

Welcome to the Audi Sport International Rally

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

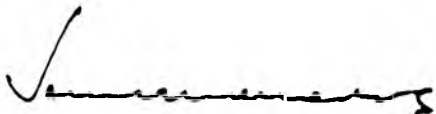
Last year's event, with its entry list significantly better than many World Rally Championship event's, set the stage for the most significant boost to the status of the Audi Sport Rally yet: its promotion to International status and full membership of the Shell Oils British Rally Championship.

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 to International status.

The benefits of International status are many, not least for the competitors, who will find their skills set against those of a much wider group of drivers and cars, and for the many thousands of spectators who, in 1989, will see competition of a world class in Telford and the forests of Wales, in the last round of the Shell Oils British Rally Championship.

Once more let me welcome you to the 1989 Audi Sport International Rally. I hope that you will not only find it an exciting and challenging event to compete in, but also one of your most enjoyable events of the season.

Good Luck !

A handwritten signature in black ink, appearing to read 'John Meszaros', written in a cursive style.

John Meszaros
Audi Marketing Manager.

AUDI SPORT INTERNATIONAL RALLY 1989

OUTLINE

○ Date	- Saturday 21 October 1989	SECTION I
○ Status	- International	Article 1
○ Championships	- Shell Oils British Rally Championship Volkswagen Rally Support Scheme The Kerridge Computers Toyota Challenge The Peugeot GTI Rally Challenge The Skoda Trophy 1989	Article 2
○ Total mileage	- 240 miles	Article 3.1
○ Stage Mileage	- 90 miles	Article 3.2
○ Stages	- 9 Classic Forests in Mid Wales	Article 3.2
○ Super Special Stage	- Telford Town Park	Article 3.8
○ Rally Headquarters	- Telford Moat House Hotel (0952-291291)	Article 3.4
○ Scrutineering Time	- 12.00-18.30hrs, Friday 20 October 1989	SECTION I
○ Scrutineering Venue	- The Moat House Hotel	SECTION I
○ Rally Start Time	- 07.00hrs Saturday 21 October 1989	Article 2
○ Start Venue	- Welshpool, Powys, Wales	Article 15
○ Rally Finish Time	- 17.00hrs Saturday 21 October 1989	Article 17.C.1
○ Finish Venue	- Telford	Article 22
○ Maps required	- Ordnance Survey 1/50000 Sheet Nos. 124,125,126,127,135	Appendix V
○ Entry fee	- £220.00 (until 1 October)	Article 7
○ Closing dates	- Tuesday 8 October 1989	Article 7
○ Entries Secretary	- Christine Chick (0785-840803) (FAX 0902-741418)	Article 6.1
○ Eligible Vehicles	- Groups A and N	Article 4
○ Classes	- 0-1300//1300-1600//1600-2000//2000+ ccs	Article 4
○ Scrutineer	- Fred Southall (021-552-2302) (Home 0902-893493)	Article 21
○ Awards	- First Overall £500	Article 26
○ Press officer	- Edward Rowe (0908-601495) (FAX 0908-601616)	Article 1.2
○ Competitors Liaison	- Andrew Kellitt (0768-67978)	Article 1.2 & Appendix IV
○ Lateness	- Total 30 minutes - 20 Mins penalty free	Article 17
○ Servicing	- Defined areas only	Article 13 & Appendix VI
○ Award Presentation	- 22.30 Saturday 21 October 1989	Article 27
○ Hotel Bookings	- Lists available from organisers	Appendix VII

This summary does not form part of the Regulations of the Event.



Article 1 CHAMPIONSHIP EVENTS

The following events have been designated as qualifying events:

TITLE	DATE	FORMAT/ STATUS	START/ FINISH	RALLY H.Q.	ROAD MILES (approx.)	STAGE MILES (approx.)
CARTEL INTERNATIONAL RALLY	24-26 February	96% Forest 4% Tarmac Secret Euro Cup Autorallye (ECA)	Bradford West Yorkshire	Stakis Norfolk Gardens Hotel Bradford	400	200
BIF CIRCUIT OF IRELAND RALLY	24-27 March	Tarmac Reconnaissance European Championship Co-Efficient 5 Tarmac Championship	Start: Templepatrick Northern Ireland Finish Dun Laoghaire Eire	Dunadry Inn Templepatrick Co-Antrim Royal Marine Hotel Dun Laoghaire	500	200
FRAM WELSH INTERNATIONAL RALLY	28-30 April	96% Forest 4% Tarmac Secret	Cardiff Wales	Park Hotel Cardiff	400	200
RSAC SCOTTISH RALLY	9-12 June	95% Forest 5% Tarmac Reconnaissance European Championship Co-Efficient 10	Glasgow Scotland	Albany Hotel Glasgow	575	230
BRITISH MIDLAND ULSTER RALLY	28-29 July	Tarmac Reconnaissance Tarmac Championship	Belfast Northern Ireland	Belfast	300	200
TUDOR WEBASTO MANX RALLY	12-15 September	Tarmac Reconnaissance European Championship Co-Efficient 20 Tarmac Championship West Euro Cup European Historic Rally Trophy	Douglas Isle of Man	Empress Hotel Central Promenade Douglas	200	250
AUDI SPORT INTERNATIONAL RALLY	20-21 October	95% Gravel 5% Tarmac Secret	Telford Shropshire	Moat House Hotel Telford	150	80

AUDI SPORT INTERNATIONAL RALLY 1989

REGULATIONS

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SECTION I - Programme

09.00 Monday	14th August	Entries open
21.00 Saturday	29th September	Entries close at normal fees and closure of seeding list
21.00 Monday	9th October	Entries close finally
Thursday	12th October	Provisional Entrants List and Competitors Bulletin No.1 posted
Thursday	13th October	Road Books Posted by request
12.00 Thursday	19th October	Rally Office opens
*12.00 Friday	20th October	Scrutineering & documentation opens
*18.30 Friday	20th October	Scrutineering & documentation closes
*07.00 Saturday	21st October	Rally starts
*17.00 Saturday	21st October	Rally finishes
*19.30 Saturday	21st October	Provisional Results Posted
*22.30 Saturday	21st October	Awards presentation

* These times to be confirmed in competitors bulletins.

Official Notice Board

This will be display in the Entrance Foyer of Rally H.Q. (Moat House Hotel Telford) a copy of all official notices will also be on display at The Start.

SECTION II - Organisation

ARTICLE 1

1 Definition:

This is an International Competition promoted and organised by the Wolverhampton & South Staffs Car Club Ltd. (hereafter termed the Promoters). The event will be run under a permit to be issued by the R.A.C. and D.o.E. Authorisation No. T B A , to take place on Saturday 21st October 1989.

