

Audi Sport International Rally 21 October 1989



The Audi Sport International Rally is an international competition promoted and organised by The Wolverhampton & South Staffs Car Club Limited. It will take place on Saturday 21st October 1989.

Sponsored by Audi Sport.

RAC MSA Permit Number: 12575

THIS EVENT WILL BE RUN IN COMPLIANCE WITH:
The International Sporting Code (and its Appendices) of the Federation Internationale de l'Automobile (FIA).
The General Regulations of the RAC Motor Sports Association Limited.
The Regulations published for this event.
The Motor Vehicles (Competition and Trials) Regulations 1969 and 1974.

THE EVENT IS A QUALIFYING ROUND OF:
The Shell Oils RAC MSA British Rally Championship. (Permit No. CH 5002).
Peugeot GTI Rally Challenge. (Permit No. CH 89R/5304).
The Skoda Trophy. (Permit No. CH 89R/5200).

The Rally Headquarters will be situated at the Moat House Hotel, Foregate, Telford Centre, Telford.

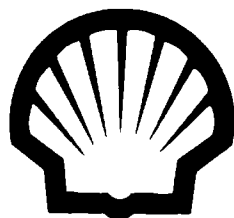
Scrutineering in the Telford Fire Station from 12.00 on Friday 20th October.
The Rally starts from High Street, Welshpool at 07.00 hrs on Saturday 21st October.

The Rally finishes in Telford Town Park at 17.00 hrs on Saturday 21st October.

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Shell Oils

BRITISH RALLY CHAMPIONSHIP 

THE EVENTS

CARTEL INTERNATIONAL RALLY	24th—26th February 1989
BIF CIRCUIT OF IRELAND RALLY	25th—27th March 1989
FRAM WELSH INTERNATIONAL RALLY	28th—30th April 1989
SCOTTISH INTERNATIONAL RALLY	9th—12th June 1989
BRITISH MIDLAND ULSTER RALLY	28th—29th July 1989
TUDOR WEBASTO MANX RALLY	12th—15th September 1989
AUDI SPORT INTERNATIONAL RALLY	21st October 1989



**Audi Sport
International Rally
21 October 1989**

FOREWORD

From the Organisers



This year will undoubtedly go down as one of the most significant years in the history of the Wolverhampton and South Staffordshire Car Club, as well as proving to be a very memorable year for all club members involved in the Audi Sport International Rally.

Not least because of the much greater workload it has placed on everyone — too many people to list here individually — as we have geared up for the promotion to international status. To all those people who have given so much time and effort, I am sure every spectator and competitor will join me in saying thank you.

We should also remember that Audi Sport provide much more than financial support for this event. Their skills, devotion to the sport and unstinting support for both the club and the event has, in no small way, contributed to this event being the success that it is.

But, at the end of the day, two groups of people are at the heart of the Audi Sport International Rally, the competitors who will undoubtedly produce a fine day's sport, and you, the spectators, whose support over the years have made such a major contribution to this event and provided us with the encouragement to make the 1989 Audi Sport International Rally the best rally ever organised by the Wolverhampton and South Staffs Car Club!

JOHN TREVETHICK
Clerk of the Course
Wolverhampton and South Staffordshire Car Club



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MESSAGE From the Sponsors



It has always been Audi Sport's intention, since we took over the sponsorship of the Audi Sport Rally, to provide support to raise the level of competition and the status of a rally that we have always believed not only to have the potential to become one of Britain's major events, but also one with a worldwide reputation.

Last year's event, with its entry list significantly better than many World Championship events, set the stage for the most significant boost to the status of the Audi Sport Rally yet: its promotion to international status and membership of Britain's premier rally championship, the Shell Oils British Rally Championship.

This is in no small part due to the year-long efforts of the Wolverhampton and South Staffs Car Club, whose tireless work behind the scenes has given the Audi Sport Rally a substantial and well deserved reputation for immaculate planning and organisation. To these people must go the congratulations for the elevation of the event to international status.

The benefits of international status are many, not least for the spectators, who will be able to see a wider range of not just Europe's, but also the world's, leading drivers competing in the latest rally cars. The event will also see the exciting climax of the 1989 Shell Oils British Rally Championship.

Once more, let me welcome you to the 1989 Audi Sport International Rally. We hope that you will find it even more exciting than previous events and also look forward to seeing you at the 1990 Audi Sport International Rally!

JOHN MESZAROS
Audi Marketing Manager

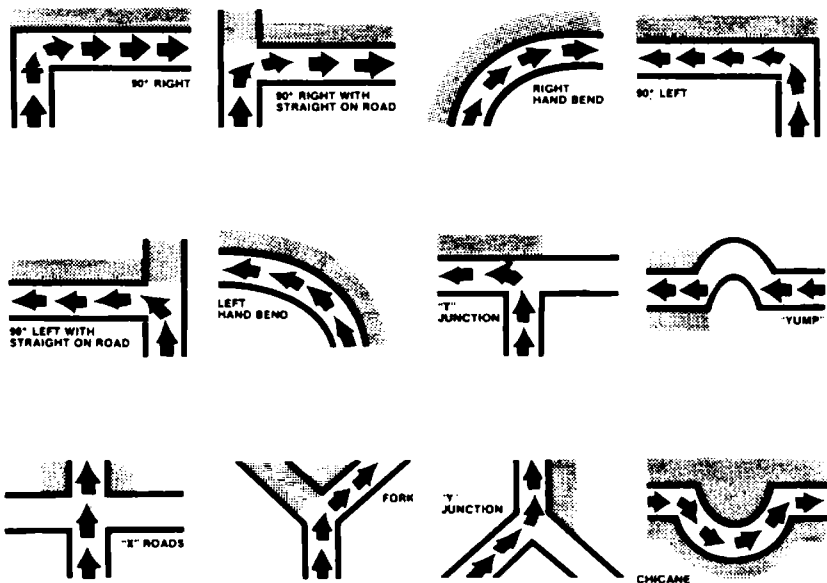


**Audi Sport
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OFFICIALS

- Stewards of the Meeting: For the RACMSA — Mr Hugh Dewar
 For the Club — Mr Denis Cardell (Wales)
 Mr Jon Sharpe (England)
- Clerk of the Course: John Trevethick
- Secretary of the Meeting (Management): David Cozens
- Secretary of the Meeting (Competition): Duncan Williams
- Assistant Clerk of the Course (Marshals): Ray Lloyd
- Assistant Clerk of the Course (Route): Gareth Thomas
- Event Safety Officers: Kevin Page, Simon Oliver
- Event Chief Medical Officer: Dr Ian Picton Robinson
- Area Controllers: Mike Arnold, Tim Bloxham, Tim Cross
 Nigel Dawes, John Fox, John Frost
 Shane Gamble, Rob Howard, Mervyn Johnson
 Philip Matthews, Mark Snelson
 Brian Vaughan, Alan Watkins
- Entries Secretary: Christine Chick
- Competitors Liaison Officer: Andrew Kellitt
- Results Manager: Pat Ridgeway
- Results Service: Tynemouth Computer Services, Martin Liddle
- Press Officer: Edward Rowe
- Information Officer: Derek Hill
- Championship Co-ordinator: John Horton
- RAC Timekeepers: Vaughan Allcock, David Williams
- RAC Chief Scrutineer: Fred Southall
- RAC Eligibility Scrutineers: Don Tarbet, Geoff Ward
- RAC Scrutineer: David Southall
- RAC Assistant Scrutineers: Steve Gregory, Jonathan Southall
- Peugeot Rally Challenge Series Scrutineer: Geoff Ward
- Driving Standards Observer: Jack Romain
- Noise Test Official: Kevin Page

SPECTATOR SAFETY

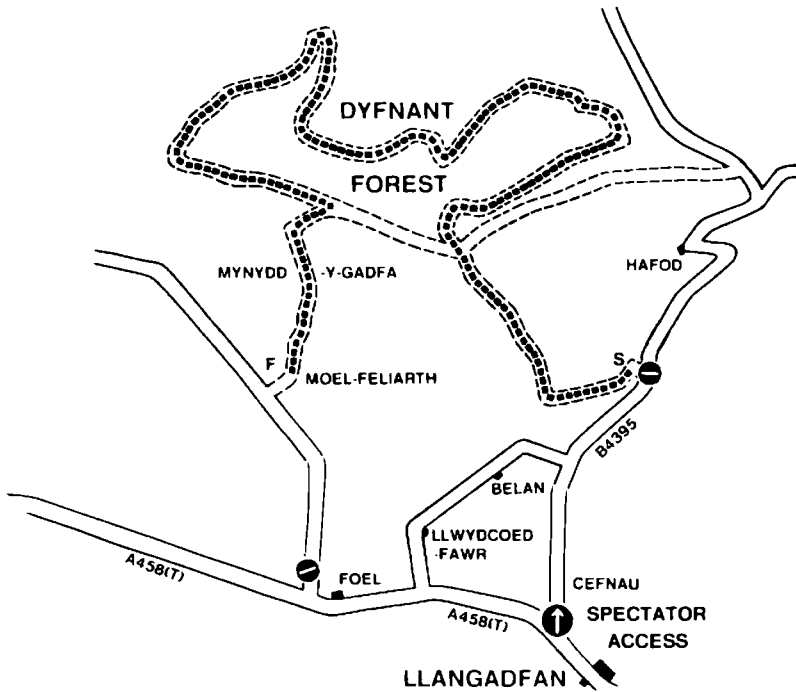


IMPORTANT
 IT IS VERY DANGEROUS TO STAND
 ON THE ROAD WHILST THE RALLY
 IS IN PROGRESS

SHADED AREAS ARE PROHIBITED



DYFNANT

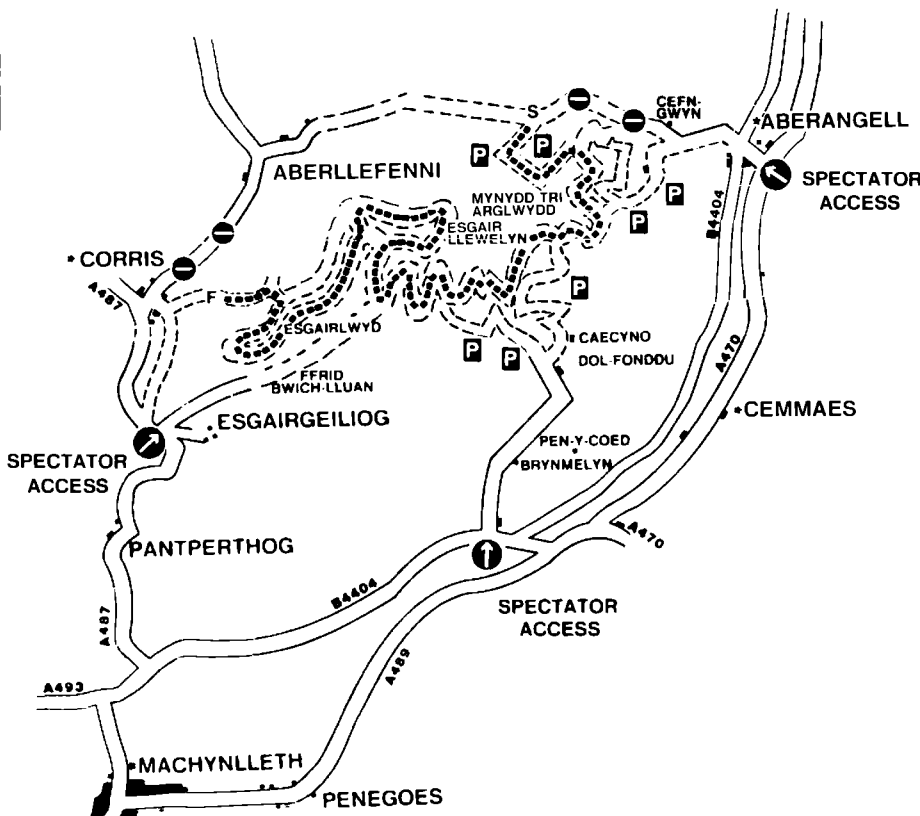



Audi Sport
International Rally
21 October 1989

SS1 DYFNANT 1
 07.39
 Access via B4395, see map.

