1980	Jimmy McRae		Mike Nicholson
1981	Henri Toivonen		Fred Gallagher
1982	Markku Alen		Ilkka Kivimaki
1983	Michele Mouton		Sue Baker
1984	Malcolm Wilson		Nigel Harris
1985	Tony Pond		Rob Arthur
1986	Stig Blomqvist		Bruno Berglund
1987	David Gillanders		Ken Rees
1988	Russell Brookes		Neil Wilson

**TOP TEN FROM THE 1988 AUDI SPORT RALLY**

	<u>Driver</u>	<u>Co-driver</u>	<u>Car</u>
1.	Russell Brookes	Neil Wilson	Ford Sierra Cosworth
2.	Stig Blomqvist	Benny Melander	Ford Sierra Cosworth
3.	Malcolm Wilson	Ian Grindrod	Vauxhall Astra GTE 16V
4.	Phil Collins	Bryan Thomas	Ford Sierra Cosworth
5.	Gwyndaf Evans	Howard Davies	Ford Sierra Cosworth
6.	Dominic Frattaroli	Robert Dyson	Darrian F9
7.	Louise Aitken Walker	Jerry Williams	Peugeot 205 GTI
8.	Ian Robertson	Ron Hill	Nissan 240RS
9.	George Donaldson	Andrew Kellitt	Ford Sierra Cosworth
10.	Murray Grierson	Roger Anderson	Opel Kadett

Class winners: N1: David Evans; N2: Warren Hunt; N3 George Donaldson; A1: Paul Frankland; A2: David Mann; A3 Louise Aitken-Walker; A4: Nigel Worswick; B1 Dominic Frattaroli.

(ends)

## NOTES ON THE TOP SEEDS IN THE AUDI SPORT INTERNATIONAL RALLY

1. **Timo Salonen/Voito Silander.** Group A Mazda 323 4x4 Turbo. World Champion in 1985. Took Group A and came fourth overall in the 1987 Audi Sport Rally but retired on last year's event when his Mazda suffered suspension failure on SS4. Born in Finland, where he still lives. Has notched up 11 World Championship victories, including five in 1985 in the Peugeot 205 Turbo 16, giving him the World Rally Championship. Returned to Mazda in 1987 and on only his second outing guided the Japanese car to victory on the Swedish Rally.

2. **Malcolm Wilson/Ian Grindrod.** Group A Vauxhall Astra GTE 16V. National Rally Champion in 1978 and 1979. Won the Audi Sport Rally in 1984 in an Audi quattro. Audi Sport UK driver in 1985, won the National Breakdown, Welsh and Scottish rallies in an Audi quattro. Vieing with David Llewellyn as the British driver most likely to be the next British World Rally Champion, 32 year old Malcolm scored an impressive third overall on this year's World Championship New Zealand Rally. Last year's Audi Sport Rally saw the world debut of the Vauxhall Astra GTE 16V, prepared by Milton Keynes-based GM Dealer Sport, which Malcolm took to third overall and first in class. Malcolm lives in Cockermonth and co-driver, Ian Grindrod, who was Open champion in 1987 and has won the 85 and 87 Circuit of Ireland and the Cyprus rallies in 1983, lives in Blackburn. **Shell Oils British Open Rally Championship results this year:** Cartel International Rally: 8th overall, 1st in class; BIF Circuit of Ireland: Retired on SS7; Fram Welsh International: 6th overall, 1st in class; Scottish International: 5th overall, 1st in class; British Midland Ulster Rally: Retired on SS2; Tudor Webasto Manx Rally: Did not enter. Currently 12th overall and 3rd in class in the Championship.

3. **David Llewellyn/Phil Short.** Group A Toyota Celica GT-Four. David, with long-standing co-driver, Yorkshireman Phil Short, is one of the two main contenders for this year's Open Rally Championship title, along with Russell Brookes. The Welshman is currently enjoying one of his most successful seasons since starting rallying in 1980. It took David four years to clinch the National Championship and the following year he joined Audi Sport UK in a two car team with French lady, Michele Mouton, in an Audi quattro. His best result of the season was third on the San Marino rally and fourth on the Welsh and Ulster Rallies. That year was his only previous outing on the Audi Sport Rally, when he rolled the car into retirement. The following year he switched to Austin Rover and scored his first International success in the Metro 6R4. Back with Audi in 1987, he was pipped at the post for the Open title after a nail-biting victory over Jimmy McRae on the Scottish Rally.

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### **Llewellyn/continued**

He also won the Cyprus Rally in the David Sutton prepared Audi Coupe quattro. After a quiet 1988, David joined Toyota for the 1989 season, campaigning the Toyota GB Celica GT-Four to success on the Welsh, Cartel and Scottish Rallies.

Yorkshireman, Phil Short, has been winning international rallies since 1973 - or as his wife likes to point out, when his present driver was only 13 - and he is now established as the UK's leading professional co-driver, as well as being involved in rally team management and, on the Audi quattro High Performance Driving Course, driving tuition. Phil teamed up with David in 1986. **Shell Oils British Open Rally**

**Championship results this year:** Cartel International Rally: 1st overall, 1st in class; BIF Circuit of Ireland: Retired on SS21; Fram Welsh International: 1st overall, 1st in class; Scottish International: 1st overall, 1st in class; British Midland Ulster Rally: 3rd overall, 3rd in class; Tudor Webasto Manx Rally: Retired after the first day with gearbox/clutch failure. Currently 4th overall and 2nd in class in the Championship.

4. **Franco Cunico/Max Sghedoni.** Group A Ford Sierra Cosworth. For the third year running Franco has clinched the Italian Group N Rally Championship and, as a reward, Ford is providing him with drives in Corsica, where he finished seventh overall, the Audi Sport International Rally and the Lombard RAC Rally in a Group A Ford Sierra Cosworth. But his impressive list of results is not restricted to showroom class cars. After an apprenticeship in the Autobianchi series, in which he became 1979 National champion, he took a Lancia Stratos to third place in the Costa Smeralda Rally and in 1983 he won the Targa Florio in a Lancia 037, having finished eighth the year before in a Fiat Ritmo (Strada). He took his first Italian Group N Championship title in a Lancia Delta Integrale, before joining the Ford camp to take the title in a Ford Sierra Cosworth last year and this year.

5. **Pentti Airikkala/Ronan McNamee.** Group N Mitsubishi Galant VR4. Pentti comes to the Audi Sport International Rally having clinched the Group N Shell Oils Open rally Championship title on the last round of the series, the Tudor Webasto Manx Rally. It is ten years since Pentti won his first Open title, the overall championship was clinched for Vauxhall by the Finn in 1979, and 15 years since he began rallying, during which time he has driven most of the top rally cars, culminating in the sophisticated four-wheel drive and four-wheel steer Galant. Although he won the Audi Sport Rally in 1977 and 1978, the promotion of the Audi Sport to the Open series presents Pentti with a new challenge: Until now he has won every rally that has been in the Open Rally Championship. **Shell Oils British Open Rally Championship results this year:** Cartel International Rally: 5th overall, 1st in class; BIF Circuit of Ireland: 8th overall, 1st in class; Fram Welsh International: 5th overall, 1st in class; Scottish International: 7th overall, 2nd in class;

.../more



**Airikkala/continued**

British Midland Ulster Rally: retired after SS9; Tudor Webasto Manx Rally: 32nd overall, 6th in class. Currently 6th overall and 1st in class in the Championship.

6. **Colin McRae**/Derek Ringer. Group A Ford Sierra Cosworth. The fact that in last year's National Championship Audi Sport Rally, Colin McRae sported number 41, and in this year's Open Championship event he is running at number six, is a sign of the meteoric rise of the first of the second generation McRae rally dynasty. Colin arrived at last year's event having already clinched the Group N2 title in the National Championship, coming hot on the heels of his 1988 Scottish Rally Championship title, just two years after he started rallying. Following in his father's footsteps, Colin scored his first motoring success at 13 in motorcross, and has since contested every round of the open and national rally championship. And where did he finish in last year's Audi Sport Rally? Colin retired on stage five after an accident.

7. **Haken Eriksson**/Johnny Johansson. Group A Peugeot 309 GTI. Haken has proved this year that he is well on the way to following in his brother, Kenneth's, footsteps towards World Championship rallying, with some truly giant-killing acts in his Peugeot 309. With five years' experience behind him, Haken's best result is fifth overall on the Swedish Rally last year.

8. **Ramon Ferreyros**/Andy Moss. Group N Lancia Delta Integrale Ramon moved to the UK from his hometown of Lima, Peru, to boost his rally career and has made fine progress with Group N victories on the 1987 Cork International and the 1988 Ypres 24 hrs. His best result so far this year was fifth overall on the 1989 Boucles de Spa. Co-driver Andy Moss, from North Wales, says that he has had too many second places to count, but he is still waiting for his first win!