The Event is a Special Stage Rally and is held under:

- (a) The International Sporting Code (and its appendices) of
the Federation Internationale de l'Automobile (FIA).
- (b) The General Regulations of the RAC Motor Sports Association Ltd.
- (c) These Regulations and any official bulletins issued.
- (d) The Motor Vehicles (Competitions and Trials) Regulations 1969 and 1974.

2 The Organisation:

Wolverhampton and South Staffs Car Club Ltd.,
39 High Street, Wednesfield, Wolverhampton, WV11 1ST.

3 Organising Committee:

John Trevethick (Chair), Duncan Williams (Secretary), Michael Arnold, Steve Arnold, Christine Chick, David Cozens, Tim Cross, Tina Cross, Nigel Dawes, Steve Fellows, John Fox, John Frost, Karen Frost, Shane Gamble, Derek Hill, Bob Howard, Andrea Johnson, Mervyn Johnson, Miles Johnson, Ray Lloyd, Sally Lloyd, Philip Matthews, Pete Mayhew, Simon Oliver, Kevin Page, Paul Price, James Scott, Andrew Seymour, Mark Snelson, Yvonne Snelson, David Talbot, Gareth Thomas, Darren Waplington, Alan Watkins, Alison Whiteman

4 Officials of the Rally:

Stewards of the Meeting :-

-For the RACMSA	Mr. Hugh Dewar.
-For the Club	Mr. Denis Cardell (Wales)
	Mr. Jon Sharpe (England)
Clerk of Course	John Trevethick
Secretary of the Meeting(Management)	David Cozens
Secretary of the Meeting(Competition)	Duncan Williams.
Assistant Clerk of Course(Marshals)	Ray Lloyd
72 Fairview Road Penn Wolverhampton	(0902-335380)
Assistant Clerk of 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, Bob Howard, Mervyn Johnson, Philip Matthews, Mark Snelson, Brian Vaughan, Alan Watkins
Entries Secretary	Christine Chick
Ivetsey Bank Cottage, Ivetsey Bank, Wheaton Aston, Stafford, ST19 8QT (0785-840803)	
Competitors Liaison Officer	Andrew Kellitt
18 Clifford Close, Penrith, CA11 8QD (0768 67978)	
Results Manager	Pat Ridgeway
Results Service	(Tynemouth Computer Services) Martin Liddle
Press Officer	Edward Rowe
Audi Sport Press Office, VAG(United Kingdom) Ltd., Yeomens Drive, Blakelands, Milton Keynes, MK14 5AN (0908-601495)	
Information Officer	Derek Hill
61 Alexandra Road, Penn, Wolverhampton (0902-341140)	
Championship Co-ordinator	John Horton
P O Box 200, Sutton Coldfield, West Midlands, B75 7TR (021 378 2828)	
R.A.C. Timekeepers	Vaughan Allcock, David Williams
R.A.C. Chief Scrutineer	Fred Southall
R.A.C. Eligibility Scrutineers	Don Tarbet, Geoff Ward
R.A.C. Scrutineer	David Southall
R.A.C. Assistant Scrutineers	Steve Gregory, Jonathan Southall
Peugeot Rally Challenge Series Scrutineer	Geoff Ward
Driving Standards Observer	Jack Romain
Noise Test Official	Kevin Page

Officials will be identified by methods indicated in the competitors bulletins.

SECTION III - General Conditions

ARTICLE 2 - Eligibility

The event is a qualifying round of:-

The Shell Oils RAC Rally Championship.	(Permit No. CH 5002)
Peugeot GTI Rally Challenge	(Permit No. CH 89R/5304)
The Skoda Trophy	(Permit No. CH 89R/5200)

ARTICLE 3 - Description

1. The length of the Rally will be approximately 240 miles(385 kms).
2. The route will include 11 special stages with an approximate total length of 90miles (135kms). Up to 2 stages will be on mixed surfaces of gravel and asphalt with a total length of approximately 3 miles (5 kms). The remainder will all be on gravel roads.
3. The Timetable is set out in SECTION I and is subject to detailed adjustment.
4. The event will start in Welshpool at 07.00 on 21st October and finish in Telford at 17.00. The Rally Headquarters will be the Moat House Hotel, Foregate, Telford Centre, Telford.(Map Ref 127/699092) Phone 0952-291291
5. The breakdown of the route, as well as its time controls, passage controls, all neutralisation periods etc., are described on the Time Cards and in the Road Book.
6. The interval between each car will be 1 minute.
7. The official time of the rally will be that published by the BBC or the British Telecom speaking clock.
8. Practice, reconnaissance or the use of pace notes is not permitted and penalties as Article 23 will be applied. Information may be transferred to and/or from the authorised maps listed in Appendix VI. Also details from the Road Book or the official bulletins can be indicated but no other source of route information may be used to mark maps, or be carried inside the car during the competition.

EXCEPTIONALLY - The provisions of sub clause 8, above, do not apply to the Super Special Stage in Telford Town Park where a reconnaissance may be carried out on foot prior to the event; and the information gained may be written down and be carried in the competing car.

ARTICLE 4 - Eligible Vehicles

1. An Entrant wishing to enter a vehicle for the event must ensure that at the time of scrutineering the vehicle is homologated according to the prescriptions of Appendix J of the International Sporting Code for the Groups mentioned below.
Results will be announced for each Group and Class as well as overall.
The power of all cars is restricted to 300 HP in all international rallies. The FISA shall at all times and under all circumstances, take all measures necessary for the enforcement of the power restriction.
The following cars only may participate in International rallies :-
Touring cars (Group A) unless there is an indication to the contrary on the homologation form excluding certain evolutions.
Production Cars (Group N)

2. The entry will be divided into the following Groups and Classes :

For Group N cars

- Class N1 - cars up to and including 1300 cc.
- Class N2 - cars over 1300cc and up to and including 1600 cc.
- Class N3 - cars over 1600cc and up to and including 2000 cc.
- Class N4 - cars over 2000cc

For Group A cars

- Class A5 - cars up to and including 1300cc.
- Class A6 - cars over 1300cc and up to and including 1600 cc.
- Class A7 - cars over 1600cc and up to and including 2000 cc.
- Class A8 - cars over 2000cc

3. Cars entered in a Group containing fewer than eight cars will compete for the General Classification only.

Cars entered in a class containing less than five cars may be amalgamated with the next higher class in the same group.

4. The use of non-skid attachments (which includes tyres with studs or spikes of metal or other material and chains) is prohibited during the event. Tyres with any form of metal in the tread compound are not permitted. All tyres used during the event must comply with current Road Traffic Acts.