SS2 DYFI MAIN 1
 08.24
 Route as Dyfi Main 2, see map.

DYFI



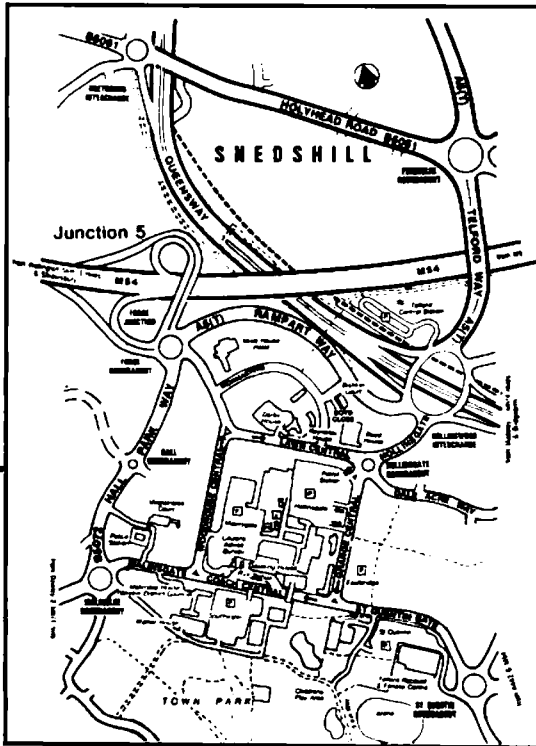
SS4 PANTPERTHOEG
 09.52
 Access marked off A487 north of Machynlleth.

SS7 DYFI MAIN 2
 11.18
 Route as Dyfi Main 1, see map.

SS9 DYFNANT 2
 14.03
 Route differs from Dyfnant 1 but access remains the same (see map of Dyfnant 1).



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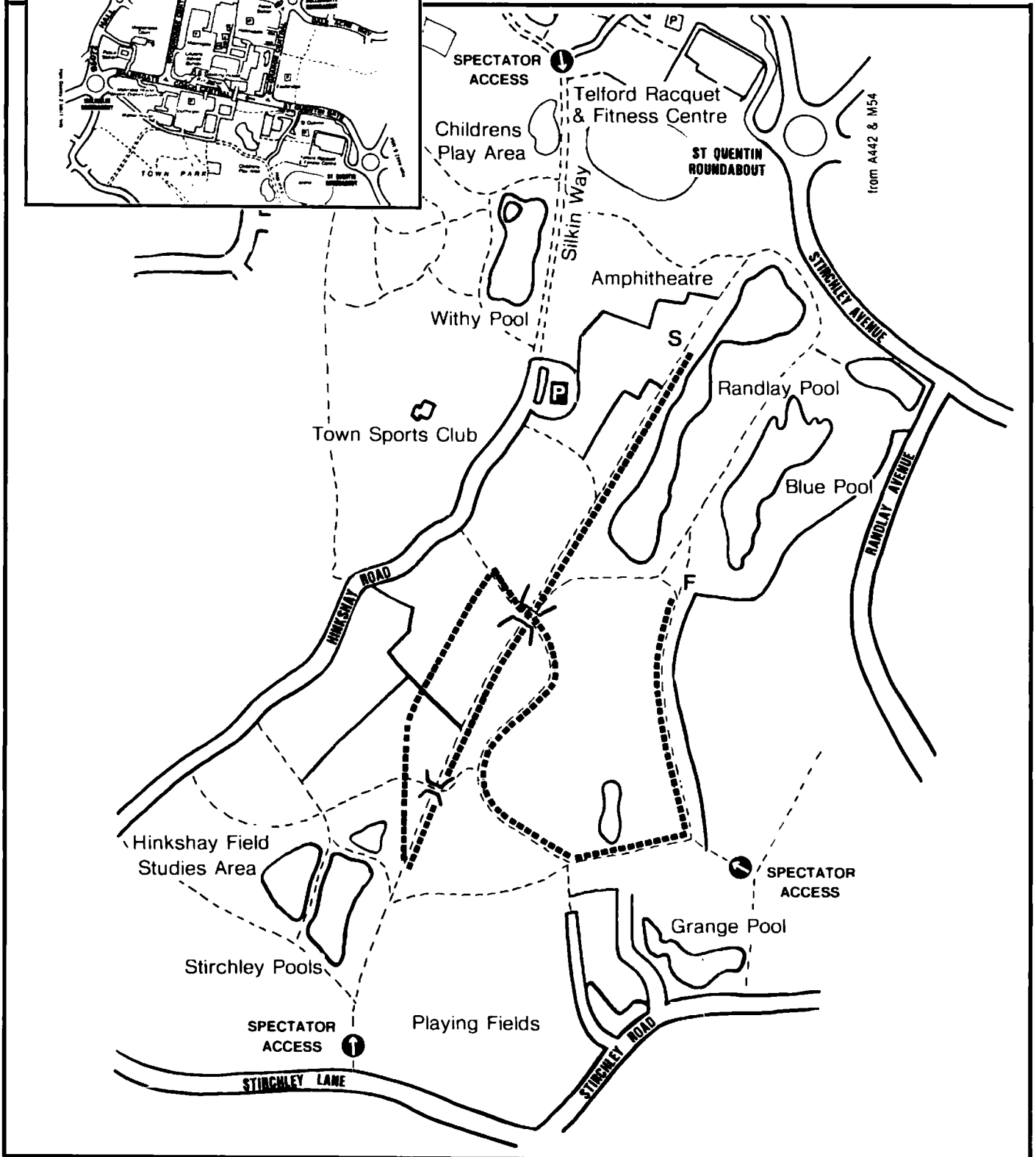
SS10 TOWN PARK 1

16.09

SS11 TOWN PARK 2

16.18

Special Stage held in Town Park, see map for access.



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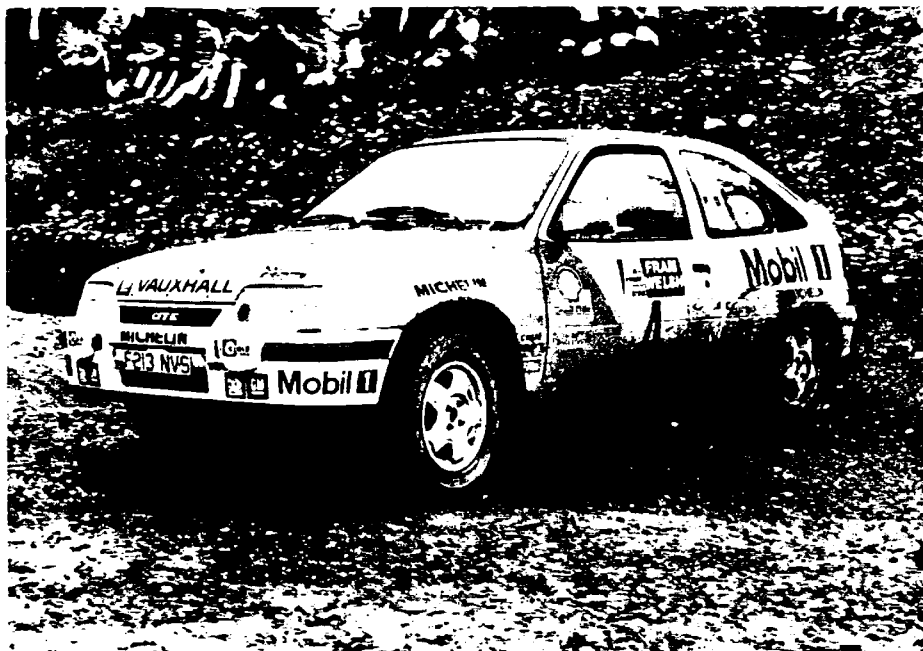
THE STORY SO FAR

In February of this year 99 of the U.K.'s best drivers declared their intent to contest the seven-round Shell Oils British Rally Championship. Eight months, six rounds and 1280 competitive miles later only Russell Brookes and David Llewellyn are left in the overall title chase.

The series began with the Bradford-based Cartel International Rally. Llewellyn surprised the pundits with a 58-second victory over Swedish champion Thorbjorn Edling to give Toyota their first major U.K. victory. The Brookes and McRae battle went to the Midlander, paired with Mark Lovell in the newly-formed Andrews Sykes Rally team. Louise Aitken-Walker, in her first season with the Vauxhall-Opel team, joined teammate Malcolm Wilson in the top 10. Group N victory went to Pentti Airikkala's Mitsubishi.

Peugeot's three 'young lions' Hakan Eriksson, Simon Davison and Chris Birkbeck made their debut in Coventry-built Peugeots. Gwyndaf Evans moved up to a Brooklyn-prepared Group A Sierra in the livery of Mr Tompkinson carpets, and for the first time it was McRae and son (Colin) together in the RED/Ford team. Middleton teamed with Llewellyn, both in the livery of Securicor Communications. De Lacy easily filled their entry list, but still found space to host the first round of Skoda Trophy '89 on the event's second leg.

At Easter, new Circuit of Ireland sponsors Bank of Ireland Finance celebrated with Jimmy McRae his record seventh circuit. Brookes harried



Above and right: Malcolm Wilson tights to hold the corners, and lies third in Class A7.

the defending Open champion to within 22-seconds by the Dun Laoghaire finish. Mark Lovell, Gwyndaf Evans and Austin McHale gave Ford Sierras the first five places while Airikkala again scooped Group N for Mitsubishi. McRae now topped the Championship tables with Brookes second. Cardiff hosted the Fram Welsh in late April. On his seventh attempt Llewellyn won his home event, Brookes was second and moved into joint lead of the Championship with McRae.