9. **Russell Brookes**/Neil Wilson. Group A Ford Sierra Cosworth. Russell's aim on this year's Audi Sport Rally must be to repeat last year's result, when he dominated the event and scored a convincing win, so that he can clinch the Open Championship title, which he currently leads. It is now 25 years since 45 year old Russell started rallying, and during that time he has established himself as one of the UK's great drivers. He was Open Rally Champion in 1977 and 1985. For the 15th consecutive year he is sponsored by Andrews Heat for Hire. Prior to last year, Russell last won the Audi Sport Rally in 1976 in an Escort. **Shell Oils British Open Rally Championship results this year:** Cartel International Rally: 3rd overall, 3rd in class; BIF Circuit of Ireland: 2nd overall, 2nd in class; Fram Welsh International: 2nd overall, 2nd in class; Scottish International: 4th overall, 4th in class; British Midland Ulster Rally: 2nd overall, 2nd in class; Tudor Webasto Manx Rally: 1st overall, 1st in class. Currently 1st overall and 1st in class in the Championship.

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10. **Mark Lovell/Ronan Morgan.** Group A Ford Sierra Cosworth. Mark has won five major rally championships in the past four years: 1985 British National; 1986 British Open; 1987 and 1988 Irish Tarmac; 1988 Dutch Championship. But the 1989 season will probably be most remembered for the event he didn't win when he obeyed team orders, after dominating the event from start to finish, and parked his Sierra Cosworth on the last special stage of the Manx International Rally to allow team-mate, Russell Brookes, through to claim victory and extend his lead over rival David Llewellyn in the Shell Oils Open Rally Championship. He currently leads the Irish Tarmac Championship, after winning the Galway International Rally for the third time and coming third on the Circuit of Ireland Rally. He lives in Axbridge. **Shell Oils British Open Rally Championship results this year:** Cartel International Rally: 7th overall, 6th in class; BIF Circuit of Ireland: 3rd overall, 3rd in class; Fram Welsh International: Retired on SS7; Scottish International: 2nd overall, 2nd in class; British Midland Ulster Rally: Retired after SS16; Tudor Webasto Manx Rally: 2nd overall, 2nd in class. Currently 5th overall and 5th in class in the Championship.

11. **Saeed Al Hajri/Steve Bond.** Group A Ford Sierra Cosworth. Little known on British rallies, Al Hajri is the Middle East's leading rally driver, having notched up Gulf Championships in 82/83 and 83/84, the Middle East Championship title in 83/84 and the FISA Middle East Rally Championship in 1984 and 85. For the past two seasons he has driven David Sutton Motorsport prepared cars, first an Audi quattro and then a Ford Sierra Cosworth, partnered by Steve 'Basildon' Bond, one of the UK's most talented co-drivers. Last year the team was beset by the usual rally problems of mechanical failures and some no so usual ones - a key round in last year's Middle East Rally Championship was the Tour of Lebanon! His best result this season is an eighth overall on the Rally of New Zealand and first overall on the Qatar International Rally.

12. **Gwyndaf Evans/Howard Davies.** Group A Ford Sierra Cosworth. The 1988 British Open Championship Group N champion and possibly Britain's most famous school bus driver - his 'day' job! Gwyndaf's first victory came on the 1983 Cambrian News Trophy Rally. This year, following Phil Collins' decision to run the Toyota GB Team, Gwyndaf took over the 'brightest' rally car in the forests, the shocking pink Mr Tomkinson car, complete with 'Pink Panther' racing suits. A fine drive on the Ulster Rally produced his best result of the season, first overall. In last year's Audi Sport Rally, he finished fifth overall and first in class. **Shell Oils British Open Rally Championship results this year:** Cartel International Rally: 6th overall, 5th in class; BIF Circuit of Ireland: 4th overall, 4th in class; Fram Welsh International: 4th overall, 4th in class; Scottish International: 3rd overall, 3rd in class; British Midland Ulster Rally: 1st overall, 1st in class; Tudor Webasto Manx Rally: retired on SS10. Currently 3rd overall and 4th in class in the Championship.

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13. **Louise Aitken Walker**/Ellen Morgan. Vauxhall Astra GTE 16V. Arguably, with the retirement of Michele Mouton, Europe's leading female rally driver. As her second place on last year's Cartel rally rally showed, Louise is more than a match for the men, as well as giving her the best result in the Open Championship by a woman and equalling the best performance by Michelle Mouton in Britain's premier rally series. Discovered by Ford's 'Find a lady driver' in 1981, Louise went on to become the first woman to win a national championship event outright. The best results of her career include winning the Coupe de Dames on the 1983 Monte Carlo, first on the 1983 Peter Russek and that second place on the Cartel Rally in 1988. This year Louise has not only been rallying but also trying her hand in the British Touring Car Championship. On last year's Audi Sport Rally Louise was partnered by Daily Mail journalist Jerry Williams, and the pair finished a very creditable seventh overall and second in class. This year, Louise's regular co-driver, Ellen Morgan, returns to the passenger seat. Ellen, who is a laboratory administrator from Cheshire, lists her hobbies as 'coin collecting', so if you have any loose change when you see their Vauxhall Astra come down the special stage, don't throw it, donate it afterwards!  
.... .Shell Oils British Open Rally Championship results  
**this year:** Cartel International Rally: 9th overall, 2nd in class; BIF Circuit of Ireland: 7th overall, 1st in class; Fram Welsh International: retired after SS6; Scottish International: 12th overall, 3rd in class; British Midland Ulster Rally: retired after SS18; Tudor Webasto Manx Rally: 5th overall, 1st in class. Currently 8th overall and 2nd in class in the Championship.

14. **Dave Metcalfe**/Nicky Grist. Group A Vauxhall Nova GTE. The 1988 Shell Oils Open Rally Championship has allowed Dave and Nicky to cause a great deal of embarrassment and consternation as their diminutive Vauxhall Nova has figured consistently in the top ten of each round, ahead of many much more powerful and, ostensibly, quicker cars. Much of the credit must go to Dave, whose youthful appearance belies the fact that he is 33 years old, and Welsh navigator, Nicky Grist. They come to the Audi Sport International Rally having already clinched the class title. His last outing on the Audi Sport Rally was in 1984, when an accident forced his Opel Manta into retirement. The previous year he guided his Ford Escort to a top ten placing. Involved in rallying for 11 years, his best results to date all came in 1988, when he won the Cambrian Rally and came fourth in both the Circuit of Ireland and the Ulster Rally.

15. **Shin'ya Yamauchi**/John Meadows. Group A Mitsubishi Galant VR. One of Japan's leading rally drivers, Shin'ya has taken the All Japan Champion series no less than seven times. His Yokohama Rubber/PIAA Mitsubishi Galant VR4 is a Group A car, similar to the Galants which have proved such a potent force in the World Rally Championship.

.../more

**Shin'ya Yamauchi/continued**

Co-driver John Meadows is an insurance broker from Clitheroe in Lancashire who has been rallying since 1973 and his best result was seventh overall in this year's Acropolis Rally.

16. **Andrew Wood/Dougie Paterson.** Group A Audi 90 quattro. Andrew, who, at first glance looks more suited to running his Melrose farm than rallying, is one of Scotland's leading rally drivers, whose 11 year rally career includes being the 1980 Scottish Rally Class Champion, 1982 Scottish Group 1 Champion and second in the 1986 National Championship. Co-driver Dougie Paterson, who has been rallying for 34 years, is one of Scotland's leading financial businessmen, working for one of their Audi's sponsors, Wagon Finance. The GBM Motorsport prepared and run Audi's other sponsor is Castrol Syntron X. Andrew's best results this season include eighth overall on the Manx International, tenth on the Ulster and Scottish and he won the Hackle Rally in a Vauxhall Astra GTE. His best result on the Audi Sport Rally came in 1986 when he finished fourth in a four wheel drive, supercharged Vauxhall Astra. The previous year he finished fifth in an Opel Manta.

17. **Graham Middleton/Paul Watkins.** Group A Toyota Celica GT-Four. Fresh from clinching the 1989 RAC MSA Autosport National Rally Championship and destroying - with 14 end over end rolls - the Group N Toyota Celica GT-Four on the Autoglass Tour that gave him the Championship Title, Graham will field one of the Group A Celicas used by teammate David Llewellyn earlier in the season. Despite his age - 34 - Graham is comparatively new to rallying, having only started in 1985, when he won the BTRDA Championship in a 1.3 litre Ford Escort. The following year he started driving Toyotas, a make he has remained faithful to since, and once again there was instant success, with the Ludlow based driver taking the 1600cc class in both the Open and National Championships, a feat repeated in 1988, when he also took the Group A National title, and knotted up three Toyota Challenge titles. On last year's Audi Sport Rally Graham debuted the Group N Celica GT-Four, which finished the event fourth in class and 17th overall. This season he was promoted by Toyota to what was described as 'semi-works status', a favour he returned by giving the UK importer the Group N National title with one round to spare.

18. **Steve Hill/Brian Goff.** Group Ford N Sierra Cosworth. With 15 years in the sport, Steve Hill's best results include sixth on the 1988 Cartel Rally, ninth on the 1989 Cartel Rally and the 1986 Motoring News Championship title.

19. **Chris Birkbeck/Mike Kidd.** Group A Peugeot 205 GTI. A motor trader from Cleveland, Chris' best result in a five year career is eighth overall on the 1988 Manx International.

.../more

20. **Simon Davison**/TBA. Group A Peugeot 205 GTI.