5. The addition of sump or chassis guards is permitted.

6. Competing cars must be individually licensed for public road use, i.e. they cannot be driven on any form of trade plate.

ARTICLE 5 - Eligible Competitors

1. Any person, or legal entity holding an FIA International Competition Licence valid for 1989 is eligible

2. Where the entrant is a legal entity, or in any case not part of the crew the first driver named on the entry form shall be held responsible for all liabilities and obligations of the Entrant throughout the whole competition.

3. Any incorrect fraudulent or unsporting action carried out by the Competitor or members of the crew will be judged by the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

4. Any competitor deemed unfit for reasons of health or consumption of alcohol or drugs will be excluded.

ARTICLE 6 - Entry Forms - Entries

1. Anyone wishing to take part in the Audi Sport International Rally must send the attached Entry Form duly completed with the appropriate fee to the Entries Secretary:

Mrs. Christine Chick	
Ivetsey Bank Cottage	Tel. 0785 840803
Ivetsey Bank	Fax. 0902 741418
Wheaton Aston	
Stafford, ST19 8QT	

in compliance with the timetable in Article 7 and certainly to arrive before 21.00hrs 9th October 1989.

2. Details concerning the co-driver can be supplied up to the due time for the scrutineering of the car involved.
The changing of a single crew member must be approved by the promoters. The changing of two crew members may only be authorised by the Stewards of the Meeting.
3. For foreign entrants the entry form shall be stamped by the Entrants National Sporting Authority.
4. No amendments may be made to the entry form except in the cases provided for in these present regulations.
However the entrant may freely replace the car declared on the entry form by another from the same group and the same class up to the moment of scrutineering.
Any change of car or driver made after the publication of the official entry list on 12th October 1989 must be made on a change of Car/Driver Form obtainable from the Promoters for a charge of £20.
5. Should it appear at the time of scrutineering that a vehicle does not correspond in its presentation to the Group and/or Class in which it was entered this vehicle may upon the proposal of the scrutineers be transferred to the appropriate Group and/or class upon the decision of a panel of the Stewards of the Meeting.
6. By the very fact of signing the Entry Form, the Entrant as well as all the crew members submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.
7. The Promoters will send written acceptance of entry for the first 90 entries received. All other entries will be acknowledged but not accepted until after the closing date for late entries.
8. If more than 140 entry applications are received the Promoters will nominate reserve entries. Such reserves may replace withdrawn entries up to a maximum of 140 starters, reserves will be taken in numerical order for this purpose.
9. Notice of acceptance or refusal of the first 90 individual entries will be posted to entrants upon receipt the remainder will be acknowledged and the notice will be posted during the week commencing Sunday 8th October and pending this notification to entrants each entry is acknowledged only as subject to consideration.
10. The promoters reserve the right to refuse the entry of an entrant or driver without having to give reasons for the refusal (Article 74 of the International Sporting Code).
11. Should it appear at the time of scrutineering, that an entry, specifying an Entrant other than the driver or co-driver has no supporting Entrants Licence the Entrant may be fined a fee of £50.00 in addition to the cost of the appropriate RACMSA Trade Entrants Licence.

ARTICLE 7 - Entry Fees - Insurance

1. Entry fees are fixed as follows:
 - (a) Individual entries received up to Tuesday 3rd October 1989 ...£220
 - (b) Individual entries received up to Tuesday 10th October 1989 ...£260
2. Each entry application will only be accepted if it is accompanied by the appropriate entry fee. Foreign entrants may deposit the entry fee with their A.S.N. in which case a receipt must be sent with the entry.
3. Reserves who pass scrutineering and signing on but are not allocated a start number will have the whole of their entry fee refunded.
4. There is a facility for entrants to reserve an entry with an immediate deposit of £120.00 but the remainder of the entry fee must be enclosed in cheques post dated no later than 29th September. The entry is conditional upon the balance of the entry fee being paid (including all cheques cleared) by 1st October 1989.
5. Entrants must provide the additional information requested on the entry form regarding car details, award eligibility and seeding information.
6. Should the Event be postponed due to reasons beyond the control of the Organisers then all entry fees will be returned.
7. The entry fee includes the insurance premium to insure the competitors and other parties as necessary against all third party risks whilst taking part in such parts of the rally on private lands or roads. The indemnity provided under this special insurance is £15,000,000 (fifteen million pounds sterling) covering any one incident or occurrence.
This cover will come in to effect at the start of the rally and will cease at the end of the event or at the moment of retirement, exclusion or disqualification.
8. Entrants and drivers must have valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on the public road parts of the event.
It is the entrants and drivers responsibility to arrange such insurance and/or to extend or adjust existing insurance as necessary.
Entrants and drivers will be required to sign and declare that they are covered by such insurance (see .11) failure to sign a declaration may mean that the car in question will not be permitted to start.
9. Competitors wishing to insure against the risks of personal accident during the Rally may do so by making application direct to Messrs Bowring Motor Sport, Marlowe House, 109 Station Road, Sidcup Kent DA15 7BW.
10. The Promoters decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The promoters also decline any liability for breach of the laws and regulations of the UK as covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the Promoters particulars of any incident from which liability may arise and shall have no claim against the promoters arising out of any action of the promoters, their servants or officials, during the course of the Rally.

11. Entrants and drivers will be required to sign the following declaration "I have read the Regulations issued for this event and agree to be bound by them and by the International Sporting Code of the F.I.A. and the General Regulations Of the R.A.C. Motor Sports Association Ltd. In consideration of the acceptance of this entry or my being permitted to take part in this event, I agree to save harmless and keep indemnified the R.A.C. Motor Sports Association Ltd., The Wolverhampton and South Staffs Car Club Ltd., The Sponsors of the Rally, any further Sponsors, such person, persons or body as may be authorised by the R.A.C. Motor Sports Association Ltd., to promote or organise the event and their officials, servants, representatives and agents from and against all actions, claims, expenses and demands in respect of death or injury to myself howsoever caused arising out of or in connection with this entry or my taking part in this event, and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents. Furthermore, in respect of any parts of this event on ground where third party insurance under the Road Traffic Act is not required by law, this agreement shall in addition to the parties named above extend to all and any other competitor/s and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s): I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law".
"I declare that the drivers possess the standard of competence necessary for an event of the type to which this entry relates, also that the car entered is suitable and roadworthy for the event, and that the particulars given on this entry form are a true record.
I understand that should the drivers at the time of this event be suffering from any disability whether permanent, temporary or otherwise which is likely to affect prejudicially his/her normal control of the car, he/she may not take part unless I have declared such disability to the RAC MSA Ltd."
12. The Service vehicles even those bearing special plates issued by the organiser, may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and remain the sole responsibility of the owner.
13. Entry fees will be refunded in full only to candidates whose entry has not been accepted.
14. An entrant may claim a refund of entry fee less £10 if an entry is withdrawn in writing not later than 1st October. Those withdrawn after the above date but up to 14th October will be refunded less £15 costs. Fees for entries withdrawn after that date will not be refunded (except as Art 7.3) unless the vacant place is filled by a reserve. The above conditions will also apply to reserves who will be notified as soon as possible of vacant places.
15. The Promoters may return part of the entry fee to an entrant who for reasons of force majeure is unable to start. Any such application for reimbursement will only be considered if certified by the competitor's ASN reimbursement is limited to 50% of the fee paid.