Airikkala made it three Group N wins in a row while Birkbeck and Davison captured two class wins for Peugeot. A bulging entry list, boasting 16 overseas crews made the 'Fram Welsh' the most popular round of the series. In the Championship tables, the Astra of Brian Wiggins held second in Group N and lead in Class N3. Ian Calvin's Toyota was well ahead in Class N2 and was to clinch the class title by the Manx. Peugeot held the advantage in three of the four Group A



Top and left: Gwyndal Evans — presently lying third in the overall Drivers' Championship.

Top right: Russell Brookes in the Ford Sierra Cosworth hopes to win the Audi Sport Rally to clinch the Championship.

Right: David Llewellyn, with several wins under his belt, holds on to fourth position in the Championship.

Colin Taylor Photography



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Colin Taylor Photography

Pentti Airikkala holds first place in Group N and lies sixth overall in the Championship.

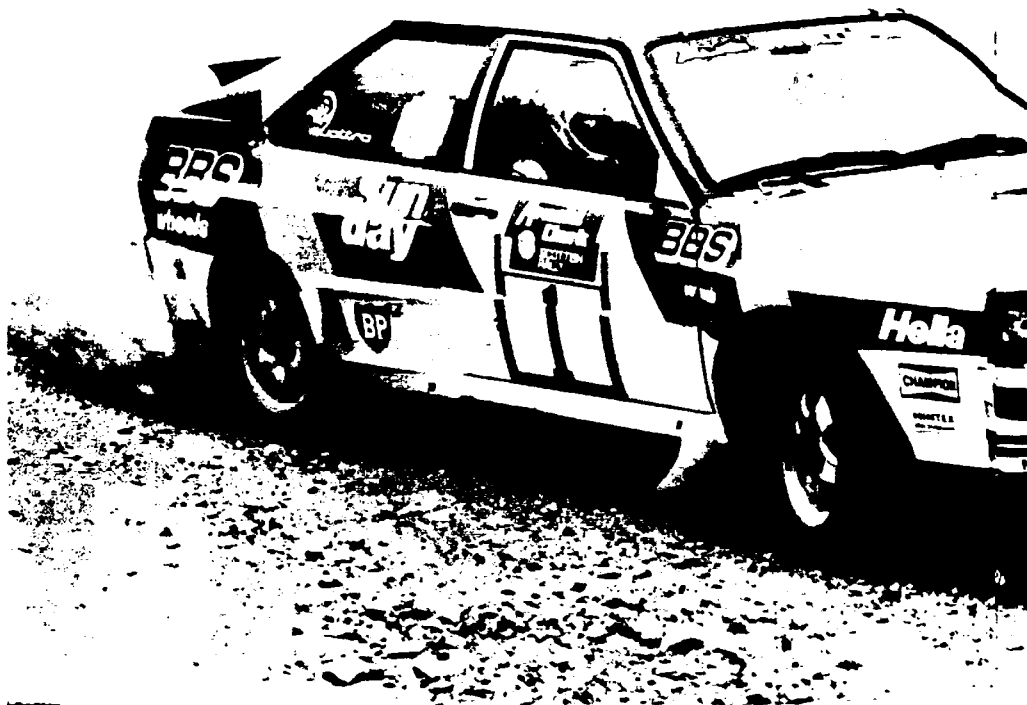
classes and in Class N1 with the 205 GTi of Frank Larsen from Denmark. The high road to Glasgow and the RSAC Scottish rewarded Llewellyn with a third victory. This time Lovell finished runner-up with Evans third. McRae left the fray on the first stage after an engine fire but family honours were redeemed by son Colin who won Group N outright, beating Airikkala into second. Malcolm Wilson's Astra took another class win and moved into the lead of his Championship class. In

Group N, David Maslen moved his Mazda up to second, Ian Calvin third and the Sierra of Don Bailey fourth. The British Midland Ulster Rally provided one of the year's most popular results. Gwyndaf Evans the quiet but talented Welshman taking victory literally on the last stage. A blown turbo charger was to cost Brookes the event. However, he held onto his Championship advantage, while Evans moved into second. Llewellyn, last after Stage 1 fought back to claim third, helped by the

misfortunes of McRae and Lovell. John Haugland's Skoda took a well deserved class win — his 100th — and eighth overall, his best ever placing on an Open Championship round. Team orders decided the outcome of the Tudor Webasto Manx Rally. Mark Lovell led into the final stage but stopped to let his Andrews Sykes teammate, Russell Brookes, win. By doing so McRae, Evans and Lovell himself were denied sufficient points to maintain their challenge for the Championship. Llewellyn retired at the end of the first leg, despite valiant efforts by the Collins team to change his gear box. Star of the rally was David Metcalfe in his 1600cc Nova who finished fourth overall. Group N went to Kenny McKinstry. Surprisingly 32nd was enough to give Airikkala the Group N Championship. With just one round to go all eyes will be on Brookes — looking for his third Open Championship title — and Llewellyn — looking for his first. But consider this: Brookes won the Audi Sport Rally last year; Llewellyn's Toyota has a distinct advantage on gravel stages; Gwyndaf Evans is on home ground; will he deny Brookes the maximum points he needs to be assured of the Championship? Lovell is on tremendous form and is a fast starter, a distinct advantage on this one-day international. And if Airikkala turns up in a Group A Mitsubishi — for Lombard RAC practice — he too could spoil Brookes' chances. All these ingredients set the scene for the most exciting finale event.



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AUDI SPORT UK: CHANGING FACE OF RALLYING

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!

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.

1982: Audi takes the manufacturers' title

In 1982 Audi quattros 'steam-rolled' 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

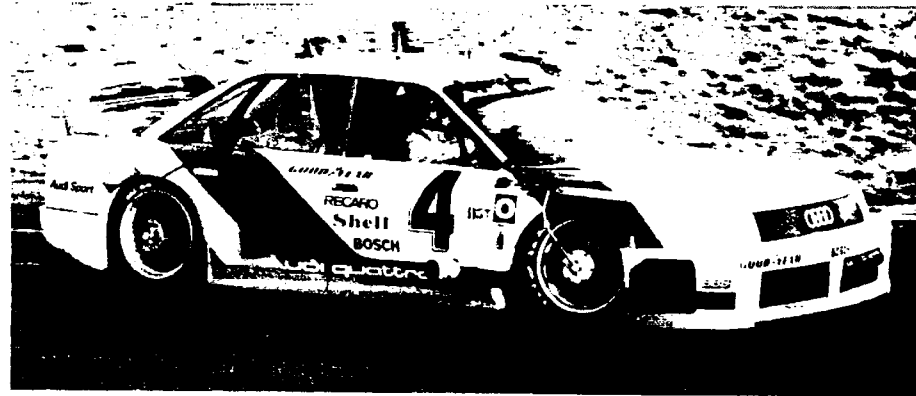
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David Llewellyn winning the Cyprus Rally for Audi Sport UK.

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.

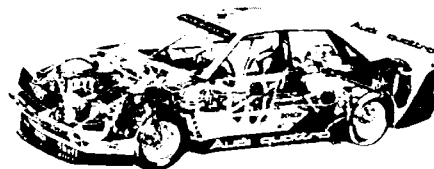
Mikkola takes his first world title
Audi's success in Britain was more



Above: Testing for IMSA '89: the new Audi 90 quattro.

Right: Audi 200 quattro Trans Am.

Left: Steamroller of the 1982 British Open Rally Championship — Hannu Mikkola in the Audi quattro.



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 Alomqvist, 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.

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 a 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 International Rally 21 October 1989