Known almost as well for his 'hair styles' as his rally driving, Simon's impressive six year career has included two Group A National Championship titles, first in a Vauxhall Astra and then in a Volkswagen Golf, as a member of the four car Volkswagen Motorsport team, in which he represented England. His best result to date was fourth overall on the 1987 Manx Rally.

117. **Jimmy McRae**/Rob Arthur. Group A Ford Sierra Cosworth.

British Open Rally champion in 1981, '82, '84, '87, and '88. McRae, who lives in Lanark, won the Audi Sport Rally in 1980 in a Vauxhall Chevette HS. Rob Arthur, who lives in Thames Ditton, won the Audi Sport Rally in 1985 alongside Tony Pond. Last year's Audi Sport Rally marked the UK debut for the Toyota Celica GT-4, resplendent in Team Toyota GB colours, but the new car was forced into retirement after four stages with a broken differential case. After an outing in the same car on the RAC Rally, which also ended in retirement, Jimmy returned to the Ford camp for 1989, running a Group A Ford Sierra Cosworth alongside his son, Colin, in a Group N car. His late entry for this event, after the seeding date had passed, is the reason that the reigning Open Champion has such a low number on his door plate, and it does not represent where he will run in the event itself. His first overall on this year's Circuit of Ireland Rally - the record breaking seventh time he has won this event - shows that there is little danger of 46 year old Jimmy becoming know simply as the father of Colin McRae. In fact he is now in danger of founding a rallying dynasty, because as well as Colin, running at number six in the Audi Sport International Rally, his second son, Alistair, is running at number 47 and it must be only a matter of time before his third son, Stuart, follows in his father's footsteps! **Shell Oils British Open Rally Championship results this year:** Cartel International Rally: 4th overall, 4th in class; BIF Circuit of Ireland: 1st overall, 1st in class; Fram Welsh International: 3rd overall, 3rd in class; Scottish International: retired on SS2; British Midland Ulster Rally: 5th overall, 5th in class; Tudor Webasto Manx Rally: 3rd overall, 3rd in class. Currently 2nd overall and 3rd in class in the Championship.

(ends)

## CHAMPIONSHIP FIGHT TO THE FINISH ON THE AUDI SPORT RALLY

In its first year as a round of the UK's premier rally championship, this year's Audi Sport International Rally will decide the outcome of what has proved to be one of the most keenly fought Shell Oils British Open Rally Championship title fights ever, when competitors meet on 21 October for the Telford-based event.

"This year's championship is a classic battle of age and experience versus youthful skill and gusto," explains John Trevethick, Clerk of the Course for the Audi Sport International Rally. "The title fight is now between Russell Brookes, one of the UK's most experienced rally drivers, and David Llewellyn, who must be described as one of the UK's most promising drivers for a future world championship title."

### 2WD vs 4WD

"There will also be a great battle between two-wheel drive brute force, represented by the Sierra Cosworth, and the technical prowess of Llewellyn's four-wheel drive Toyota GT-4, which, in its first UK season, has proved to be the car to beat on gravel," says Trevethick.

Llewellyn (28) has been in fine form, with three superb victories on the Cartel, on his home event, the Welsh International Rally, and the Scottish International Rally, while consistent top five results throughout the season from 43-year old Russell Brookes currently put him at the top of the table. But the championship's complex points system does not give Brookes an unassailable lead.

### Brookes must win or come second

"My points total of 111 already includes my five best scores - in this championship the two lowest results must be dropped - so to win the championship, ideally I need to take maximum points on the Audi Sport Rally, with David no better than third," explains Brookes.

Although he won the Audi Sport Rally last year in his Sierra Cosworth, Brookes admits that success on this year's event will not be easy.

"Four-wheel drive gives David an enormous advantage in what will be a much tougher event than last year. But I have more experience of this event on my side and, of course, the title fight will put him under a great deal of pressure."

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Llewelin: "Flat-out from the start!"

David Llewelin could have clinched the title on the penultimate round of the championship, the Manx Rally, in early September, but his hopes were dashed when a broken clutch on the first day damaged the Toyota's transmission and forced Llewelin and his Yorkshire co-driver, Phil Short, into early retirement.

Llewelin admits that his experience of the Audi Sport Rally is limited. He competed in 1985 with a Group B Audi quattro, which rolled out of the event, and two years ago he drove a Group A Audi 200 quattro as course car.

"But this is a gravel event and it is on my home turf," says the Haverfordwest-based farmer, "so I will be tackling those Welsh tracks with a vengeance, and as the event is a one day affair, we shall be going flat-out from the word go!"

But what of reigning championship holder and Scotland's fastest rally driver, Jimmy McRae?

Despite finishing third on the last round of the championship - a puncture put him out of contention for outright victory - and lying second in the points table, McRae is effectively out of the reckoning thanks to the points scoring system.

(ends)

## SHELL OILS BRITISH RALLY CHAMPIONSHIP

### Drivers' Championship points after six of seven rounds

<u>Driver</u>	<u>Car</u>	<u>Group</u>	<u>Points</u>
Russell Brookes	Sierra Cosworth	A	111*
Jimmy McRae	Sierra Cosworth	A	103
Gwyndaf Evans	Sierra Cosworth	A	100
David Llewellyn	Celica GT-4	A	95
Mark Lovell	Sierra Cosworth	A	80
Pentti Airikkala	Galant VR-Four	N	74
Haken Eriksson	Peugeot 309 GTI	A	69*
Louise Aitken Walker	Astra GTE 16V	A	62
Andrew Wood	Audi 90 quattro	A	58
Chris Birkbeck	Peugeot 205 GTI	A	56

\*Denotes five 'best' scores.

### 1989 Open Championship event winners

<u>Event</u>	<u>Crew</u>	<u>Car</u>
Cartel International Rally	David Llewellyn Phil Short	Toyota Celica GT-Four
BIF Circuit of Ireland	Jimmy McRae Rob Arthur	Ford Sierra Cosworth
Fram Welsh International	David Llewellyn Phil Short	Toyota Celica GT-Four
RSAC Scottish International	David Llewellyn Phil Short	Toyota Celica GT-Four
British Midland Ulster Rally	Gwyndaf Evans Howard Davies	Ford Sierra Cosworth
Tudor Webasto Manx Int. Rally	Russell Brookes Neil Wilson	Ford Sierra Cosworth





**INFORMATION** 1989 BRITISH OPEN RALLY CHAMPIONSHIP,  
POINTS AND POSITIONS AFTER 6 OF 7 ROUNDS

ROUND 1	:	CARTEL INTERNATIONAL RALLY	(February 24 - 26)
ROUND 2	:	BIF CIRCUIT OF IRELAND RALLY	(March 25 - 27)
ROUND 3	:	FRAM WELSH INTERNATIONAL RALLY	(April 29 - 30)
ROUND 4	:	RSAC SCOTTISH INTERNATIONAL RALLY	(June 9 - 12)
ROUND 5	:	BRITISH MIDLAND ULSTER RALLY	(July 28 - 29)
ROUND 6	:	TUDOR WEBASTO MANX INTERNATIONAL RALLY	(September 12 - 15)

**OVERALL DRIVERS CHAMPIONSHIP**

DRIVER	AGE	HOME TOWN	CAR	GROUP	TOTAL
Russell Brookes	43	Besford	Ford Sierra RS Cosworth	A	111++
Jimmy McRae	45	Lanark	Ford Sierra RS Cosworth	A	103
Gwyndaf Evans	29	Machynlleth	Ford Sierra RS Cosworth	A	100
David Llewellyn	28	Haverfordwest	Toyota Celica GT-Four	A	95
Mark Lovell	28	Axbridge	Ford Sierra RS Cosworth	A	80
Pentti Airikkala	43	Henley-on-Thames	Mitsubishi Galant VR-Four	N	74
Hakan Eriksson	26	Sweden	Peugeot 309 GTI	A	69++
Louise Aitken-Walker	29	Duns	Vauxhall Astra GTE 16v	A	62
Andrew Wood	29	Melrose	Audi 90 quattro	A	58
Chris Birkbeck	25	Saltburn	Peugeot 205 GTI	A	56
Simon Davison	27	Maidenhead	Peugeot 205 Rallye	A	51
Malcolm Wilson	33	Cockermouth	Vauxhall Astra GTE 16v	A	50
David Metcalfe	32	Kendal	Vauxhall Nova GTE	A	36
John Haugland	42	Norway	Skoda Favorit 136L	A	36
Brian Wiggins	37	Clacton-on-Sea	Vauxhall Astra GTE	N	36
Austin McHale		Dublin	Ford Sierra RS Cosworth	A	33
Richard Smyth	33	Belfast	Toyota Corolla	A	31
David Maslen	25	Crowborough	Mazda 323 4X4	N	30
Mats Jonsson	31	Sweden	Opel Kadett GSI 16v	A	30
Colin McRae	20	Lanark	Ford Sierra RS Cosworth	N	30
Graham Middleton	33	Ludlow	Toyota Celica GT-Four	N	24
Donald Bailey	40	Baldrine, I.O.M.	Ford Sierra RS Cosworth	N	23
Thorbjorn Edling	33	Sweden	Mazda 323 4X4	A	22
Robbie Head	21	Carlisle	Vauxhall Nova Sport	A	21
Seamus Carey	35	Ballymena	Vauxhall Nova	A	18
David Greer	31	Carryduff	Toyota Corolla	A	16
Steve Hill	38	Great Milton	Ford Sierra RS Cosworth	N	16
Bob Locke	38	Isle of Man	Audi Coupe quattro	A	15
Terry Cree	31	Thirlby	VW Golf GTI 16v	N	14
Bob Fowden		Dyfed	Ford Sierra RS Cosworth	N	12
Stuart Coupe	37	Preston	Lancia Delta Integrale	N	12
Pat Doran	29	Kent	Ford Sierra RS Cosworth	N	11
Alistair Sutherland	32	Barlow	Vauxhall Astra GTE	A	11
Leo Shaw	25	Co. Derry	Ford Sierra RS Cosworth	N	11
Andrew Hudson	30	Aberdeen	Toyota Corolla GTI 16v	N	10

++ Denotes 5 'Best' scores

Cont.....