16. Full Service details will be set out in the Road Book and the Service Road Book

Additional Service Packs are available by request on the Entry Form **ONLY**. - See Appendix VI

Road books may be despatched to all competitors by recorded delivery on Thursday 12th October

Competitors are required to indicate on the Entry Form attached to these regulations the nominated address for receipt of Road Books. Collection of Road Books before the 19th October will not be permitted.

Competitors who fail to nominate an address for delivery of Road Books can collect them at The Rally Office, in the Moat House Hotel, Telford during normally advertised opening hours.

Rally Plates and door panels will be issued at scrutineering.

Service packs, support packs and management packs will be issued at The Rally Office during normal opening hours.

ARTICLE 8 - Amendments to the Regulations - Supplements

The provisions of the present regulations may only be amended in accordance with the conditions Art. 66 of the ISC.

Any amendment or any additional provision will be announced by a dated and numbered information bulletin which will be an integral part of the present regulations

These bulletins will be posted at Rally Headquarters (SECTION I) and on the official notice boards and will be directly communicated to the participants who must acknowledge receipt by signature unless this is materially impossible during the running of the event.

ARTICLE 9 - Amendments and Interpretation

1. The Clerk of the Course is charged with the application of the present regulations and their provisions during the running of the event.
2. Any protests concerning this application will be sent to the Stewards of the Meeting for deliberation and decision (Art.171 et seq. of the International sporting code)
3. Similarly any case not provided for in the aforementioned regulations will be studied by the Stewards of the Meeting who alone have the power to decide (Art.141 of the International Sporting Code)
4. For the exact interpretation of this text the following definitions apply:
 - (a) "competitor", used for either physical or legal entities
 - (b) "crew", driver and/or co-driver
 - (c) the driver assumes the competitor's responsibility when the latter is not on board the vehicle.

SECTION IV - Competitors' Obligations

ARTICLE 10 - Crews

1. Only crews made up of a maximum of 2 persons shall be admitted to the start. The two members of the crew will be nominated as first driver and co-Driver. All members of the crew may drive during the event and each one must possess a valid FIA drivers licence for the current year.
2. The full crew must be on board the car throughout the entire duration of the event with the exception of the cases provided for in the present regulations. If one member retires or if a third part is admitted on board (except if this is to transport an injured person) the car shall be excluded from the event.
3. A specific sheet considered as an "identity card" bearing recent identity photos (4cm x 4cm) the signature of the two crew members and all the particulars of the car must be kept on board the car throughout the entire event and must be presented upon official request; failure to do so shall result in exclusion from the event. This card must be surrendered to the marshal at the final control.

ARTICLE 11 - Starting Order - Plates - Numbers.

1. The start shall be given in the order of competition numbers, with the lowest number starting first.
These numbers shall be awarded in the following order:
 - * Series 1: Drivers seeded by the FIA - First List;
 - * Series 2: Drivers seeded by the FIA - Second List;
 - * Series 3: National priority drivers
 - * Series 4: All other entrants following and starting order left to the initiative of the organisers.
2. Any car reporting late for the start of the event shall be penalised at a rate of one minute for every minute of lateness. Any car more than 10 Minutes late shall not be allowed to start.
3. The Promoters shall supply each crew with two regulation rally plates and at least two competition numbers, which must not be cut, mutilated or defaced. A cash penalty of £100 will be imposed for any infringement.
4. The Rally Plates must be fixed to the front and rear of the car in a visible position for the duration of the rally. The Rally Plates will fit in a rectangle 43cm x 20.5cm.
In no case should they cover even partially the car's licence plates. Such an infringement shall result in a cash penalty of £50 for each plate covered(Art.23)
5. The competition numbers supplied by the organisers must appear at least on both sides of the car during the whole rally .They will measure 50 cm. x 50 cm. Additionally a further competition number will be provided to be displayed on the roof of the vehicle as Art 14.3.
6. If it is ascertained at any time during the event that:
 - any competition number or rally plate is missing a cash penalty of £50 will be imposed (Art23)
 - any two competition numbers or rally plates are missing at the same time exclusion shall be pronounced (Art.23)

7. The names of the First Driver, Co-driver and their national flags must appear on both sides of the front of the car. Any car failing to comply with this rule shall be subject to a cash penalty of £30.00(Art23)

ARTICLE 12 - Time Card

1. At the start of the rally each crew will be given a book of time cards on which the times (Road Target Times) to cover distances between time controls will appear.
Each crew is solely responsible for its time card.
2. The time card must be available for inspection on demand especially at the control posts where it must be presented personally by a member of the crew for stamping.
3. Any correction or amendment made to the time card will result in exclusion from the event, unless such a correction or amendment has been made by the competent marshal.
4. The absence of a stamp or official mark from any control or the failure to hand in the time card at each control (time, passage or regrouping) and/or the arrival, will result in exclusion from the event.
5. Special stages are an integral part of the time card and are subject to all the penalties laid out above.
6. The crew alone are responsible for submitting the time card at the different controls and for the accuracy of the entries.
7. Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered. The post marshal or a named official of the Event are the only persons allowed to enter the time on the time card, by hand or by means of a print out.

ARTICLE 13 - Traffic - Repairs.

1. Throughout the rally competitors must strictly observe the Traffic laws of the United Kingdom.
Competitors should always drive and conduct themselves in a manner which shall not discredit the event arouse adverse public opinion. Failure to do so or any instance of a competitor driving at an excessive speed or in a negligent manner, or failure to comply with national or local traffic regulations or being accused of any driving offence committed during the event, or committing any breach of these regulations may be penalised.
Competitors are required to inform the promoters at the earliest opportunity of any alleged offence or alleged contravention which is likely to be the subject of a Police report.
Any competitor who does not comply with these traffic laws shall be subject to penalties as follows:

- (a) 1st infringement: a cash penalty of £30.00(Art.23)
- (b) 2nd infringement: a 5 minute time penalty
- (c) 3rd infringement: exclusion from the event.