ORGANISED BY THE WOLVERHAMPTON



LIST OF ENTRIES

NO.	DRIVER/CO-DRIVER	TOWN	ENTRANT	CAR	CLASS
1	TIMO SALONEN/Voitto Silander	Finland	Mazda Rally Team Europe	Mazda 323 Turbo 4WD	A8
2	MALCOLM WILSON/Ian Grindrod	Cockermouth	Vauxhall Dealer Sport	Vauxhall Astra GTE 16V	A7
3	DAVID LLEWELLIN/Phil Short	Haverfordwest	Team Toyota GB	Toyota Celica GT Four	A8
4	FRANCO CUNICO/Max Sghedoni	Italy	Q8 Team Ford	Ford Sierra Cosworth	A8
5	PENTTI AIRIKKALA/Ronan McNamee	Henley on Thames	Safety Devices Motorsport Engineering	Mitsubishi Galant VR4	N4
6	COLIN McRAE/Derek Ringer	Scotland	Shell Gemini	Ford Sierra Cosworth	A8
7	HAKAN ERIKSSON/Johnny Johanson	Sweden	Peugeot Talbot Sport	Peugeot 309 GTI	A7
8	RAMON FERREYROS/Andy Moss	Peru	PIAA (UK) Ltd	Lancia Delta Integrale	N4
9	ROSSELL BROOKES/Nell Wilson	Worcester	Andrews Sykes Ford Champions Team	Ford Sierra Cosworth	A8
10	MARK LOVELL/Ronan Morgan	Axbridge	Andrews Sykes Ford Champions Team	Ford Sierra Cosworth	A8
11	SAEED AL HAJRI/Steve Bond	Qatar	Rothmans Ford	Ford Sierra Cosworth	A8
12	GWYNDAF EVANS/Howard Davies	Machynlleth	Brooklyn Motorsport	Ford Sierra Cosworth	A8
13	LOUISE AITKEN-WALKER/Ellen Morgan	Berwickshire	Vauxhall Dealer Sport	Vauxhall Astra GTE 16V	A7
14	DAVE METCALFE/Nicky Grist	Kendal	Vauxhall Dealer Sport	Vauxhall Nova GTE	A6
15	SHIN'YA YAMAUCHI/John Meadows	Japan		Mitsubishi Galant VR4	A8
16	ANDREW WOOD/Oougie Paterson	Melrose	Castrol Syntrol X/Wagon Finance	Audi 90 Quattro	A8
17	GRAHAM MIDDLETON/Paul Watkins	Ludlow	Team Toyota GB	Toyota Celica GT Four	A8
18	STEVE HILL/Brian Golf	Oxford		Ford Sierra Cosworth	N4
19	CHRIS BIRRECK/Mike Kidd	Cleveland	Peugeot Talbot Sport	Peugeot 205 GTI	A7
20	SIMON DAVISON/T.B.A.	Maidenhead	Peugeot Talbot Sport	Peugeot 205 GTI	A7
21	MIKE SOHLBERG/T.B.A.	Finland	Blue Rose Team	Lancia Delta Integrale	N4
22	IAN ROBERTON/Bon Hill	Farnham	Grays of Guildford/Shell Oils/Dunlop	Ford Sierra Cosworth	A7
23	VINCE WETTON/Chris Allen	Sheepy Magna	Castles Dover Street, Leicester, Audi Dealer	Audi Coupe Quattro	A8
24	CHRIS LORD/Ron Varley	Leeds		Ford Sierra Cosworth	N4
25	PAT OORAN/Steve Turvey	Kent	Weston-Super-Mare M.C. Ltd	Ford Sierra	A8
26	SEAN LOCKYEAR/T.B.A.	West Sussex	W Jones & Son, Builders Merchants	Volkswagen Golf GTI 16V	A7
27	TERRY KABY/Kevin Gormley	Towcester	Team Daihatsu	Daihatsu Charade GTI	N3
28	DAVID HUMPHREYS/Andrew Morris	Newtown	Furrows of Telford	Ford Sierra Cosworth	A8
29	BRIAN WIGGINS/Tony Shepherd	Clacton on Sea	Spring Grove Services/Vauxhall Dealer Sport	Vauxhall Astra GTE	N8
30	IAN DONALOSON/Richard Taylor	Basingstoke		BMW 325i X	N4
31	BRIAN BELL/Phillp Mills	Skegness		Lancia Delta Integrale	N4
32	ROBBIE HEAD/Hobert Reid	Carlisle		Vauxhall Nova Sport	A5
33	STUART COUPE/Chris Wood	Preston		Lancia Delta Integrale	N4
34	CEIRIOG HUGHES/T.B.A.	Bala		Vauxhall Nova Sport	A5
35	JAMES SUTHELAND/Adrian Woodhouse	Chesterfield		Vauxhall Astra	N3
36	PHILIP SHAW/Geoff Maybank	Halifax		Mazda 323 Turbo 4WD	N4
37	DAVID FHANKS/David Manchester	Buckinghamshire		Ford Sierra	A7
38	MATTHEW CLARK/T.B.A.	Leicester	Midland Tyre & Rally Specialists Ltd	Peugeot 205 GTI	A6
39	MIKE WILLIAMS/Nicholas Beech	Wrexham	Milestone M.C.	Vauxhall Nova Sport	A5
40	STEVE EASTON/Hugh Edwards	Blackburn	Mapmasters Forest Maps	Vauxhall Nova	A5
41	MIKE RIMMER/Mike Armistead	Borehamwood	Rampage Extrovert Hospitality	Mazda 323 Turbo 4WD	N4
42	STEVE RITTON/Steve Perez	Sheffield		Vauxhall Astra	N3
43	DONALD BAILEY/T.B.A.	Isle of Man		Ford Sierra Cosworth	N4
44	IAN CALVIN/Uel Calvin	County Antrim		Toyota Corolla GT	N2
45	PAUL FBANKLAND/Keith Chipchase	Yorkshire		Peugeot 205 GTI	N3
46	THEO BENGBY/Leslie Forsbrook	Herefordshire	Leominster Car Auctions Ltd	Peugeot 205 GTI	N3
47	ALISTER McRAE/David Senior	Lincoln		Vauxhall Nova Sport	A5
48	PETER STEPHENSON/T.B.A.	Cleveland	Able Motorsport Ltd	Toyota Celica GT Four	N4
49	GEORGES SIMONS/Jean Marc Fortin	Belgium	Belgian VW Club	Volkswagen Golf GTI 16V	N3
50	KIM KIRK/Polly	Exeter	Vauxhall Dealer Sport	Vauxhall Nova GTE	N2
51	RICHARD ROBERTS/Michael Mitchell	Gloucester		Vauxhall Nova GTE	N2
52	DAVE HARRIS/Rarrington La Roche	Weston-Super-Mare	Data-X Ltd	Toyota Corolla GT	N2
53	MARK WAGSTAFF/Chris Stables	Settle	Kirkby Lonsdale Motor Club	Peugeot 309 GTI	N8
54	STEVEN RENNETT/Malcolm Wootton	Ross on Wye		Peugeot 309 GTI	N3
55	OWAIN PUGH/Graham Evans	Llwyngwril		Peugeot 309 GTI	N3
56	KEVIN FURBER/Brian Hardie	Burnley		Peugeot 309 GTI	N8
57	TEHRY HAYWARD/Gill Cotton	Bedford	Eaton	Ford Capri 2.8i	A8
58	DAVID EVANS/David Smith	Lichfield	Smith Wheels	Toyota Corolla	N2

Shell Oils
 FULLY CHAMPIONSHIP



**Audi Sport
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ENTRANTS

NO.	DRIVER/CO-DRIVER	TOWN	ENTRANT	CAR	CLASS
59	JOHN BOWLT/Bob Hastings	Buckinghamshire	Shades International Ltd	Mazda 323 Turbo 4WD	N4
60	SIMON THOMAS/David Moreton	Devon		Peugeot 309 GTI	N3
61	STEPHEN EGGLESTONE/Allan Cathers	Penrith	RE Performance Centre Carlisle Wheel & Tyre	Peugeot 309 GTI	N3
62	PETE WOODHEAD/Paul Woodhead	Burton on Trent		Toyota Corolla	A6
63	CHRISTOPHER REES/Malcolm Heymer	Chelmsford		Mazda 323 Turbo 4WD	N4
64	IAN EVANS/Andy Stanworth	Hereford	Springhill Motor Sport Club	Peugeot 205 GTI	N3
65	RAYMOND JUDE/Michael Glew	Tadcaster	CSMA/Ripon M.C.	Peugeot 205 GTI	N3
66	CLIVE WHEELER/Ken Bartram	Crawley	Skip Brown Cars	Peugeot 205 GTI	N3
67	IAN RUMMOND/Rick Blackburn	Northampton		Peugeot 309 GTI	N3
68	DAVID BEAUMONT/Nick Midgley	Halifax		Mazda 323 Turbo 4WD	N4
69	ANDREW SHARAM/Adrian Jetteries	Ledbury	Gloplas Performance Profile	Toyota Corolla	A6
70	MARTIN MADGE/Phillip Curtis	Oxford	Syscom Data Services	Toyota Corolla	N2
71	PHIL MICHAELIDES/Ralph Ahern	London		Ford Sierra Cosworth	N4
72	KEVIN WILLIAMS/Alan Jones	Leominster	Knighton Motor Club	Ford Capri 2.8i	A8
73	DAVID PEMBERTON/Richard Hudson	Lancashire	Knowdale Car Club	Vauxhall Nova Sport	A5
74	JULIAN REYNOLDS/Andy Morgan	Dyfed		Peugeot 309 GTI	N3
75	RICKY EVANS/Martin White	Tamworth		Peugeot 205 GTI	N3
76	NICHOLAS WEBSTER/Richard Maries	Oxford		Vauxhall Nova GTE	N2
77	ALASBAIB SMITH/Andrew Pemberton	Perthshire		Volkswagen Golf GTI	A7
78	JON GDSTAGE/Rob Jones	Colwyn Bay	North Wales Car Club Ltd	Peugeot 205 GTI	N2
79	CHRISTOPHER BLACHIN/Alan Utting	Horsham		Peugeot 205 GTI	N2
80	PAUL ROGBSON/Steve Stowell	Warrington	Skip Brown Cars	Peugeot 205 GTI	N2
81	MARK WADMAN/Rich Winter	Devizes		Peugeot 205 GTI	N2
82	STEWART SOMERVILLE/Roy Perrin	Solihull	Micro Computer Mart Magazine	Toyota Corolla	N2
83	HARBY CATCART/Kenneth Weir	Northern Ireland		Suzuki Swift GTI	N1
84	TREVOR HARRIS/Ian Brown	Norfolk	Datacopy Copier Paper/Cookes of Fakenham	Volkswagen Golf GTI 16V	N3
85	JULIE MURRAY/Bon Roughead	Consett	MM Oil (GB) Ltd/Badgeralm Ltd	Peugeot 205 GTI	A7
86	PETE FIRKIN/John Roberts	Sutton Coldfield	Bristol Street Motors, Birmingham	Ford Sierra Cosworth	N4
87	LANCE GILMORE/T.B.A.	Telford	Worfield Garage Bridgnorth Vauxhall Opel Dir	Vauxhall Nova SR	N1
88	ANDREW TOBDOFF/Andrew Wisedale	Huddersfield		Peugeot 205 GTI	N2
89	PAUL ARMSTRONG/Jerry Lucas	Wirral	Wallasey Motor Club Ltd	Volkswagen Golf GTI 16V	N3
90	CHARLES KNIFTON/Tony Smith	Derbyshire		Peugeot 205 GTI	N2
91	BARBARA ARMSTRONG/John Richardson	Scotland		Peugeot 309 GTI	N3
92	JOHN WOOD/Jeremy Griffiths	South Humberside	Neiman Security Products Klaxon English Est	Peugeot 309 GTI	N3
93	LIONEL FINN/Beg Smith	York	PRC Group Pontefract	Peugeot 205 GTI	N2
94	TIMOTHY DBAY/Susanne Dixon	Humberside		Peugeot 205 GTI	N2
95	GBAHAM STEPHENS/Simon Staddon	Hampshire	Charters of Aldershot	Peugeot 205 GTI	N2
96	DOUGLAS GARDINER/Charles Harrison	Derby		Vauxhall Nova SR	N1
97	MICHAEL GUEST/Stephen Holland	Huddersfield		Vauxhall Nova SR	N1
98	STUART HARRINGTON/Lesley Nickson	Stockport	061 Motor Club	Peugeot Rallye 205	N1
99	SIMON HARBIS/Paul Loveridge	Ross on Wye	Ross & District Motor Club	Peugeot 205 GTI	N2
100	ANDREW NEVITT/Bicbard Wheeler	Worcester	Sixty & Worcestershire M.C.	Peugeot 205 GTI	N2
101	GBAHAM NEWBY/Stephen White	Dorset	Barnack Motor Co, Dorset, Skoda Dealer	Skoda 130L	A5
102	BILL DOUGLAS/Alan Bland	Northampton	Car-Nation Skoda Centre, Northampton	Skoda 130L	A5
103	STEVE WEDGBURY/Nick Petrusic	Bridgnorth	Faintree Garage/Nat West Bank M.C.	Skoda 130L	A5
104	RICHARD PLATTS/Ian Young	Surrey	Withams for Skoda/Nat West Bank M.C.	Skoda 130L	A5
105	MARTIN NEWSON/Hoy Vincent	Suffolk	Cranes (Norwich) Ltd for Skoda	Skoda 130L	A5
106	DAVID OLDBIDGE/Leslie Allfrey	Leamington Spa	Raliyrite	Skoda 130L	A5
107	ROY GRAVESTOCK/Stanley Graham	Essex	Javalin Computer Services of Chelmsford	Vauxhall Nova SR	N1
108	LES RANDALL/Richard Youds	Gloucester		Skoda 130L	A5
109	BOB SMITH/Phil Gooch	Essex		Vauxhall Astra	A5
110					
111	TIM BEALL/Duncan Beall	Horncastle		Skoda 130L	A5
112	STUART HODKIN/Neil Woolscroft	Doncaster	Noras Woolshops/Fourways Garage	Skoda 130L	A5
113	LES ANDREW/Nick Middleton	Knaresborough	Visual Information Systems	Skoda 130L	A5
114	NIGEL BEAUMONT/Kelth Beaumont	Salisbury		Skoda 130L	A5
115	MICHAEL SADLER RROOKES/Eileen Burton	Knutsford		Skoda 130L	A5
116	STEPHEN EYRE/David Rogers	Oxfordshire		Skoda 130L	A5