Ian Roberton	32	Farnham	Ford Sierra RS Cosworth	A	9
Michael Williams	35	Wrexham	Vauxhall Nova Sport	A	9
Michael Rimmer	30	London	Mazda 323 4X4	N	9
Allan Edwards	39	Kington	Lancia Delta Integrale	N	8
Vince Wetton		Sheepy Magna	Audi Coupe quattro	A	8
Terry Hayward	36	Kempston	Ford Capri 2.8i	A	8
David Pemberton	31	Todmorden	Vauxhall Nova Sport	A	8
Chris Mellors	31	Old Brampton	Audi 80 quattro	A	7
Warren Hunt	24	Saltford	Skoda Favorit 136L	A	7
Jeremy Barnes	42	Rangemoor	Peugeot 205	A	7
Ed Colton	40	Co. Meath	Peugeot 309 GTI	A	5
Maurice Moffett	27	Monaghan	Toyota Corolla GT	A	4
Lotta Lundquist	30	Sweden	Vauxhall Astra GTE	A	3
Robert Pugh	23	Gwynedd	Volkswagen Golf GTI 16v	N	3
Harry Cathcart	50	Ballinamallard	Suzuki Swift GTI	N	3
Trevor Fleming	42	Craigavon	Toyota Corolla	N	3
David Brian	26	Frodsham	Vauxhall Nova SR	A	2
Ian Calvin	34	Bushmills	Toyota Corolla GT	N	2
Richard King	35	Sheffield	Vauxhall Nova	A	2
Iain Freestone	30	Northampton	Toyota Corolla GT	A	1

GROUP N DRIVERS CHAMPIONSHIP

Pentti Airikkala	43	Henley-on-Thames	Mitsubishi Galant VR-Four	116
Brian Wiggins	37	Clacton-on-Sea	Vauxhall Astra GTE	102
Donald Bailey	40	Baldrine	Ford Sierra RS Cosworth	93++
Ian Calvin	34	Bushmills	Toyota Corolla GT	73
Terry Cree	31	Thirlby	VW Golf GTI 16v	70
Stuart Coupe	37	Preston	Lancia Delta Integrale	69
David Maslen	25	Crowborough	Mazda 323 4X4	63
Andrew Hudson	30	Aberdeen	Toyota Corolla GTI-16v	59
David Crockett	31	Ahoghill	Vauxhall Nova SR	47
Harry Cathcart	49	Ballinamallard	Suzuki Swift GTI	47
Colin McRae	20	Lanark	Ford Sierra RS Cosworth	44
Graham Middleton	33	Ludlow	Toyota Celica GT-Four	40
Paul Armstrong	35	Wirrall	VW Golf GTi	39
Michael Rimmer	30	London	Mazda 323 4X4	37
Miles Chamberlain	33	Solihull	Citroen AX Sport	36
Robert Pugh	23	Gwynedd	VW Golf GTI 16v	32
Frank Larsen	30	Aberdeen	Peugeot 205 Rallye	32
Andrew Tordoff	25	Huddersfield	Peugeot 205 GTI	30
Graham Evans	39	Powys	Vauxhall Astra GTE 16v	26
Trevor Fleming	42	Moira	Toyota Corolla GTI	25
David Beaumont	39	Wainstalls	Mazda 323 Turbo	22
Steve Hill	38	Great Milton	Ford Sierra RS Cosworth	22
Leo Shaw	25	Co. Derry	Ford Sierra RS Cosworth	20
Allan Edwards	39	Kington	Lancia Delta Integrale	19
Bob Fowden		Dyfed	Ford Sierra RS Cosworth	18
Trevor Harris	33	Norfolk	VW Golf GTI 16v	18
Ken Ridley	33	Gateshead	Ford Sierra XR 4X4	17
Peter Stephenson	42	Hartlepool	Ford Sierra RS Cosworth	14
John Pye	40	Westerton	Ford Sierra RS Cosworth	12
Peter Dougherty	36	Belfast	Toyota Corolla GT	12
Martin Thompson	30	Middlewich	Ford Sierra RS Cosworth	11
Douglas Gardiner	25	Allestree	Vauxhall Nova SR	8
Russell Brown	31	Keighley	Ford Fiesta XR2	8
David Beaumont	37	Tisbury	Skoda 130L	8
Andrew Gee	27	Hayfield	Vauxhall Nova SR	7
John McGlinchey	23	Convoy	Suzuki Swift GTI	5
Hugh Ashborn	36	St Helier	MG Maestro EFI	2
Clive Baty	30	Ilkley	Vauxhall Nova SR	1

++ Denotes 5 'Best' scores

Cont...

**CLASS N1 (UP TO 1300cc)**

David Crockett	32	Ahoghill	Vauxhall Nova SR	54
Harry Cathcart	49	Ballinamallard	Suzuki Swift GTI	54
Miles Chamberlain	33	Solihull	Citroen AX Sport	41
Frank Larsen	31	Aberdeen	Peugeot 205 GTI	37
Andrew Gee	27	Hayfield	Vauxhall Nova SR	18
Douglas Gardiner	25	Allestree	Vauxhall Nova SR	15
Clive Baty	30	Ilkley	Vauxhall Nova SR	9
John McGlinchey	23	Convoy	Suzuki Swift GTI	9

**CLASS N2 (1300cc - 1600cc)**

Ian Calvin	34	Bushmills	Toyota Corolla GT	70*
Andrew Hudson	30	Aberdeen	Toyota Corolla GTI-16v	54
Andrew Tordoff	25	Huddersfield	Peugeot 205 GTI	34
Russell Brown	31	Oakworth	Ford Fiesta XR2	21
Trevor Fleming	42	Craigavon	Toyota Corolla GT	21
Peter Dougherty	36	Belfast	Toyota Corolla GT	10

**CLASS N3 (1600cc - 2000cc)**

Brian Wiggins	37	Clacton-on-Sea	Vauxhall Astra GTE 16v	75*
Terry Cree	31	Thirlby	VW Golf GTI 16v	51
Paul Armstrong	35	Wirrall	VW Golf GTI	32
Graham Evans	40	Newtown	Vauxhall GTE 16v	22
Robert Pugh	23	Gwynedd	VW Golf GTI 16v	22
Trevor Harris	33	Billingford	VW Golf GTI 16v	19
Hugh Ashborn	36	St Helier	MG Maestro EFI	8

**CLASS N4 (OVER 2000cc)**

Pentti Airikkala	43	Henley-on-Thames	Mitsubishi Galant VR-Four	69*
Donald Bailey	40	Baldrine	Ford Sierra RS Cosworth	52++
Stuart Coupe	37	Preston	Lancia Delta Integrale	36
David Maslen	25	Crowborough	Mazda 323 4X4	33
Colin McRae	20	Lanark	Ford Sierra RS Cosworth	24
Graham Middleton	33	Ludlow	Toyota Celica GT-Four	20
Michael Rimmer	30	London	Ford Sierra Cosworth XR 4X4	18
Ken Ridley	33	Gateshead	Ford Sierra XR 4X4	14
Steve Hill	38	Gt. Milton	Ford RS Sierra Cosworth	12
David Beaumont	39	Wainstalls	Mazda 323 Turbo	10
Leo Shaw	25	Co. Derry	Ford Sierra RS Cosworth	10
Allan Edwards	39	Kington	Lancia Delta Integrale	9
Bob Fowden		Dyfed	Ford Sierra RS Cosworth	8
Peter Stephenson	42	Hartlepool	Ford Sierra RS Cosworth	7
John Pye	40	Westerton	Ford Sierra RS Cosworth	6
Martin Thompson	30	Middlewich	Ford Sierra RS Cosworth	5

\* 1989 Class Champions (Subject to official confirmation)

++ Denotes 5 'Best' scores

Cont....