In the case of an infringement of the traffic laws committed by a crew participating in the event the policeman or officials having noted the infringement will inform the offender thereof, in the same way as for normal road users.

Should the police decide against stopping the driver in the wrong, they may ask the organisers to apply penalties laid out in the supplementary Regulations of the event, subject to the following:

- (a) That notification of the infringement reaches the organisers through official channels and in writing before the posting of the current classification;
 - (b) That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence.
 - (c) That the facts are not open to various interpretations.
- The Promoters may appoint Judges of fact to determine whether or not the requirements of these Regulations have been met. In particular these Judges may determine whether a competitor has followed the correct route, conformed with National traffic laws and obeyed the instructions concerning servicing and service areas.
2. Repairs and refuelling are freely permitted throughout the whole event, except in those cases expressly forbidden by the present regulations.
 3. It is forbidden under pain of exclusion, to tow, transport the cars, or to have them pushed, except to bring them back onto the road, or to clear the road.
 4. Similarly, crews are forbidden under pain of exclusion:
 - (a) To deliberately block the passage of competing cars, or to prevent them from overtaking;
 - (b) To behave in an unsporting manner.
 5. Servicing of a competitors vehicle may only be carried out in areas designated by the Organisers and by a vehicle carrying an official plate that has been supplied by the Organisers and affixed by its own adhesive.
 6. (a) Except when a car is under parc ferme regulations, emergency service may be carried out at any time by the crew of the competing car using equipment carried in the car. Emergency service may also be carried out by the RAC, AA, or other recognized motoring service or a commercial garage not connected with the Event or an entry on it and not organised in advance.
 - (b) No vehicle will be allowed to enter a special stage to carry out service until the stage has been declared closed by the Stage Commander and then only under his direct supervision.
 - (c) The use of aircraft (fixed wing or otherwise) for servicing is prohibited throughout the Rally.
 - (d) Servicing and service pack details are given in Appendix VI.
 - (e) Apart from the emergency exceptions in (a) above any other servicing of competing vehicles that does not comply with the regulations concerning service areas and service vehicles will be penalised as follows :-
 - (i) 1st infringement : a cash penalty of £75
 - (ii) 2nd infringement : a 5 minute time penalty
 - (iii) 3rd infringement : exclusion from the event
 7. A competitor will be responsible for ensuring that he is supplied with fuel, oil, water, etc. No assistance may be expected from the Organisers in this respect although they may give advice as to where supplies may be obtained.

7. Control posts shall be ready to function 15 minutes before the target time for the passage of the 1st crew.
Unless the Clerk of Course decides otherwise, they will cease to operate 15 minutes after the target time for the last crew, plus exclusion time.
8. Crews are obliged to follow the instructions of the marshal in charge of any control post.
Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meeting.
9. The Road Marshals and Post Chiefs shall be distinguished as indicated in future information bulletins.

ARTICLE 17 - Passage Control(PC) - Time Control(TC) - Exclusion

A. PASSAGE CONTROLS

At these controls, the Post Marshals must simply stamp or mark the time card as soon as this is handed in by the crew, without mentioning the time of passage.

B. TIME CONTROLS

At these controls, the Post Marshals shall mark on the time card the time at which the card was handed in.

I Check-in Procedure

1. The check-in procedure begins at the moment the vehicle passes the zone entry sign.

Between the zone entry sign and the control post, the crew is forbidden to observe a halt of any kind or to drive at an abnormally slow speed.

The clocking of the card can only be carried out if the two crew members and the car are in the control zone and within the immediate vicinity of the control table.

The check-in time corresponds to the exact moment at which one crew members hands the time card to the post marshal.

Then, either by hand or by means of a print-out device the Post Marshal marks on this card the actual time at which the card was handed in, and nothing else.

The target check-in time is the time obtained by adding the time allowed to complete the road section to the time of the starting this section, these times being expressed to the minute.

The crew does not incur any penalty for checking-in before time if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

The crew does not incur any penalty for lateness if the act of handling the card to the Post Marshal takes place during the target check-in minute.

Example: A crew who is supposed to check-in at a control at 18h58' shall be considered on time if the check-in takes place between 18h58'00" and 18h58'59".

2. Any differences between the actual check-in time and the target check-in time shall be penalised as follows:

- (a) For late arrival - after 20 minutes permitted lateness 10 secs per minute late, or fraction of a minute.
- (b) For early arrival - 30 seconds per minute or fraction of a minute.

3. Competitors are allowed to enter certain time controls nominated by the promoters in advance of their target check-in time, provided that they do not complete the road section in less than 75% of the target time. Breach of this regulation will incur a penalty of 10 minutes in addition to any penalty incurred for early arrival.

4. If it is found that a crew has not observed the rules and check-in procedure as defined above (and especially by entering the control zone more than a minute before the actual check-in time), the Chief Marshal at the control post will make this the subject of a written report to be sent to the Clerk of the Course.

II Time of Leaving Controls.

(a) If the next road section does not start with a special stage the check-in time entered on the time card shall constitute both the arrival and the end of the road section and the starting time of the following one.

(b) Conversely, when a time control is followed by a start control for a special stage, the following procedure shall be applied:

3. On their arrival at these regrouping controls the crews will hand the Post Marshal their time card and possibly the cards for the special stages covered. They will receive instructions on their starting time. They then must drive their car immediately and directly to the parc ferme (Art.20). The starting order shall be that of the arrival. At the moment of the start, they shall be given a new time card.

ARTICLE 19 - Special Stages

1. Special stages are tests on roads closed specially for the event on private land. Timed from standing start to flying finish.
2. During these tests, the crew must wear approved crash helmets and seat belts and shall not smoke, under pain of exclusion. There must be a S.O.S./OK board carried in the competing vehicle; misuse will be reported to the Stewards of the Meeting.
3. Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion.
4. Starts of special stages will be given as follows:
When the card with its crew on board has stopped in front of the starting control, the marshal will confirm the time scheduled for the start of the car in question on the time card (hour and minute). He will hand this document back to the crew and will count-down aloud; 30" - 15" - 10" and the last 5 seconds one by one.
When the last 5 seconds have elapsed, the starting signal shall be given upon which the car must start immediately.
A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal
5. The start of a special stage may only be delayed in relation to the scheduled starting time by the Post Marshal in a case of 'force majeure'
6. A false start, particularly one made before the Marshal has given the signal, will be penalised by 1 minute. This penalty does not exclude heavier penalties being inflicted by the Stewards of the Meeting especially if the offence is repeated.
7. Special stages will end in a flying finish, stopping or overtaking between the yellow warning sign and the stop sign being forbidden on pain of exclusion. Timing will be done on the finish line, which will be by hand timing. At a distance of 100m to 300 m after the finish, the crew must report to a control (Point Stop) indicated by a red "STOP" sign to have its finishing time entered on the timing sheet (hour, minute, and second). If the timekeepers cannot give the exact finishing time to the Marshals immediately, the latter will only stamp the crew's sheet and the time will be entered at the next neutralisation zone or regrouping control.
8. If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:
 - (a) at the start: exclusion
 - (b) at the "STOP" (Point Stop); 5 minute time penalty.
9. The times recorded by the crews in each special stage, expressed in hours, minutes and seconds, shall be used to calculate the penalties. These shall be added to other penalties (road, technical etc.) and expressed in time.