**Audi Sport
International Rally
21 October 1989**



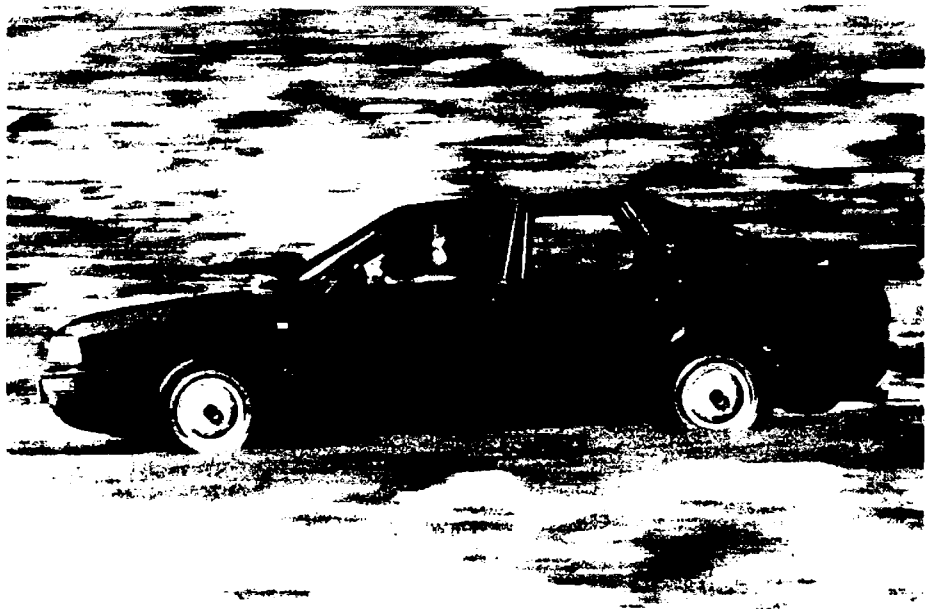
DRAMATIC AUDI RE-STRUCTURE SETS THE SCENE FOR 1990'S EXPANSION

Audi is radically re-structuring its UK range to meet the challenge of the 1990s, and all models will now feature new catalyst-equipped engines as standard equipment, at no extra cost. "In the next decade customers will be demanding cars with the lowest possible exhaust emissions to safeguard the environment, but at the same time they will expect no loss in performance, the widest possible choice of equipment and the keenest possible prices," says Peter Cover, Sales and Marketing Director for the importer. "Our new range is aimed at satisfying these criteria."

Every version in the Audi range has been affected. At no cost to customers, every engine has been replaced by a new low exhaust emission version, which through the use of sophisticated electronics and three-way catalysts, destroys at least 90 per cent of all poisonous exhaust emissions, yet the engines will not cost more to buy, nor will they cost more to run, and they will not compromise on performance.

These developments go much further than an unequivocal stance on exhaust emissions however. With sales up 14 per cent in the first seven months of this year, Audi is now preparing to boost its prestige range of saloons, coupes and estate cars with an aggressive new pricing policy, designed to offer a significant cost advantage over rival prestige marques.

All models in the 1990 Audi range are fitted with narrow fuel filters which will only accept the narrow nozzles fitted to fuel pumps offering unleaded fuel



Audi 90 quattro 20V.

exclusively. This is designed to prevent catalyst equipped cars being filled inadvertently with leaded fuel, which will harm the catalyst system.

AUDI 80 £11,125 — £15,172

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

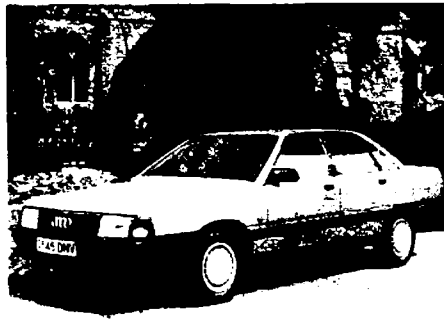
The entry model Audi 80 now has 90bhp (formerly 75bhp) and the range

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 7J x 15in Speedline alloy wheels, sports suspension, 205 x 50 VR15 tyres, sports seats, raised rear spoiler, colour-keyed body kit, 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. The



Audi 80.



Audi 100 2.3E.



Audi 100 Avant 2.3E.



The new 170 bhp Audi Coupe quattro 20V.

ATURE

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Audi 80 Turbo Diesel — which also meets the 1983 US Exhaust Emission Standard — gains power assisted steering, front electric windows and electric mirrors.

AUDI 90 £14,460 — £19,460

The five cylinder Audi 90 range has been expanded to encompass five models plus the new Sport and Special Equipment 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 137 mph.

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

The Audi 90 Special Equipment package includes rear electric windows, 60 x 14 alloy wheels, electric sunroof, computer and headlamp wash system.

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.

Common specification includes three-way catalysts, 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 0-60 acceleration in 7.8 seconds — are available in front-wheel drive and quattro versions. ABS anti-lock brakes and 7J Speedline wheels are fitted to 20V versions. ABS anti-lock braking is standard on all quattro versions.

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 catalysts, upping top speed to 143 mph and cutting the 0-60 mph time to 5.9 seconds. Revised interior includes Jacquard satin upholstery and sports steering wheel.

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



Audi 2.3 litre 20V-engine.

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 Audi 100 2.0E. All quattro and Turbo versions are also fitted with ABS anti-lock brakes, 6J x 15 aero alloy wheels, supplementary instruments, and leather steering wheel.

A special equipment pack will also become available in January.

The 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.

AUDI 100 AVANT £15,730 — £23,890

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



**Audi Sport
International Rally
21 October 1989**



Michele Mouton winning the 1983 Audi Sport Rally.

THE BEST OF THE REST

History of the Wolverhampton & South Staffs Car Club

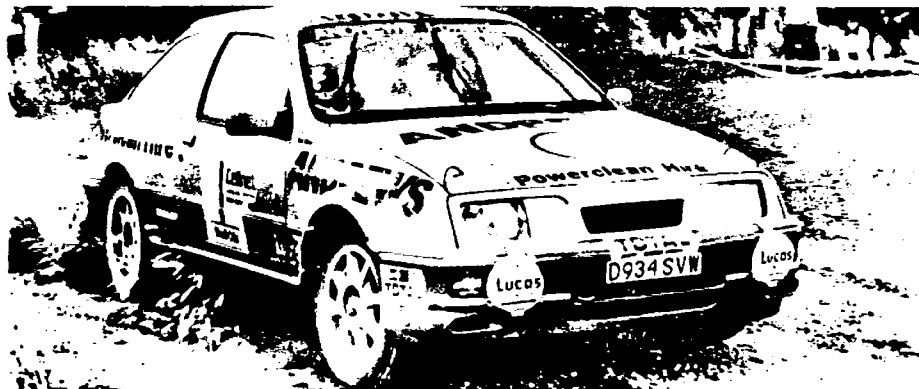
Wolverhampton and South Staffs Car Club first ran an annual national rally in 1960 and in the years that followed the event has become recognised as one of the best, if not the best on occasion, one day national event in the British calendar.

This year, for the first time, it has been given international status and is the final round of the Shell Oils British Rally Championship having been for many years the final round of the National Championship.

Twenty nine years ago rallying was vastly different from today and the club's first national permit was granted for a navigational road event but soon the organisers progressed to using the tracks through the forests and in fact the club pioneered the use of the Forestry Commission land in the mid 1960's.

It was in 1967 that the present format of special forest stage rallying had its inception which set the trend for others to follow.

In its formative years the event was known as the Express & Star Rally and drew support from the Wolverhampton based newspaper. However, with the move to the forests Castrol became co-sponsors and for six years it became known as the Castrol National Rally. With the withdrawal of Castrol in 1980 Pace Petroleum took over and following their initial sorte they supported the event again in 1982 and also took on supplying backing to the National series as well. When Shell Oils took over the series sponsorship in 1983 it was impossible for Pace Petroleum



Russell Brookes — winner of the 1988 Audi Sport National Rally.

Colin Taylor Photography

to continue their involvement with the event.

The Wolverhampton Club, formed in the mid 1950's, has long been recognised as a mainly rally orientated club in the West Midlands but members also have plenty of opportunity to try other forms of motor sport and there is a healthy social programme offered from the Club's present headquarters at The Pigot Arms, Pattingham.

The Club is fortunate in having had continuity in its leading officials for nine years and the experience they have gained over the years has allowed the event to improve consistently. John Trevethick has been Clerk of the Course since taking over from Norman Jones in 1980. Previously David Stephenson held the reins for several years while other well known personalities such as Richard Harper and Colin Francis also had a spell at the helm.

The Club's involvement with the Audi

car firm started in 1983 by which time the event was based in Aberystwyth as it was convenient for the various forest complexes used on the event and it remained there until 1986 when a return to the Midlands led to Shrewsbury being used as the start and finish. The move to Telford took place in 1987 since when the event has enjoyed the enthusiastic and continuing support of the local authorities who, each year, donate additional and unusual awards which are much sought after by the competitors, who come from all parts of the world to test their machines and their skills.

Wolverhampton and South Staffs Car Club, who are assisted enormously by the massive corps of volunteer marshals who man the forests and assist in a dozen other ways, hope you will enjoy the day watching an event which has been voted the best round in the National Championship three times in the past five years.