**CLASS A5 (UP TO 1300cc)**

Simon Davison	26	Durham City	Peugeot 205 Rallye	66*
John Haugland	42	Norway	Skoda Favorit 136L	47
David Pemberton	30	Todmorden	Vauxhall Nova SR	45
Seamus Carey	35	Ballymena	Vauxhall Nova SR	41
Robbie Head	21	Carluke	Vauxhall Nova Sport	25
Mike Williams	35	Wrexham	Vauxhall Nova SR	24
David Jones	22	Preston	Lada Riva 2105	16
Alyn Spiers	36	Markethill	Talbot Samba	16
David Brian	26	Frodsham	Vauxhall Nova SR	15
Nigel Beaumont	37	Tisbury	Skoda 130L	15
Richard King	35	Sheffield	Vauxhall Nova SR	15
Warren Hunt	24	Bristol	Skoda Favorit 136L	12
Chris Tilly	33	Wrestlingworth	Vauxhall Nova SR	8

**CLASS A6 (1300cc - 1600cc)**

Chris Birkbeck	25	Saltburn	Peugeot 205 GTI	69*
Richard Smyth	33	Belfast	Toyota Corolla	51
David Metcalfe	32	Kendal	Vauxhall Nova GTE	30
Jeremy Barnes	32	Burton-on-Trent	Peugeot 205 GTI	28
David Greer	31	Carryduff	Toyota Corolla	27
Iain Freestone	29	Northampton	Toyota Corolla GT	21
Maurice Moffett	27	Monaghan	Toyota Corolla GT	9

**CLASS A7 (1600cc - 2000cc)**

Hakan Eriksson	26	Sweden	Peugeot 309 GTI	59++
Louise Aitken-Walker	29	Duns	Vauxhall Astra GTE 16v	51
Malcolm Wilson	33	Cockermouth	Vauxhall Astra GTE 16v	45
Julie Murray	21	Allensford	Peugeot 205 GTI	45
Mats Jonsson	31	Sweden	Opel Kadett GSI 16v	24
Ed Colton	40	Co. Meath	Peugeot 309 GTI	21
Lotta Lundquist	30	Sweden	Vauxhall Astra GTE	18
Alistair Sutherland	32	Barlow	Vauxhall Astra GTE	10

**CLASS A8 (OVER 2000cc)**

Russell Brookes	43	Besford	Ford Sierra RS Cosworth	61++
David Llewellyn	28	Haverfordwest	Toyota Celica GT-Four	55
Jimmy McRae	45	Lanark	Ford Sierra RS Cosworth	53
Gwyndaf Evans	29	Machynlleth	Ford Sierra RS Cosworth	51
Mark Lovell	28	Axbridge	Ford Sierra RS Cosworth	41
Andrew Wood	29	Melrose	Audi 90 quattro	31
Terry Hayward	36	Kempston	Ford Capri 2.8i	17
Austin McHale		Dublin	Ford Sierra RS Cosworth	17
Bob Locke	38	Isle of Man	Audi Coupe quattro	14
Thorbjorn Edling	33	Sweden	Mazda 323 4X4	12
Pat Doran	30	Walderslade	Ford Sierra RS Cosworth	11
Ian Robertson	32	Farnham	Ford Sierra RS Cosworth	6
Vince Wetton		Sheepy Magna	Audi Coupe quattro	6
Chris Mellors	31	Old Brampton	Audi 80 quattro	5
Robert Barry	36	Bolton	Ford Sapphire Cosworth	5

++ Denotes 5 'Best' scores.

\*1989 Class Champions (Subject to official confirmation)

Cont....

MANUFACTURERS CHAMPIONSHIPS

GROUP A (MODIFIED PRODUCTION CARS)

ROUNDS :	1	2	3	4	5	6	7	TOTAL
Ford	12	15	12	12	15	15		69++
Toyota	15	3	15	15	10	3		58++
GM Europe	7	7	8	8	7	9		39++
Peugeot	5	6	3	4	8	5		28++
Audi	2	0	7	6	5	6		26

GROUP N (NEAR-STANDARD PRODUCTION CARS)

ROUNDS :	1	2	3	4	5	6	7	TOTAL
Ford	8	12	10	15	15	15		67++
Mitsubishi	15	15	15	12	0	4		61++
GM Europe	10	7	12	6	10	12		51++
Toyota	12	10	0	9	7	6		44
Peugeot	0	0	0	4	3	7		14

++ Denotes 5 'Best' scores

PRIVATE ENTRANTS - Don't forget the £250 Publicity Award (Article 8(6) in the Championship Regulations)

Ends 18.9.89

MANUFACTURERS CHAMPIONSHIPS

GROUP A (MODIFIED PRODUCTION CARS)

ROUNDS :	1	2	3	4	5	6	7	TOTAL
Ford	12	15	12	12	15	15		69++
Toyota	15	3	15	15	10	3		58++
GM Europe	7	7	8	8	7	9		39++
Peugeot	5	6	3	4	8	5		28++
Audi	2	0	7	6	5	6		26

GROUP N (NEAR-STANDARD PRODUCTION CARS)

ROUNDS :	1	2	3	4	5	6	7	TOTAL
Ford	8	12	10	15	15	15		67++
Mitsubishi	15	15	15	12	0	4		61++
GM Europe	10	7	12	6	10	12		51++
Toyota	12	10	0	9	7	6		44
Peugeot	0	0	0	4	3	7		14

++ Denotes 5 'Best' scores

PRIVATE ENTRANTS - Don't forget the £250 Publicity Award (Article 8(6) in the Championship Regulations)

Ends 18.9.89

**RAC MSA BRITISH RALLY CHAMPIONSHIP**

Previous winners

1958	R A Gouldbourne
1959	J Sprinzel
1960	A E Bengry
1961	A E Bengry
1962	A T Fisher
1963	A T Fisher
1964	E E Jackson
1965	R A Clark
1966	R Fiddler
1967	J E Bullough
1968	C Malkin
1969	J Bloxham
1970	W Sparrow
1971	C Sclater
1972	R A Clark
1973	R A Clark
1974	W Coleman
1975	R A Clark
1976	A Vatanen

**RAC MSA BRITISH OPEN RALLY CHAMPIONSHIP WINNERS**

1977	R Brookes
1978	H Mikkola
1979	P Airikkala
1980	A Vatanen
1981	J McRae
1982	J McRae
1983	S Blomqvist
1984	J McRae
1985	R Brookes
1986	M Lovell
1987	J McRae
1988	J McRae

## AUDI: A HISTORY OF SPORTING CHANGE

It is rare that one car can be said to have changed the face of motorsport, but the Audi quattro had a profound affect on the world of rallying, the ramifications of which are still being felt today.

Between 1981 and spring 1986, when the company withdrew from rallying because of unprecedented regulation changes, Audi was responsible for one of the most fundamental revolutions ever to take place in rally sport thanks to the arrival of the Audi quattro and four-wheel drive. Even under the recently enforced Group A rules, which put the Ingolstadt company at a disadvantage, Audi showed that with the Audi Coupe quattro and the 200 quattro it could still win the world's toughest events.

The story of those seven years at the top of motorsport, from 1981 to 1988, when the Audi Sport team moved to Trans Am racing and Audi Sport UK ended its rally programme, is one of challenging the established motorsport norms, developing rally and road cars along new and technological routes and - above all - winning!

But the story of Audi in motorsport did not start in 1981, it dates back to 1909 and the early days of motoring itself.

From the earliest beginnings it was clear that Audi's involvement in motorsport always came from the need to prove a new design or a new engineering approach. This strategy, which still holds true today, emerged as early as 1909 when NSU entered the lightweight and robust Neckarsulmer Motorenwagen in the 1150-mile Prince Henry Rally and succeeded in winning against far more powerful competition.

### 1913: The Audi name first appears in motorsport

A car bearing the Audi name soon made an appearance in motorsport. It was designed by August Horch (whose name translates in Latin as Audi) and won the Transalpine Rally in 1913 equipped with an improved type of braking system.

In 1925, NSU entered the prototype of a new six cylinder car for the very first German Grand Prix. Much to the surprise of all the experts, this car took first place overall ahead of the Bugattis and Mercedes which had been clear favourites.

The revolution which came some 10 years later, as confirmation of Auto Union's motorsport policy, was the appearance of the Auto Union Grand Prix car, designed by Ferdinand Porsche with a mid-engine layout - and this was 1934!

Then, in 1936, there followed the great racing victories. The Auto Union Silberpfeile (with six litre 16-cylinder engines giving 520bhp) progressed through a succession of wins in the hands of Hans Stuck and the Italian, Achille Varzi. The legendary Bernd Rosemeyer won the European Championship for the first time, which put Auto Union at the pinnacle of motor racing in Europe.

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To round off these successes, Bernd Rosemeyer went on to contribute a world record: with a speed of 252mph on a public road, he broke all existing records to become the fastest driver in the world.

But Auto Union did not confine such unique achievements to the race track. On the rallying front the team of Cecil/Vickers won the notoriously difficult Safari Rally in Kenya in 1956 with a DKW (3-cylinder, two stroke), and in the same year the two Finns Kalpala/Kalpala won the Rally of the Thousand Lakes.

A third outstanding success was recorded by Lewy/Wechner driving an Auto Union 1000 (3-cylinder, two stroke) on the Acropolis Rally in Greece. These three rallies - now world championship events - have always been completely different in character: they are organised in different ways and involve different kinds of road surfaces, but they are all extremely hard.