10. During a special stage, assistance is not forbidden, but must, in no case, be an obstacle to the running of the rally. However, Service vehicles, management vehicles and support vehicles are not permitted to enter a special stage or its boundary until all competing cars have traversed the special stage, all penalty lateness for that special stage has expired and the stage has been closed by the Stage Commander and then only under his instruction. Breach of this regulation will entail exclusion of the competitor responsible for the service vehicle and/or the competitor assisted as a result of the action of this vehicle.

11. The starting intervals for special stages must respect the same dispositions as those laid down for the start of the event (Art.15.1).

Exceptionally - two special stages of less than 3 miles (5km) long each all on sealed surfaces will have start intervals of 30 seconds.

12. Interruption of a Timed Stage: When a special stage has to be stopped and not restarted for any reason whatsoever before the last crew has covered it, a classification for the stage may however be established by allocating to each crew, which has been unable to complete the stage because of the interruption, the slowest time set before the interruption. This classification may be drawn up even if only one crew has been able to cover the stage in normal rallying conditions. Only the Stewards of the Meeting may apply this disposition after reception from the Clerk of the Course of the reasons for the interruption. Should the Stewards consider the slowest time set as abnormal, they may choose as the scratch time the one among the four slowest which seems the most suitable. However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. It will be given the time which it might eventually have set if this is greater than the scratch time awarded to the other crews.

13. Any crew refusing to start a special stage on the time and in the position allocated to it shall be given a 5 minute penalty.

14. For each special stage competitors will be given stage target and bogey times. The method of penalties will be as follows:

- (a) A competitor recording less than the stage bogey time will be debited with the stage bogey time.
- (b) A competitor exceeding the stage bogey time will be debited with his recorded time.
- (c) A competitor exceeding the stage target time will be debited with the target time and will also have any minutes in excess of target time added to his accumulated lateness as described in Art 17.C and will as appropriate be subject to the penalty of 10 seconds per minute or exclusion.

15. The routes of special stages will be indicated by signs erected by the promoters. Route directions will also appear in the Road Book. The route shown by these means is mandatory and deviation will be penalised by exclusion. Any competitor who fails to attempt a special stage correctly will be excluded. Such exclusion will be carried out as described in Art 17.C.4.

16 In order to be deemed to have correctly attempted a special stage a competitor must:

- (a) Have a start time recorded
- (b) Start the stage on the official signal
- (c) Traverse the full and correct route
- (d) Only proceed in the correct direction
- (e) Have a finish time recorded

The method of route signing for special stages will be described in the Road Book.

The Promoters may also provide information about hazards on special stages as an aid to competitors, both by the use of signs and in the Road Book.

ARTICLE 20 - Parc Ferme

1. The cars shall be subject to the "parc ferme" rules:
 - (a) From the moment they enter the starting area, a regrouping zone or an end of leg, until they leave one of these (Art.18.3);
 - (b) From the moment they enter a control area until they leave it (Art 16.3; 17.B; 19.7);
 - (c) From as soon as they reach the end of the event until the time for lodging protests has expired(Art.24).
- 2.(a) While the vehicles are subject to the "parc ferme" rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.
 - (b) However, if the Scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired.
 - (c) In this case, the minutes used to carry out the intervention will be considered as the same number of minutes of lateness recorded on the road section. They will therefore be taken into consideration for the calculation of the exclusion. This is why the time spent on repairs may not exceed the allowed time before the car is penalised. If this time is exceeded, exclusion shall be announced.
 - (d) In order to prevent a crew from trying to make up lost time after the repair the crew will possibly be given a new starting time(Article 27 of the General Conditions).
3. By way of exception, and under the supervision of a competent Marshal, the crew may, while in the parc ferme, at the start, regrouping zone or end of leg (.1a):
 - Change a puncture or damaged tyre using the equipment on board;
 - have a new windscreen fitted with the possibility of having outside help.These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions laid out under (.2.c & .d).
4. As soon as they have parked their car in the parc ferme, the crew will leave the parc ferme and no member of the crew will be allowed to re-enter it.
5. To leave a parc ferme for the start, regrouping halt or end of leg (.1a), the crew shall be allowed to enter the parc ferme 10 minutes before starting time. The competitor is responsible for the conformity of his car at all times during the rally.

6. If a crew is unable to present its car with the engine running:
 - (a) At the exit of parc ferme, regrouping points or end of leg, a thirty second penalty shall be imposed. This penalty shall not count towards exclusion.
 - (b) At the start of the special stages, it will be excluded from the event.
7. Any infringements of the parc ferme regulations shall result in exclusion from the event.

SECTION VI - Scrutineering - Penalties

ARTICLE 21 - Scrutineering Before The Start And During The Event

1. Any team taking part in the rally, must arrive at scrutineering with its crew and car in accordance with the given timetable (SECTION 1)
Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in the case of force majeure duly recognized as such by the Stewards of the Meeting.
The crew must show the car's homologation form as well as any appendices to this form. If these are not submitted, the Stewards of the Meeting may refuse to allow the car to start.
2. The scrutineering carried out before the start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with group in which it is entered, essential safety items; conformity of the car with the National Highway Code, etc.).
 - * A noise check will be carried out to check compliance with the U.K. legal limit which is 84 dBA.
[Noise levels will be measured with a noise meter facing towards the exhaust pipe at an angle of 45 degrees and 0.5 metres from the exhaust pipe. With the engine running at 5,000 RPM the maximum permitted noise will be 108 dBA. This is regarded as equivalent to the legal limit of 84 dBA specified above. Noise levels may also be checked at any point during the rally.]
 - * Windscreen of laminated glass.
 - * Reflective red triangle and a S.O.S./OK board.
 - * Crash helmets of both crew members to be submitted for examination. British competitors must have helmets carrying the appropriate RAC MSA approval. Foreign competitors must use helmets complying with FISA regulations. Helmets not complying or judged to be in poor condition will be impounded.
 - * Identification of the vehicle the chassis and cylinder block of which may be "marked" at any time at the promoter's discretion.
3. To be allowed to start, all cars must be equipped with roll-bars/cages complying with the FISA specifications, roll bars must include lateral door bars to Appendix J Art 252 side sections drawing 9.
Cars must be fitted with one or two fire extinguishers (total minimum contents 4Kg).
Head restraints must be fitted, capable of restraining a 17Kg mass under a rearward acceleration of 5g.
Vehicles shall have a bulkhead between any fuel tank and filler and driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of the bulkhead between the passenger and luggage compartments an additional bulkhead must be fitted.
All other safety devices as specified by the FISA shall be fitted.