RAC MSA/SHELL OILS BRITISH RALLY CHAMPIONSHIP

POSITIONS AND POINTS AFTER 6 OF 7 ROUNDS

OVERALL DRIVERS CHAMPIONSHIP

1st	Russell Brookes (Ford Sierra Cosworth)	111	6th	Pentti Airikkala (Mitsubishi Galant VR-4)	74
2nd	Jimmy McRae (Ford Sierra Cosworth)	103	7th	Hakan Eriksson (Peugeot 309 GTI)	69
3rd	Gwyndaf Evans (Ford Sierra Cosworth)	100	8th	Louise Aitken-Walker (Vauxhall Astra GTE)	62
4th	David Llewellyn (Toyota Celica GT-4)	95	9th	Andrew Wood (Audi 90 quattro)	58
5th	Mark Lovell (Ford Sierra Cosworth)	80	10th	Chris Birkbeck (Peugeot 205 GTI)	56

GROUP N DRIVERS CHAMPIONSHIP

1st	Pentti Airikkala (Mitsubishi Galant VR-4)	116
2nd	Brian Wiggins (Vauxhall Astra GTE)	102
3rd	Donald Bailey (Ford Sierra Cosworth)	93
4th	Ian Calvin (Toyota Corolla GT)	73
5th	Terry Cree (VW Golf GTI 16V)	70
6th	Stuart Coupe (Lancia Delta Integrale)	69
7th	David Maslen (Mazda 323 4x4)	63
8th	Andrew Hudson (Toyota Corolla GTI-16v)	59
9th	David Crockett (Vauxhall Nova SR)	47
10th	Harry Cathcart (Suzuki Swift GTI)	47

CLASS H1 (Up to 1300cc)

1st	David Crockett (Vauxhall Nova SR)	54
2nd	Harry Cathcart (Suzuki Swift GTI)	54
3rd	Miles Chamberlain (Citroen AX Sport)	41
4th	Frank Larsen (Peugeot 205 GTI)	37
5th	Andrew Gee (Vauxhall Nova SR)	18

CLASS N2 (1300cc-1600cc)

1st	Ian Calvin (Toyota Corolla GT)	70
2nd	Andrew Hudson (Toyota Corolla GT)	54
3rd	Andrew Tordoff (Peugeot 205 GTI)	34
4th	Russell Brown (Ford Fiesta XR2)	21
5th	Trevor Fleming (Toyota Corolla GT)	21

CLASS N3 (1600cc-2000cc)

1st	Brian Wiggins (Vauxhall Astra GTE 16v)	75
2nd	Terry Cree (VW Golf GTI 16v)	51
3rd	Paul Armstrong (VW Golf GTI)	32
4th	Graham Evans (Vauxhall GTE 16v)	22
5th	Robert Pugh (VW Golf GTI 16v)	22

CLASS N4 (Over 2000cc)

1st	Pentti Airikkala (Mitsubishi Galant VR-4)	69
2nd	Donald Bailey (Ford Sierra Cosworth)	52
3rd	Stuart Coupe (Lancia Delta Integrale)	36
4th	David Maslen (Mazda 323 4x4)	33
5th	Colin McRae (Ford Sierra Cosworth)	24

CLASS A5 (Up to 1300cc)

1st	Simon Davison (Peugeot 205 Rallye)	66
2nd	John Haugland (Skoda Favorit 136L)	47
3rd	David Pemberton (Vauxhall Nova SR)	45
4th	Seamus Carey (Vauxhall Nova SR)	41
5th	Robbie Head (Vauxhall Nova Sport)	25

CLASS A6 (1300cc-1600cc)

1st	Chris Birkbeck (Peugeot 205 GTI)	69
2nd	Richard Smyth (Toyota Corolla)	51
3rd	David Metcalfe (Vauxhall Nova GTE)	30
4th	Jeremy Barnes (Peugeot 205 GTI)	28
5th	David Greer (Toyota Corolla)	27

CLASS A7 (1600cc-2000cc)

1st	Hakan Eriksson (Peugeot 309 GTI)	59
2nd	Louise Aitken-Walker (Vauxhall Astra GTE)	51
3rd	Malcolm Wilson (Vauxhall Astra GTE)	45
4th	Julie Murray (Peugeot 205 GTI)	45
5th	Mats Jonsson (Opel Kadett GSI 16v)	24

CLASS A8 (Over 2000cc)

1st	Russell Brookes (Ford Sierra Cosworth)	61
2nd	David Llewellyn (Toyota Celica GT-4)	55
3rd	Jimmy McRae (Ford Sierra Cosworth)	53
4th	Gwyndaf Evans (Ford Sierra Cosworth)	51
5th	Mark Lovell (Ford Sierra Cosworth)	41



MANUFACTURERS CHAMPIONSHIP

GROUP N	GROUP A		
Ford	67	Ford	69
Mitsubishi	61	Toyota	58
GM Europe	51	GM Europe	39
Toyota	44	Peugeot	28
Peugeot	14	Audi	26

KERRIDGE OPEN CHAMPIONSHIP COMPETITION

1st	Ian Calvin	145
2nd	Richard Smyth	131
3rd	Andrew Hudson	106

SKODA TROPHY

1st	Graham Newby	147
2nd	Bill Douglas	126
3rd	Richard Platts	105
4th	Martin Newson	101
5th	Stuart Hodkin	85

NOTES:

There are seven qualifying rounds in this year's Shell Oils British Rally Championship, these are: **Cartel International Rally** (24-26 February); **BIF Circuit of Ireland Rally** (24-27 March); **Fram Welsh International Rally** (28-30 April); **RSAC Scottish Rally** (9-12 June); **British Midland Ulster Rally** (28-29 July); **Tudor Webasto Manx Rally** (12-15 September); **Audi Sport International Rally** (21 October).

Points will be allocated to registered drivers relative to their position in Overall, Group and Capacity Class classification on each of the scoring rounds.

Points will be allocated to registered manufacturers in relation to Overall and Group classification only on each of the scoring rounds.

Drivers and Manufacturers will count their best **five** scores towards their final Championship positions.

Overall and Group N Drivers Championship

Points will be allocated to the first 22 registered drivers relative to their positions in Overall and Group N classification on each qualifying event as follows:

1st — 25 points; 2nd — 22 points; 3rd — 20 points; 4th — 19 points; 5th — 18th points; and so on down to 1 point.

Capacity Class Awards

Points will be awarded to the first twelve registered drivers in each of the eight Capacity Classes.

This scoring system is entirely separate from the Overall and Group N Drivers Championships.

Highest placed registered driver in each Capacity Class — 15 points; Second highest placed registered driver in each Capacity Class — 12 points; and so on down to Twelfth highest placed registered driver in each Capacity Class — 1 point.

Manufacturers Championships: Groups N and A

Two separate Championships based on the results achieved by registered Drivers and Manufacturers in vehicles which comply to either FIA Group N or Group A regulations.

Manufacturers points will be allocated on each qualifying event as follows:

Highest placed registered 'Make': Group N and A — 15 points; Second highest placed registered 'Make': Group N and A — 12 points; and so on down to Twelfth highest placed registered 'Make': Group N and A — 1 point.

Manufacturers may accumulate points in both Group N and A. Points are relative to Group and cannot be added together.

WORLD CHAMPIONSHIP PROFILES

The Audi Sport Rally has always proved popular with Manufacturers' teams as part of their preparations for November's Lombard RAC Rally. It gives them an opportunity for adapting their cars to our unique forest roads and a look at the classic special stages in Central Wales. Highlighted are just three of the World-class drivers and cars which make this event so unique and exciting.

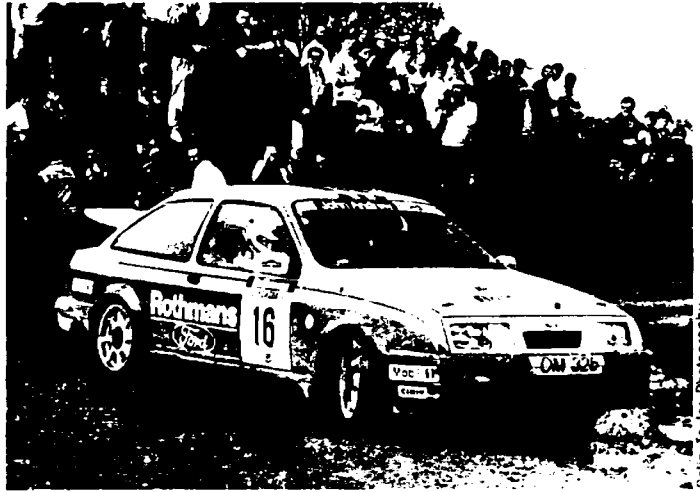
SAEED AL HAJRI

Saeed Al Hajri is acknowledged as the Arab World's most successful driver with 15 international rally victories already to his credit.

He was Gulf and Middle East Rally Champion in 1983 and 1984 and FISA Middle East Rally Champion in 1984 and 1985.

He began rallying in 1978 and joined the Rothmans Rally Team in 1982, driving an Opel Ascona. In 1984 the livery of Rothmans was first seen on a Porsche 911 SCRS which was campaigned on selected U.K., Middle East, European and World Championship events — the best result being 4th in the 1986 Acropolis Rally.

In 1988 came an Audi quattro prepared by David Sutton Motorsport and an English co-driver, Steve Bond. Saeed finished runner-up in the Middle East Championship last year, but after a change to a Group A Ford Sierra Cosworth the team look all set to regain this Championship. Saeed has rallied in Egypt, England, Scotland, Cyprus, Greece and Ireland.



Colin Taylor Photography

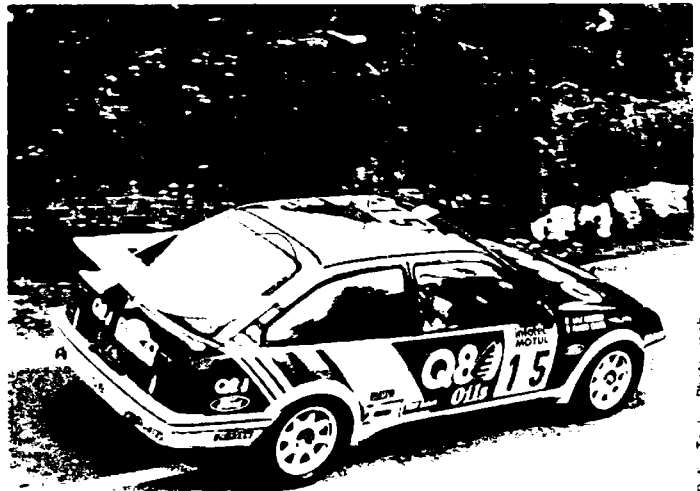
FRANCO CUNICO

Born in Vincenza, Italy in 1957. Franco began rallying an Opel Ascona in 1977. He contested the Autobianchi Series the following year and in his second season became the 1979 National champion.

In 1980 he drove a Lancia Stratos to third place on both the Costa Smeralda and Ciocco European Rally Championship rounds. After a year in a Ford Fiesta, he finished 8th on the Targa Floria in a Fiat Ritmo. He won the 1983 Targa outright in a Lancia 037 and finished runner-up in the Italian National series.

In a Lancia Delta 4WD, Franco secured the 1987 Italian Group N championship title. A title he retained the following year, in a Ford Sierra RS Cosworth. Outstanding performance in 1988 resulted in a works drive in a Group A Sierra Cosworth on two World Championship events — Corsica (7th overall) and the Lombard RAC Rally.