#### 1954: DKW win the European Rally Championship

The Fifties were marked not only by spectacular individual efforts but also by a championship title - in 1954 Walter Schuller, driving a DKW, won the European Rally Championship by virtue of his consistent performance. One decade later, Karl-Heinz Panowitz introduced a novel development when he won the German GT Rally Championship in 1966, driving a Wankel-powered NSU Spider.

In 1967 Siegfried Speiss became German hillclimbing champion driving another Wankel-powered NSU. At the end of the Seventies, Audi again took an active and successful role in motorsport with front-wheel drive cars. Wins in national and international rallies, and the 1980 European Touring Car Championship title in an Audi 80 GLE rounded off the decade and ensured a good start to the Eighties.

#### 1981: The race for victory begins

Right from the start the Audi quattro has put its drivers on the winner's podium. Its first international event was the Janner Rally in Austria during January 1981 where it produced a convincing win for Franz Wittmann, the first of many for a rally car destined to become a sporting legend.

International victories continued that year with Hannu Mikkola taking top spot on the Swedish Rally. The first Audi quattro victory on the RAC Rally also took place during 1981, Mikkola winning by five minutes despite rolling the car.

But history had already been made that autumn when Michele Mouton won the San Remo Rally. Not only was this Audi's first victory in the WCR Makes series, but it was also the first ever by a lady in a World Championship rally.

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#### 1982: Audi takes the manufacturers' title

In 1982 Audi quattros 'steam-rollered' the opposition, with victories on the Swedish (Stig Blomqvist), Portugal (Mouton), Acropolis (Mouton), Brazil (Mouton), 1000 Lakes (Mikkola, with Blomqvist second), San Remo (Blomqvist, Mikkola second) and RAC (Mikkola, Mouton second).

#### David Sutton joins forces with Audi to form Audi Sport UK

In England David Sutton switched from the Ford camp to Audi, fresh from becoming the first - and only - privateer to win the World Rally Championship. Sutton became an integral part of the operation and its driving force towards victory, not only running the UK team but also working alongside the factory to develop the Audi quattro.

With Hannu Mikkola at the helm, they dominated the British Open Rally Championship under the banner of Audi Sport UK, with finance provided by the British importers, Pirelli and Duckhams.

Mikkola won on Audi Sport UK's first outing, the Mintex, (the first of five quattro victories), and also took the Scottish Rally. Meanwhile Swedish veteran Bjorn Waldegaard won the Welsh on his first acquaintance with a quattro.

Audi's successful season culminated in the company clinching the World Manufacturers' title with Mikkola's victory on the RAC Rally, which put the German team 12 points ahead of its nearest rival, Opel.

#### 1983 season opens with victory in Yorkshire

Audi Sport UK opened its 1983 score with another victory on the Mintex, this time in the hands of Sweden's Stig Blomqvist, who finished over six minutes ahead of his nearest rival.

Stig's second victory of the season came only a few weeks later on the Welsh International Rally, and this success was followed by wins on the Scottish and Ulster Rallies; results which clinched the 1983 British Open title for the Swedish driver. The Ulster victory was a notable success for the David Sutton-run Audi Sport UK, team: It was the first time that an Audi quattro had won an all-tarmac event.

#### Mikkola takes his first world title

Audi's success in Britain was more than matched in the World Championship, with Hannu Mikkola securing his first World Championship Drivers' title following victories on the Swedish Rally (Blomqvist in second place, and Lampi, third), Portugal (Mouton second), Argentina (followed by Blomqvist, Mouton, and Mehta), 1000 Lakes (Blomqvist second) and second places on the RAC Rally and the Safari.

The season was capped with a fine victory on the RAC Rally by Stig Blomqvist, the first non-factory victory in a World Championship event.

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1984: Audi take the WRC for Makes title.

The following year Audi won the World Rally Championship for Makes title, with victories for Blomqvist in Sweden, Greece, New Zealand, and the Ivory Coast, while Mikkola won in Portugal. In the UK Mikkola also took the National Breakdown (previously the Mintex), the Welsh and Scottish Rallies.

The Audi Sport quattro arrives

At the end of the year, the stunning Audi Sport quattro made its competition debut, providing victory in the Ivory Coast for Blomqvist and fourth place on the RAC for Michele Mouton.

Launched to an astounded public at the 1983 Frankfurt Show, the Sport quattro was 12.5 inches shorter than the standard car and packed a 300 bhp punch in road-going trim. As a rally car, the Sport quattro offered no fewer than 450 bhp from its 20-valve five cylinder engine.

1985: The Sport quattro starts winning

In its first full season, 1985, the Sport quattro's best results were a win in Italy on the San Remo (Blomqvist) and second places on the Monte Carlo Rally (Walter Rohrl), Swedish (Blomqvist), Acropolis (Blomqvist) and the 1000 Lakes (Blomqvist). The latter event marked the debut of Audi Sport's fearsome S1, an evolution version of the Sport quattro festooned with aerodynamic devices and boasting over 500 bhp.

Meanwhile, in Britain, Malcolm Wilson, in his 'comeback' year, won the National Breakdown, the Welsh and the Scottish in the 'long' quattro. The Sport quattro made its UK - and David Sutton prepared - debut on the Ulster Rally and repeated the previous year's success, this time in the hands of Walter Rohrl.

1986: The Sport quattro closes the Group B record book with success

But it was not until 1986 that the Sport quattro contested its first full British Open Championship, with another victory in Yorkshire on the National Breakdown Rally for Hannu Mikkola, who also took the short quattro to its last event - and competition victory - on the Welsh Rally.

The Welsh International Rally and the 1986 Monte Carlo rally were the last events for the two Audi Sport teams prior to an unprecedented change in international rallying's rule book, which saw the end of the Group B supercars and concentration on a Group A production car class.

Audi Sport retired from rallying immediately after the ill-fated Rally of Portugal that led to the rule changes, a move followed by Audi Sport UK a matter of days later

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1987: Audi returns with the 200 quattro and the Coupe quattro  
Audi may have retired from the sport, but during the remainder of 1986 both Audi Sport UK and - as it had become by then - David Sutton Motorsport, worked to produce Group A Audi rally cars. In Germany, the Audi 200 quattro was chosen to continue the team's world championship involvement.

In Britain Audi Sport UK chose the Audi Coupe quattro, the 'big' quattro's normally aspirated 'brother' to campaign in the Shell Oils Open Rally Championship.

Walter Rohrl opened the 1987 season with a fine third place on the Monte Carlo rally in his Audi 200 quattro. This was followed by Hannu Mikkola and Rohrl taking an impressive first and second place respectively on the Safari Rally.

In Britain, Audi Sport UK campaigned two Audi Coupe quattros for Welshman David Llewellyn and the latest 'Flying Finn', Sebastian Lindholm.

Llewellyn led the National Breakdown from the start in his Audi Coupe quattro, before being forced to retire after an accident, leaving Group A victory and third overall to team mate Lindholm.

On tarmac, David Llewellyn led for the majority of the Circuit of Ireland Rally before being overhauled by a much more powerful Sierra Cosworth, yet he still clinched second place, with Sebastian in third position. The Welsh International saw Sebastian once again out in the lead of Group A, the Finn eventually finishing fourth overall.

#### Audi snatches victory in Scotland

In 1987's most exciting international rally finish, David Llewellyn snatched victory in the closing hours of the three day Scottish International Rally.

David pursued Jimmy McRae for most of the event - so close in fact that at one point they actually ran into each other - until part of Jimmy's suspension broke just a couple of hours from the finish and David managed to slip past him to victory.

Llewellyn finished the season with third place in the European Rally Championship - and secured a coveted 'A' seeding - after a magnificent victory on the Cyprus Rally, when he put his Audi Coupe quattro onto the winner's rostrum more than 11 minutes ahead of his nearest rival.

#### Llewellyn competes with an Audi in Italy

The Italian Audi importer, under the Audi Sport Europa banner, also provided a Coupe quattro for David Llewellyn in selected Italian Open Championship events.

A hectic end-of-season schedule also included a top ten finish for Llewelin in the Lombard RAC Rally.

1988: Importers carry the Audi banner

The final months of 1987 saw the Audi Sport team transfer its formidable talents to a new motorsport arena, Trans Am racing in America. When the team debuted its 200 quattro racers in 1988, it was with immediate competitiveness, and they won both the championship and the driver's title.

In rallying, a decision was made to ask the various Audi importer teams to run cars not only in their own championships but also in selected rounds of the World Championship. Thus Audi Sport UK used an Audi 200 quattro to run in the Shell Oils Open Rally Championship, plus the Portuguese Rally and the RAC Rally.

Through the winter of 1987/88, David Sutton Motorsport worked on the 200 quattro to prepare it for international competition. The opening round of the Open Rally Championship demonstrated both the potential success held out by the 200 quattro, and the problems that would ultimately lead to its untimely withdrawal.

While leading the National Breakdown Rally, the Audi suffered an engine failure, sidelining the big machine. In Wales David Llewelin once again led when an accident just five stages from the finish forced the car into retirement. The Circuit of Ireland and Portuguese Rallies also resulted in retirements, while the failure of minor electrical component let potential victory slip through the team's fingers on the Scottish Rally.