4. No car will be allowed to start unless it complies with the FISA safety regulations.
5. Additional checking may be carried out at any time during the event, of the crew members as well as of the car.
6. Should identification marks (.2) be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing the car will be excluded.
7. Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew from the event, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority, to which the entrant or accomplice belongs, may be asked to impose heavier sanctions.
8. At the end of pre Rally scrutineering a list will be posted on the official notice board at Rally Headquarters showing non-starters and listing cars that have been reclassified.

ARTICLE 22 - Final Controls

1. At the final control the crew will be required to complete a damage declaration form and hand in the "identity card".
2. As soon as a crew arrives at the Finish it shall drive its car to the parc ferme. A brief check shall be carried out there to verify:
 - * its conformity with the car submitted at the scrutineering specified under Art.21;
 - * if there is cause to impose penalties specified under Art.23.
 - * confirmation of statements on Damage Declaration Form.
3. The absence of one of the identification marks, as per Art.21.2, shall result in exclusion from the event.
4. Thorough scrutineering involving the dismantling of the vehicle for the crews in the first places in the general classification and/or in each group and possibly for any other crew, may be carried out at the absolute discretion of the Stewards of the Meeting ex officio or following a protest or upon the decision of the Clerk of the Course.
5. Should the above mentioned dismantling be the result of a protest, a deposit of £200, to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest turns out to be founded, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

ARTICLE 23 - Summary Of Penalties

Article	Reasons	Start Refused	Exclusion	Penalty Time	Money

START WILL NOT BE AUTHORISED					
3.8	Practicing and Reconnaissance	*			
7.2	Non-payment of Entry Fee	*			
7.8	Declaration and Insurance	*			
10.1	No. of crew members	*			
11.2&15.1	More than ten minutes late at Start	*			
14.2	Advertising	*			
21.1/2/3/4	Scrutineering	*			
	Any other offence for which start is refused	*			

EXCLUSION					
3.8	Practicing and Reconnaissance		*		
4.4	Metal in tyre compound and chains		*		
10.2/3	Crews & Identity Card		*		
11.6	2 Number plates missing		*		
12.3/4/5	Time Card		*		
13.1.c	Traffic laws 3rd infringement		*		
13.3	Non regulation assistance		*		
13.4	Blocking of road, unsporting manner		*		
13.6.e.iii	Servicing 3rd infringement		*		
15.2	Control points. Time Cards		*		
15.4	Itinerary		*		
16.5	Control Area		*		
17.C.1	Lateness exceed 30 minutes between 2 controls, 30 minutes lateness on any leg/section		*		
19.2/3/7/8a	Special Stages		*		
19.10	Service Vehicles		*		
19.14.2	Failure to attempt a special stage correctly		*		
20.2a/c/6.b/7	Parc Ferme		*		
21.2	Noise Level		*		
21.6/7	Identification Marks		*		
22.2/3/4	Final Scrutineering		*		
26.2	False Declaration		*		
	Not paying a penalty fine		*		
	Any other offence for which exclusion is specified		*		

TIME PENALTIES					
11.2 & 15.1	Leaving start each minute late			1 min	
15.1	Leaving start each minute early			2 mins	
13.1.b	Traffic laws second infringement			5 mins	
13.6.e.ii	Servicing second infringement			5 mins	
Time controls					
17.B.1.a	For each minute late after permitted lateness			10 secs	
17.B.1.b	For each minute early			30 secs	
17.B.1	Less than 75% of the target time on road section at end of leg			10 mins	
17.c.1	Each minute late between control at finish of last Special Stage and Finish Control			10 secs	
Special Stages					
19.4	Failure to start Special Stage within 20 seconds of starting signal			2 mins	
19.6	False Start			1 min	
19.8(b)	Time entry not made at Special Stage Finish			5 mins	
19.13	Refusing to start a Special Stage on time and in order			5 mins	
19.14.1(a)	Time less than Special Stage bogey time			Bogey time	

Article	Reasons	Start Refused	Exclusion	Penalty Time	Money
19.14.1(b)	Exceeding bogey time for Special Stage			Actual time recorded	
19.14.1(c)	Exceeding target time for Special Stage			Target time	
	Parc Ferme				
20.2(c)	Repairs in Parc Ferme per minute			1 min	
20.6(a)	Engine not running at exit of starting area			30 secs	
	Any other offence for which a time penalty is specified			*	

FINES					
6.11	No Entrants Licence				£50
11.3	Mutilated or defaced rally plate				£100
11.4	Each covered licence plate				£50
11.6	Missing competition number rally plate				£50
11.7	Names and national flags of crew				£25
Traffic laws					
13.1.a	1st Infringement traffic laws				£30
13.6.e.i	1st Infringement servicing				£75
22.2	Absence or failure of one headlight, one rear light, number plate illumination, brake lights and indicators, each.				£10
	Any other offence for which a fine is specified				*

PENALTIES AT STEWARDS DISCRETION					
5.3	Incorrect, fraudulent or unsporting actions				
13.5	Breach of Service Regulations				
16.8	Failure to follow instructions of marshals				
19.6	Repeated false starts				
21.1	Lateness at scrutineering				
21.5	Non-conformity of vehicle during the rally				
	Any other offence				

SECTION VII - Protests - Appeals - Classification - Prizes

ARTICLE 24 - Protests- Appeals

1. All protests shall be lodged in accordance with the stipulations of the International Sporting Code. (171 et seq)
2. All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of £100 which shall not be returned if the protest is judged unfounded.
If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit:
 - (a) of £100 if the protest involves a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.);
 - (b) of £200 if the protest involves the whole vehicle
3. The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.
4. If the claim is unfounded and the expenses incurred by the protest (scrutineering, transport etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.

5. The entrants may lodge an appeal against the decisions, in conformity with the stipulations of Art. 181 of the International Sporting Code.