Franco is 1989 Italian Group N champion.



Colin Taylor Photography

TIMO SALONEN

Born 8/10/1951 in Helsinki into a family of car dealers, Timo first got behind a wheel of a car at the tender age of seven. Like most of his compatriots, he learnt to handle a car on frozen lakes during winter — the sort of training that has made Finnish rallymen unbeatable on ice. He, in turn, became a car-dealer for Mazda and competed in the 1000 Lakes Rally in a car of the same make, almost immediately making a name for himself. He went on to drive for Fiat, Nissan and Peugeot successively. In 1985 he drove a 205 Turbo 16 to victory on five different occasions, securing the World Championship title. He returned to Mazda in 1987 and on his second outing he won the Swedish International Rally in his Mazda 323 4WD. To date he has 11 World Championship victories.



Colin Taylor Photography

PROFILES



DAVID LLEWELLIN

Age 28, a farmer from Haverfordwest in Wales. He was British National Champion in 1984 and joined Michele Mouton in the Audi-UK team the following year. Moved to Austin Rover in 1986 and won his first International, the *Circuit of Ireland*, driving a *Metro 6R4*. Returned to Audi in 1987 and won the Scottish and Cyprus rallies.

Took over from McRae in the Toyota GB team and has scored four victories this season on the Cartel, Welsh, Scottish and Donegal Internationals.

British championship results this year:

Cartel International: 1st Overall, 1st in Class A8.

BIF Circuit of Ireland: Retired on SS21.

Fram Welsh International: 1st Overall, 1st in Class A8.

Scottish International: 1st Overall, 1st in Class A8.

British Midland Ulster Rally: 3rd Overall, 3rd in Class A8.

Tudor Webasto Manx Rally: Retired on SS3.

Currently 4th Overall and 2nd in Class A8 in the Shell Oils British Rally Championship.

The four-wheel-drive Toyota Celica GT-Four is one of the new breed of Group A "supercars" and the Toyota GB version is the only one competing in the British Isles. It is built and run by Collins Cars, Pontrilas and is sponsored by Shell Oils and Securicor Communications. It runs on Pirelli tyres.

TOYOTA

PROFILES



Colin Taylor Photography



Colin Taylor Photography

RUSSELL BROOKES

Age 44, from Besford, Worcestershire, where he runs a printing business. Started rallying 25 years ago in navigation events and graduated to stages rallying via the Escort Mexico and National Championships. Won the original British Championship in 1977 and the 'Open' version in 1985, the year he won the Ulster Rally. He has also won the Welsh, Scottish and Manx rallies plus three victories on the Circuit of Ireland. Russell missed out most of last season but scored his first victory in a Sierra Cosworth on the Audi Sport Rally in October.

British championship results this year:

Cartel International: 3rd Overall, 3rd in Class A8.

BIF Circuit of Ireland: 2nd Overall, 2nd in Class A8.

Fram Welsh International: 2nd Overall, 2nd in Class A8.

Scottish International: 4th Overall, 4th in Class A8.

British Midland Ulster Rally: 2nd Overall, 2nd in Class A8.

Tudor Webasto Manx Rally: 1st Overall, 1st in Class A8.

Currently 1st Overall and 1st in Class A8 in the Shell Oils British Rally Championship.

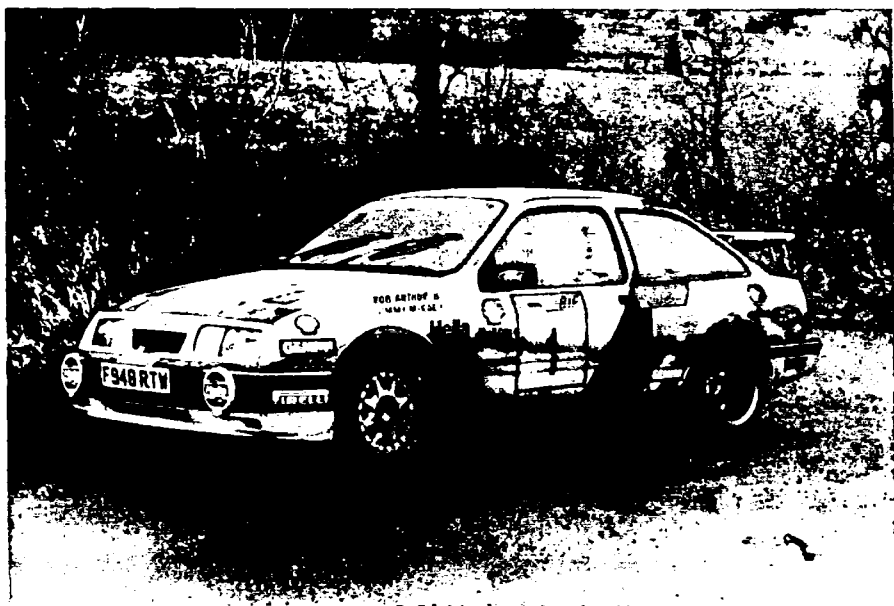
Russell's Mike Little-prepared Sierra Cosworth carries the livery of the Andrews-Sykes group of companies, an association which started in 1974 and is believed to be one of the longest-running in rallying. His Sierra is thought to be identical to that of Jimmy McRae — the one major difference being it runs on Dunlop tyres.



PROFILES



Colin Taylor Photography



Colin Taylor Photography

JIMMY McRAE

46 year old Managing Director from Lanark, Scotland. Married with three sons, the eldest being the UK's most promising young rally driver Colin. Started rallying in 1974. From 1976 to 1985 he drove for General Motors, competing in Vauxhall and Opel rally cars. During 1986 a works Austin Rover Metro 6R4 was successfully campaigned, changing to a Ford Sierra Cosworth when these 'Group B' cars were dropped from the International circuit. Holds a record number of victories on the British Open Rally Championship — 1981, 1982, 1984, 1987 and 1988. Has won the Circuit of Ireland Rally seven times and was the first Scot for 25 years to win the 1988 Scottish International Rally. Still with the Ford Sierra Cosworth prepared by RED, Jimmy is now in contention of winning the 'Open' Championship crown.

British championship results this year:

Cartel International: 4th Overall, 4th in Class A8.

BIF Circuit of Ireland: 1st Overall, 1st in Class A8.

Fram Welsh International: 3rd Overall, 3rd in Class A8.

Scottish International: Retired SS2.

British Midland Ulster Rally: 5th Overall, 5th in Class A8.

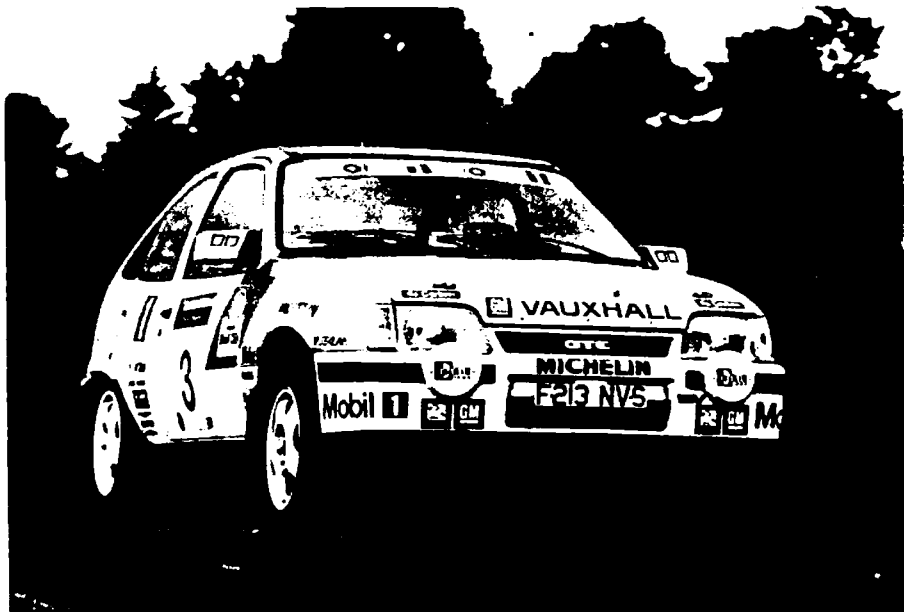
Tudor Webasto Manx Rally: 3rd Overall, 3rd in Class A8.

Currently 2nd Overall and 3rd in Class A8 in the Shell Oils British Rally Championship.

McRae's Group A version of the Ford Sierra Cosworth is prepared by Rally Engineering Development (RED) in Widnes and is sponsored by Shell Oils. It runs on Pirelli tyres and produces a power output of 300bhp from its four-cylinder turbocharged Cosworth engine.



PROFILES



MALCOLM WILSON

Age 32, a professional driver from Cumbria. Regarded as the most accomplished British driver and the most likely to bring Britain success on the world scene. He was the British National Champion in 1978 just four years after passing his driving test and he repeated the success the following year. He had to wait until 1985 before winning his first home International, the National Breakdown Rally, finishing third in the Open Championship that year. Essentially a Ford man throughout most of his career he moved to Austin-Rover for a limited World Championship programme in 1986. Late in 1987 he joined Peugeot but switched to the GM Dealer Sport team last season to bring an Astra in third place in the 'Open' after a series of outstanding drives.

British championship results this year:

Cartel International: 8th Overall, 1st in Class A7.

BIF Circuit of Ireland: Retired after SS7.

Fram Welsh International: 6th Overall, 1st in Class A7.

Scottish International: 5th Overall, 1st in Class A7.

British Midland Ulster Rally: Retired after SS2.

Tudor Webasto Manx Rally: Did not enter.

Currently 12th Overall and 3rd in Class A7 in the Shell Oils British Rally Championship.

Malcolm's two-litre fuel-injected 16-valve Vauxhall Astra GTE is prepared alongside the sister car of Louise Aitken-Walker at Vauxhall Dealer Sport in Milton Keynes. It uses Michelin tyres and is sponsored by Mobil 1 but differs from Louise's car in that it is right-hand-drive.



PROFILES



Colin Taylor Photography



Colin Taylor Photography

PENTTI AIRIKKALA

Age 43, born in Finland but living in Henley-On-Thames. First rallied in the UK in 1975 driving an Alfa Romeo and won the British Open in 1979 for Dealer Team Vauxhall. The first European to win the Circuit of Ireland and the first to win the Ulster Rally, Airikkala's career has spanned many teams including Ford, GMDS, Lancia and now Mitsubishi. He is the only driver to have won every round of the British 'Open', not including the Audi Sport Rally which is introduced this year. He leads the Group N Championship with Class wins on the Cartel, Circuit of Ireland and Welsh rallies.