After the Scottish, Audi Sport UK reluctantly reached a decision that although the 200 quattro had shown that it could win selected events, it was not ultimately capable of winning the Championship title and therefore withdrew from British rallying.

Privateers continue with Audi

Audi Sport's move to Trans Am, and the end of the Audi Sport UK team does not mean, however, that the thrilling sight of an Audi quattro will no longer be seen and heard in rally sport.

Around the world, Audi quattros continue to compete - and win - in the hands of privateers.

Audi Sport sponsorship: Squash

For six years between 1978 and 1984 Audi in the UK was undoubtedly the world's most progressive squash sponsor. Throughout that period the company's core concern was to be innovative at a time of enormous change for a game which was just establishing itself on the world stage.

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The Audi Junior Squash Foundation, National Mixed Team and over-35 Team Trophies provided the domestic grass roots base to the sponsorship pyramid. The Foundation encompassed no fewer than 12 major junior championships, and today's leading British senior player Del Harris, won the Audi British Under-12 title in 1980.

More than 600 club sides annually tussled for the premier national club knockout championships, the Mixed Team and Over 35s. The fact that the Over-35s introduced by Audi in 1980 still operates today with more than 480 clubs competing, illustrates the enduring changes that Audi was able to bring about.

With the development of a professionals' squash circuit in the late 70s, Audi decided to take the pro-tour out into the community. The Audi World Cup was a mixed pairs pro-event which in its five years visited more than 40 different clubs in England, Scotland and Wales.

At each venue, local Audi dealers took on a supporting role to great effect. The Audi World Cup was won by some of the greatest names in modern day squash, including Jonah Barrington and Sue Cogswell in 1979, the Australian duo Dean Williams and Rhonda Thorne in 1983, and Hiddy Jahan and Vicki Cardwell in 1981.

#### Audi World Open Championships

It was the World Open Championships which were to be Audi's crowning glory. Having sponsored two British Opens using a conventional glass-back court set within a dazzling stage at the Churchill Theatre in Bromley, the attention switched to the National Exhibition Centre. The World Open has always been a shop window for the game, and it proved to be so once again in November 1982.

This occasion featured the debut of a revolutionary Twin Vue see-through glass squash court, and it boasted the largest single audience for a squash game - namely 1550 people. The championship was played to capacity audiences every night of its two week schedule, visiting no fewer than 12 clubs around Britain before a three night finish in Birmingham.

Audi's approach to the staging of the event received unrestrained press acclaim: "Here at last is a World Open with an appropriate sense of occasion".

"Squash has entered a new dimension. The success has opened up vast commercial possibilities."

"The goldfish bowl has some wrinkles but squash is on the march".

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Today audiences are up to 4000, there is a world-wide grand prix circuit, and see-through courts are now commonplace for most major tournaments.

#### Equestrianism

Audi's initial foray into the world of equestrian sponsorship began in 1984 with the Audi Grand Prix de Chasse point to point series. It now extends to International 3-day Eventing at Chatsworth, racing at Goodwood and Newmarket, and for two years took in the National Stallion and Hunter Shows.

The success that Audi achieved with linking the dealership network to the squash programme has continued with point to point. The series involves the staging of qualifying races throughout mainland Britain for which appropriate local dealerships act as the sponsor.

The first three horses from each race become eligible to contest the final, staged initially at Sandown Park on Channel 4 television, but the venue has subsequently been moved to Cheltenham, where it now forms the centrepiece of Audi Hunters Evening, the highlight of the point to point calendar.

The sponsorship aim is to develop the profile and appeal of Audi's product range and the dealership network within the rural community. In this respect it has certainly succeeded. Five years on, the Audi Grand Prix de Chasse has been staged at 57 different courses and involved 61 separate dealerships.

Within the sport's growing band of amateur protagonists, the Audi series is the one to win. It has been won by some immensely talented horses, including Elmboy and Border Burg, both of whom went on to win Cheltenham and Liverpool Foxhunters as well as gaining lofty positions in handicap steeplechases.

Audi extended its involvement to the increasingly popular sport of horse trials in 1985. Staged at the Derbyshire home of the Duke and Duchess of Devonshire, the Chatsworth Audi Horse Trials began life in October 1985 as a National 3-day and was boosted by Captain Mark Phillips' brilliant victory on Distinctive.

A crowd of 35,000 spectators, a record for Chatsworth at that time, and a much vaunted organising team, gave the British Horse Society sufficient confidence to grant the event International status. Thus Chatsworth would be on a par with Badminton and Burghley and would be judged as such. Could it respond to the challenge?

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Three years later, the crowds have increased into the 60,000 bracket, and the event has been contested by the elite of world eventing including Ginny Leng, Ian Stark, Lorna Clarke, Bruce Davidson and Lucinda Green (winner in '87). Meanwhile Audi's innovations have ensured that both competitors and spectators enjoy their sport to the full.

Audi quattro: Signpost for the future

The Audi quattro not only started a revolution in motorsport but also one in road car production. Its example has been hastily followed in both motorsport and in production car engineering by other manufacturers. But Audi specializes in the business of staying ahead of the opposition, and now offers a four-wheel drive version of every model in its range.

Vorsprung durch Technik as they still say on the Safari, the RAC Rally, the Monte Carlo, the Scottish Rally, at Chatsworth, in the squash courts . . .

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## THE NEW AUDI CLEAN AIR RANGE: FULLY EQUIPPED FOR THE 1990s

Following the announcement of its unequivocal stance on exhaust emissions in August 1989, Audi became the first manufacturer to offer British motorists top specification catalysts as standard equipment across its entire petrol-engined vehicle range, at no cost to customers.

The company's no-compromise environmental position means that all Audi cars are now fitted with sophisticated electronically controlled three-way regulated catalysts that exceed the demands of the world's toughest legislation, and destroy at least 90 per cent of all poisonous exhaust gases.

### Radical restructure

But Audi's new all-catalyst range has been radically restructured to meet the challenge of the 1990s, so that retail and running costs are not increased and there are no compromises in performance or economy.

While every engine has been replaced by a new low exhaust emission version, an aggressive new pricing policy offers significant cost advantages over rival prestige marques, and with the introduction of a number of entirely new models, a much wider choice has become available.

Meanwhile a new range of optional equipment allows customers to tailor their cars precisely to specific requirements, and there is now a substantially lower starting price for higher specification models through the range.

Highlights of the new 1990 Audi range include superior performance in key areas.

### New engines for UK

Power units entirely new to Britain include the tractable, fuel efficient, four cylinder, 2-litre 113bhp engine in the Audi 80 2.0E, Audi 80 Sport, Audi 80 quattro and Audi Coupe 2.0E.

Introduced in late summer 1989, Audi's sophisticated new 20-valve, twin overhead camshaft, five cylinder, 2.3 litre 170bhp engine powers the high performance Audi 90 20V, Audi 90 quattro 20V, Audi Coupe 20V and Audi Coupe quattro 20V.

Powerful Turbo versions have joined the Audi 100 range for the first time. These 2.2 litre five cylinder engines employ a watercooled turbocharger and deliver strong torque along with 165bhp, giving Audi 100 Turbo versions 135mph performance.

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Finally, at the very top of the range, Audi's evergreen sports car, the original Audi quattro, which revolutionised the industry in 1980, is now powered by a sophisticated new 20-valve twin overhead camshaft five cylinder engine, complete with watercooled turbocharger, which produces 228lb.ft of torque at the uncommonly low figure of 1950rpm. Meanwhile peak power is 220bhp at 5900rpm. The new Audi quattro 20V sprints from rest to 60mph in 5.9 seconds and records a top speed of 143mph.

#### More choice

Automatic transmission is now available for all front-wheel drive versions, and Special Equipment versions of the Audi 90 and Audi 100 have become available. The Audi 90 2.3E SE (for Special Equipment) includes in its specification rear electric windows, (front electric windows are standard equipment), 6Jx14in aero light alloy wheels, an electrically operated sunshine roof, an on-board computer and a headlamp wash system.

Special Equipment versions of the Audi 100 range include in their specification 6Jx15in aero light alloy wheels, 205/60R15V tyres, a leather bound steering wheel, electric sunshine roof and front foglamps.

A Sport package is also available for the Audi 90 which includes in its specification black chrome, 7x15in Speedline alloy wheels, 205/50R15V tyres, Jacquard satin upholstery, sports seats, leather-bound steering wheel, gear knob and gear lever gaiter, a 'thru-load' luggage facility, raised rear spoiler and supplementary instruments.

ABS anti-lock brakes and sports suspension are standard equipment on all quattro and all 20V versions in the Audi range, while all Audi 100 Turbo versions receive ABS anti-lock brakes as standard equipment.

#### Commitment to safety, quality, durability

Audi's singleminded commitment to the highest standards of safety, quality and durability in its products, has resulted in customer benefits spanning the entire Audi range. These benefits embrace the option of Audi's Procon-Ten safety system, and in-built anti-corrosion measures - including fully galvanised bodies throughout the range - still unmatched by other volume manufacturers, in addition to one of the most comprehensive vehicle warranties currently available.