British championship results this year:

Cartel International: 5th Overall, 1st in Class N4.

BIF Circuit of Ireland: 8th Overall, 1st in Class N4.

Fram Welsh International: 5th Overall, 1st in Class N4.

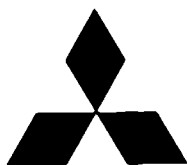
Scottish International: 7th Overall, 2nd in Class N4.

British Midland Ulster Rally: Retired after SS9.

Tudor Webasto Manx Rally: 32nd Overall, 6th in Class N4.

Currently 6th Overall, 1st in Group N and 1st in Class N4 in the Shell Oils British Rally Championship.

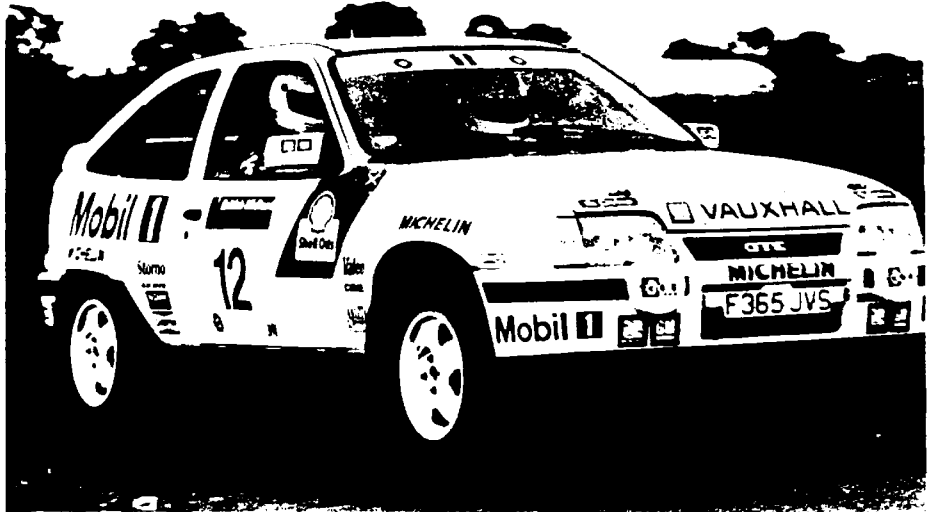
Airikkala's Mitsubishi Galant VR-4 is the Group N version of the exciting new four-wheel-drive, four-wheel-steering Japanese car in which Ari Vatanen is contesting World championship events. It is prepared and serviced by the Safety Devices team at Newmarket and runs on Michelin tyres.



PROFILES



Colin Taylor Photography



Colin Taylor Photography

LOUISE AITKEN-WALKER

Age 28, a professional driver from Duns in Scotland. Her second place behind Pentti Airikkala on the 1988 Cartel Rally was the best performance by a British woman driver in the history of the 'Open' Championship and it equalled the best performance ever by a woman (Michele Mouton) in the series. Louise is not just the best British woman driver since the days of Pat Moss, she is one of THE best drivers in the country and more than a match for most of the men. Indeed, she was voted rally driver of the year in 1987. She was discovered in Ford's Find-a-Lady-Driver search some eight years ago and has since fought her way up through the ranks, becoming the first woman to win a National championship rally outright. Moved from PTS to the Vauxhall Dealer Sport team at the start of the season.

British championship results this year:

Cartel International: 9th Overall, 2nd in Class A7.

BIF Circuit of Ireland: 7th Overall, 1st in Class A7.

Fram Welsh International: Retired after SS6.

Scottish International: 12th Overall, 3rd in Class A7.

British Midland Ulster Rally: Retired after SS18.

Tudor Webasto Manx Rally: 5th Overall, 1st in Class A7.

Currently 8th Overall and 2nd in Class A7 in the Shell Oils British Rally Championship.

Louise's front-wheel-drive two-litre 16-valve Vauxhall Astra GTE is prepared by Vauxhall Dealer Sport at their Milton Keynes base. It is left-hand-drive, uses Michelin tyres and is sponsored by Mobil 1.





Colin Taylor Photography



Colin Taylor Photography

MARK LOVELL

Age 29, just married and a professional rally driver from Axbridge in Somerset. He has the unique distinction of being a champion at some level of rallying in the last six seasons — 1984 Escort Turbo series, 1985 British National Champion, 1986 British Open, 1987 Irish Tarmac, 1988 Irish Tarmac and Dutch Open. He leads the Irish Tarmac Championship again this year after winning the Galway International and finishing third on the Circuit of Ireland. A fully contracted Ford driver, he has been joined this year by Irish co-driver Ronan Morgan.

British championship results this year:

Cartel International: 7th Overall, 6th in Class A8.

BIF Circuit of Ireland: 3rd Overall, 3rd in Class A8.

Fram Welsh International: Retired after SS7.

Scottish International: 2nd Overall, 2nd in Class A8.

British Midland Ulster Rally: Retired after SS15.

Tudor Webasto Manx Rally: 2nd Overall, 2nd in Class A8.

Currently 5th Overall and 5th in Class A8 in the Shell Oils British Rally Championship.

Mark's Ford Sierra Cosworth is prepared alongside the car of Russell Brookes at Mike Little Preparations in Carlisle and is part of the same Andrews-Sykes Group sponsorship but it is left-hand-drive and runs on Pirelli tyres.



PROFILES



Brian McLean



Colin Taylor Photography

GWYNDAF EVANS

30 year-old local school bus driver and garage proprietor from Machynlleth, Wales. Married. Started road rallying in 1979 in a Toyota 1300 Coupe. Contested the Motoring News/BTRDA Championships from 1981—1985, scoring his first outright win in 1983 on the Cambrian News Trophy Rally. Competed in his first special stages rally in 1985 finishing 10th Overall. In 1988 Gwyndaf was the Shell Oils/RAC MSA British Group N Open Champion and achieved sixth overall in the series driving the Brooklyn Motorsport Ford Sierra Cosworth. The opportunity to switch from Group N to Group A this season followed Ford's decision not to allow Phil Collins to continue driving the factory-supported Brooklyn Garage prepared Mr. Tomkinson Sierra Cosworth, so the 'Pink Panther', complete with shocking pink racing suits has been passed to Gwyndaf.

British championship results this year:

Cartel International: 6th Overall, 5th in Class A8.
BIF Circuit of Ireland: 4th Overall, 4th in Class A8.
Fram Welsh International: 4th Overall, 4th in Class A8.
Scottish International: 3rd Overall, 3rd in Class A8.
British Midland Ulster Rally: 1st Overall, 1st in Class A8.
Tudor Webasto Manx Rally: Retired on SS10.

Currently 3rd Overall and 4th in Class A8 in the Shell Oils British Rally Championship.



Gwyndaf's 'Pink Panther' Sierra as it has become affectionately known is in the livery of Kiddeminster's Mr Tomkinson Carpets. A sponsorship which began with Phil Collins was transferred to Gwyndaf for this year's Shell Oils 'Open'. The car is prepared by Brooklyn Motorsport of Redditch under the direction of Denis Osbourne, a former competitor.



**Audi Sport
International Rally
21 October 1989**

AWARDS

GENERAL CLASSIFICATION

1st Overall Crew:

An Audi Sport Cash Award of £500, plus The James L. Martin Challenge Trophy to the Driver, and The E.L. Bouts Challenge Trophy to the Co-Driver.

2nd Overall Crew:

Audi Sport Awards to Driver & Co-Driver

3rd Overall Crew:

Audi Sport Awards to Driver & Co-Driver

4th Overall Crew:

Audi Sport Awards to Driver & Co-Driver

5th Overall Crew:

Audi Sport Awards to Driver & Co-Driver

SPIRIT OF THE RALLY AWARD:

To the crew showing the most outstanding sporting or competitive spirit on the event — An Award to be presented by Telford Development Corporation.

MIXED CREW AWARD:

To the highest placed Mixed Crew in the General Classification — An Award presented by Wrekin District Council.

CLASS AWARDS

1st in each class:

Audi Sport Awards to Driver & Co-Driver

2nd in each class: (subject to at least 6 starters in the class)

Audi Sport Awards to Driver & Co-Driver

3rd in each class: (subject to at least 10 starters in the class)

Audi Sport Awards to Driver & Co-Driver

GROUP N AWARDS

To the highest placed Group N car in General Classification

Driver: The Tony Lloyd Davies Challenge Cup

Co-Driver: The G.J.B. Thorne Co-Drivers Trophy

W & SSSC LTD AWARDS:

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

Driver: The S.W. Fletcher Trophy

Co-Driver: The Ron Moore Trophy

LADY DRIVERS AWARD:

To the highest placed Lady Driver in General Classification (subject to a

minimum of three lady drivers) — The Express & Star Rose Bowl Trophy

THE INTERNATIONAL RALLY DRIVERS CLUB-NEWCOMERS AWARD:

To the highest placed crew both members of which are entered on their first International Rally — Newcomers Awards plus 1 years free membership to the IRDC.

VOLKSWAGEN MOTORSPORT

BONUS PROGRAMME:

1st Registered Group A Golf GTi 16V

Driver: £500

2nd Registered Group A Golf GTi 16V

Driver: £300

3rd Registered Group A Golf GTi 16V

Driver: £200

1st Registered Group N Golf GTi 16V

Driver: £100

PEUGEOT GTI RALLY CHALLENGE EVENT AWARDS:

1st Challenge finisher: £600

2nd Challenge finisher: £400

3rd Challenge finisher: £300

4th Challenge finisher: £200

5th Challenge finisher: £100

6th Challenge finisher: £50

7th-10th Challenge finisher: . . . £25

SKODA TROPHY AWARDS:

1st Driver: . . £200 **2nd Driver:** . . £125

3rd Driver: . . £100 **4th Driver:** . . £75

5th Driver: . . . £50 **6th Driver:** . . . £25

ACKNOWLEDGEMENTS

The Organisers acknowledge the assistance and help of the following during the organisation of the Audi Sport International Rally:-

The Residents of Shropshire and
Mid Wales

Audi Sport UK

Butler Crane Hire Ltd

Glynwed Foundries

Gwynedd County Council

Hardy's of Telford

International Rally Drivers Club

John Horton

Meirionnydd District Council

Montgomeryshire District Council

Powys County Council

Shropshire County Council

Shell Oils

Telford Development Corporation

Telford Fire Service

Central Fire Station

The Development Board for
Rural Wales

The Farmers Mart, Dolgellau

The Officers of the Forestry

Commission in Wales

The Police Forces of Shropshire, North
Wales and Dyfed Powys.

The RAC MSA

The Staff of the Telford Moat House
Hotel

The Midland Association of Motor Clubs

The West Midland Association of
Motor Clubs

West Mercia Police

Woolley's Haulage of Wellington

Wrekin District Council

and everyone we have forgotten.