Both the Audi 80 and the Audi 100 have recently scored exceptionally impressive safety figures in US Government crash testing, the latter being awarded the best safety figures recorded by the Federal Government since testing began ten years ago.

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Audi's technological lead in body engineering and complete galvanisation is matched by confirmed leadership in range-wide quattro permanent four-wheel drive options, incorporating Torsen differentials and ABS anti-lock brakes as standard equipment.

The quattro principle - a primary safety system in itself - remains a dominant driving force, and provides Audi with the platform for future investment in transmission development and multi-valve, fuel-efficient engines.

The entire catalyst-equipped Audi model range, apart from diesel versions, runs exclusively on unleaded fuel (premium 95 RON), and all models in the 1990 Audi range are thus fitted with narrow fuel fillers which will only accept the narrow nozzles fitted to fuel pumps offering unleaded fuel exclusively. This measure is designed to prevent catalyst-equipped cars being filled inadvertently with leaded fuel, which will harm the catalyst system.

#### **DETAILS OF THE NEW AUDI RANGE**

##### Audi 80 £11,125 - £15,172

All Audi 80 versions now have fuel injected engines, three-way catalysts, power assisted steering, central locking, fully galvanised bodywork, front electric windows and electric door mirrors as standard. ABS anti-lock braking is standard equipment on the Audi 80 quattro and optional on all other versions.

The entry model Audi 80 now has 90bhp (formerly 75bhp) and the range gains a second automatic transmission version (Audi 80 Automatic and Audi 80 2.0E Automatic).

The Audi 80 Sport - one of the most popular versions in the previous Audi 80 model line-up - returns in a new, modern guise and is equipped as standard with 7Jx15in Speedline alloy wheels, sports suspension, 205 x 50 R15V tyres, sports seats, raised rear spoiler, colour-keyed body aprons, supplementary instruments and wool cord trim.

The Audi 80 2.0E - which replaces the Audi 80 1.8E - Audi 80 Sport and 80 quattro are all powered by Audi's new fuel injected 113bhp 2-litre engine.

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Audi 80 model range

	Engine (cc)	Power (bhp)	Top speed (mph)	Acceleration (0-60mph)	Price £
Audi 80	1781	90	114	11.6	11,125
Audi 80 Auto	1781	90	111	13.8	11,776
Audi 80 2.0E	1984	113	122	10.2	12,475
Audi 80 2.0E Auto	1984	113	122	12.3	13,125
Audi 80 Sport	1984	113	122	10.2	14,191
Audi 80 quattro	1984	113	122	10.9	15,172
Audi 80 Turbo Diesel	1588	80	109	13.6	11,873

Audi 90 £14,460 - £19,460

The five cylinder Audi 90 range has been expanded to encompass six models plus Sport versions. The entry level version is now the 136bhp Audi 90 2.3E, with the Audi 90 2.0E being discontinued.

Common specification for all Audi 90 versions includes three-way catalysts, velour upholstery, fully galvanised bodywork, Autocheck system, front electric windows and electric door mirrors, power assisted steering and central locking. Automatic transmission is available as an option on all front-wheel drive versions.

Powerful 170bhp 20-valve versions are available in front-wheel drive and quattro versions, giving a top speed of 137mph. ABS anti-lock brakes and sports suspension are standard on 20-valve versions. ABS is standard on all quattro versions.

Audi 90 model range

	Engine (cc)	Power (bhp)	Top speed (mph)	Acceleration (0-60mph)	Price £
Audi 90 2.3E	2309	136	128	8.7	14,460
Audi 90 2.3E Auto	2309	136	125	10.7	15,111
Audi 90 2.3E SE	2309	136	128	8.7	16,211
Audi 90 quattro	2309	136	128	8.7	17,498
Audi 90 20V	2309	170	137	8.0	17,200
Audi 90 quattro 20V	2309	170	137	7.8	19,460

Audi Coupe £15,250 - £22,200

There are now five models in the Audi Coupe range, including a new fuel injected four cylinder 113bhp 2-litre Audi Coupe 2.0E.

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Common specification includes three-way catalysts, fully galvanised bodywork, Autocheck system, electric windows and door mirrors, supplementary instruments, central locking, fog lights, velour trim (Coupe 2.0E has flannel trim) and rear wash/wipe.

Powerful 170bhp 20-valve versions - giving 0-60mph acceleration in 7.8 seconds - are available in front-wheel drive and quattro versions. ABS anti-lock brakes and 7Jx15in Speedline wheels are fitted to 20V versions as standard equipment. ABS anti-lock braking is standard on all quattro versions.

#### Audi Coupe model range

	Engine (cc)	Power (bhp)	Top speed (mph)	Acceleration (0-60mph)	Price £
Audi Coupe 2.0E	1984	113	122	10.2	15,250
Audi Coupe 2.3E	2309	136	128	8.7	16,960
Audi Coupe quattro	2309	136	128	8.7	19,994
Audi Coupe 20V	2309	170	137	8.0	19,994
Audi Coupe quattro 20V	2309	170	137	7.8	22,200

#### Audi 100 £14,640 - £22,800

For the 1990 model year, Audi's trend-setting aerodynamic saloon and spacious estate, the Avant, now share a common specification that includes three-way catalysts, fully galvanised bodywork, central locking, electric windows all-round, electrically operated door mirrors, power-assisted steering, Autocheck system, front and rear head restraints, wool cord trim, reading lights and an interior light delay switch.

The Audi 100 2.3E - which replaces the Audi 100 2.2E - and the new Audi 100 Turbo offer velour trim, which is an option on the Audi 100 2.0E. All quattro and Turbo versions are also fitted with ABS anti-lock brakes, 6Jx15 aero alloy wheels, supplementary instruments, and a leather bound steering wheel.

Special equipment, (SE), versions include in their specification 6Jx15 aero alloy wheels, 205/60 R15V tyres, electrically operated sunshine roof and front foglamps.

Powerful 165bhp Audi 100 Turbo versions are available in front-wheel drive and quattro versions, and automatic transmission is available for all front-wheel drive versions.

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Audi 100 model range

	Engine (cc)	Power (bhp)	Top speed (mph)	Acceleration (0-60mph)	Price £
Audi 100 2.0E	1994	115	118	10.1	14,640
Audi 100 2.0E Auto	1994	115	116	12.0	15,440
Audi 100 2.0E SE	1994	115	118	10.1	16,390
Audi 100 2.3E	2309	136	125	9.2	15,675
Audi 100 2.3E Auto	2309	136	123	10.8	16,475
Audi 100 2.3E SE	2309	136	125	9.2	17,425
Audi 100 quattro	2309	136	125	9.4	19,379
Audi 100 Turbo	2226	165	134	7.5	18,820
Audi 100 Turbo Auto	2226	165	132	8.6	19,619
Audi 100 Turbo quattro	2226	165	134	7.5	22,800
Audi 100 Turbo Diesel	1986	100	115	11.5	16,565

Audi 100 Avant £15,730 - £23,890

Common specification exactly follows that of the Audi 100 saloon, as does the range itself.

Audi 100 Avant model range

	Engine (cc)	Power (bhp)	Top speed (mph)	Acceleration (0-60mph)	Price £
Audi 100 Avant 2.0E	1994	115	117	10.3	15,730
Audi 100 Avant 2.0E Auto	1994	115	114	12.2	16,530
Audi 100 Avant 2.0E SE	1994	115	117	10.3	17,480
Audi 100 Avant 2.3E	2309	136	124	9.4	16,765
Audi 100 Avant 2.3E Auto	2309	136	122	11.0	17,565
Audi 100 Avant 2.3E SE	2309	136	124	9.6	18,516
Audi 100 Avant quattro	2309	136	124	9.6	20,469
Audi 100 Avant Turbo	2226	165	132	7.7	19,910
Audi 100 Avant Turbo Auto	2226	165	130	8.8	20,709
Audi 100 Avant Turbo quattro	2226	165	132	7.7	23,890
Audi 100 Avant Turbo Diesel	1986	100	114	11.9	17,655

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Audi quattro 20V £32,995

The classic original Audi quattro is now fitted with a new 20-valve twin overhead camshaft turbocharged engine with 220bhp and twin catalyts, upping top speed to 143mph and cutting the 0-60mph time to 5.9 seconds. A revised interior includes Jacquard satin upholstery and sports steering wheel.

Audi quattro 20V

	Engine (cc)	Power (bhp)	Top speed (mph)	Acceleration (0-60mph)	Price £
Audi quattro 20V	2226	220	143	5.9	32,995

The Audi quality warranty

The Audi warranty is one of the most comprehensive available.

As well as a one year unlimited mechanical warranty, a ten year warranty against rust-through of body parts on all Audi cars with galvanised bodysHELLS, and three years warranty against paint defects, there is a six year Audi 'On Call' recovery service and the option of extending the mechanical warranty by 12 or 24 months. The recovery service and extended warranty are fully transferable on vehicle resale.

The Audi On Call six year recovery service, which offers coverage in the UK for mechanical breakdown, accident, fire and theft; and mechanical breakdown in mainland Western Europe, is operated by Mondial Assistance.

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