ARTICLE 25 - Classifications

1. Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in special stages and the penalties incurred during the road sections and any other penalties expressed in time. The crew with the lowest total shall be proclaimed the overall winner, the next lowest, second and so on. The Group and Class results shall be determined on the same basis.
2. In case of ex-aequo, he who accomplished the best time for the 1st special stage will be proclaimed the winner. If this is not enough to be able to decide between the ex-aequo, the times of the 2nd, 3rd, 4th, etc. special stages shall be taken into consideration.
3. The results will be posted in accordance with the programme (Section I).
4. The classification is official and final at the end of the rally 1 hour after the posting of the results.
5. Partial classifications may be issued at the end of sections. The times and places for posting these classifications must be specified in the supplementary regulations for the event.
6. In addition to the general classification of the rally, independent classifications by Group and Class etc. will be published. Any disputes shall be examined by the Stewards of the Meeting whose decisions shall be final.

ARTICLE 26 - Prizes - Cups

1. The following awards will be presented :-
 - (a) Audi Sport General Classification Awards
 - 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.....Audi Sport Awards to Driver & Co-Driver
 - 3rd Overall.....Audi Sport Awards to Driver & Co-Driver
 - 4th Overall.....Audi Sport Awards to Driver & Co-Driver
 - 5th Overall.....Audi Sport Awards to Driver & Co-Driver
 - (b) 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
 - (c) Mixed Crew Award
To the Highest placed Mixed Crew in the General Classification
.....An Award Presented By Wrekin District Council
 - (d) Class Awards
 - 1st in each class.....Audi Sport Awards to Driver & Co-Driver
 - *2nd in each class.....Audi Sport Awards to Driver & Co-Driver
 - **3rd in each class.....Audi Sport Awards to Driver & Co-Driver
 - (* Subject to at least 6 Starters in the class)
 - (** Subject to at least 10 Starters in the class)
- N.B. Winners of General Classification will NOT be eligible for Class Awards. These Awards will be presented to the highest finishers in the Class, outside the first five crews in the General Classification.

(e) 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

(f) W & SSCC Ltd Awards

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

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

To be eligible for these Awards, both crew members must be fully paid up members of W & SSCC Ltd at the time of the event and have been so since 1st July 1989.

(g) 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

(h) 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.

(i) Volkswagen Rally Support Scheme

1st Registered Group A Golf Driver	£500
2nd Registered Group A Golf Driver	£300
3rd Registered Group A Golf Driver	£200
1st Registered Group N Golf Driver	£100

(j) 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 finishers	£ 25

(k) Skoda Trophy Awards

1st Driver- £200	3rd Driver- £100	5th Driver - £50
2nd Driver- £125	4th Driver - £75	6th Driver - £25

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

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

2. Entrants wishing to compete for awards other than the General Classification must indicate so on the entry form and scrutineering card. The organisers retain absolute discretion to accept or reject any such claim and may call for supporting proof from entrants.

ARTICLE 27 - Prize Giving























The prize giving will take place at 22.30 hours on 21st October, in the Telford Suite of the Telford Moat House Hotel.

APPENDIX 1/ANNEXE 1

RALLY CONTROL SIGNS – SIGNALISATION DES CONTRÔLES

(Diameter of Signs: about 70cm)

(Diamètre des panneaux de signalisation: 70 cm environ)

Direction Sens du parcours	Control type Nature du contrôle	CONTROL ZONE ZONE DE CONTRÔLE			Direction Sens du parcours	
	PASSAGE CONTROL CONTRÔLE DE PASSAGE	YELLOW SIGNS Beginning of Control Zone PANNEAUX JAUNES Debut de Zone de Contrôle 	RED SIGNS Compulsory Stop PANNEAUX ROUGES Arrêt Obligatoire 	YELLOW SIGNS End of Control Zone PANNEAUX JAUNES Fin de Zone de Contrôle 		
	TIME CONTROL CONTRÔLE HORAIRE		← 25m → 	← 50m → 		
	TIME CONTROL AND SS START CONTRÔLE HORAIRE ET DÉPART D'ES		← 25m → 	← min 50m → 	← 50m → 	
	END OF SS FIN D'ES DE CLASSEMENT		← 100m → 	← 100 400m → 	← 50m → 	
			FLYING FINISH NON-STOP LIGNE D'ARRIVEE VEHICULE LANCE	SSF Ad'ES		

All distances are approximate.

Toutes les distances sont approximatives.

APPENDIX II - Terminology

Road Section : Section of the itinerary between two successive time controls.

Section : A portion of the route, the start, finish and length of which is specified in the road book, over which the maximum permitted cumulative lateness before exclusion will be 30 minutes.

All the zones:

- between the start and the first regrouping halt;
- between two successive regrouping halts;
- between the last regrouping halt and the finish of the leg or the event.

Neutralisation Period : Time during which the crews are stopped by the rally organisers for whatever reason.

Regrouping : Stop scheduled by the organisers to enable the theoretical times to be observed on the one hand, and on the other to regroup the cars still in the event. The stopping time may vary according to the crews.

Park Ferme : Zone in which no repairs or intervention is possible, except in the cases expressly provided for by the Supplementary Regulations of the Event.

Bulletin : Official bulletin which is an integral part of the regulations of the event and is intended to modify, clarify or complete the latter.

The bulletins must be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature.

The bulletins are established :

- by the organisers, up until the day of scrutineering;
- by the officials of the event throughout the competition.

Time Card : Card intended for the stamps of the different control points scheduled on the itinerary.

Special Stage : Tests on roads closed specially for the Event.

APPENDIX III - Radio Equipment

Licensing is now usually undertaken by the company from whom radio sets are hired by competitors. Licences will not be issued directly to competitors for a small number of sets. Application form CL1 for long term licensing is available from the address below.

Further information can be obtained, allowing at least 40 days from:

The Department of Trade and Industry,
Radio Regulation Division
Waterloo Bridge House
Waterloo Road
London SE1 8UA Tel.:01-275-3000

APPENDIX IV - Competitors' Relations Officer

Principal Missions

Inform the competitors and play the role of mediator at all times. This post is entrusted to officials in possession of a licence issued by the ASN as it implies a certain knowledge of the general regulations. He may attend the meeting of the Panel of the Stewards of the Meeting, in order to keep abreast of all decisions taken.

Presence at the Running of the Event

When the Rally Office is opened, the Secretary of the Meeting will draft a schedule of their duties which shall be posted on the notice board of the event and which shall include :

- * Presence at scrutineering
 - * At the Rally Office
 - * At the start of the event
 - * At the regrouping halts
 - * At the park ferme at the end of sections
 - * Near the parc ferme at the arrival
- (The latter being dependant upon the rally timetable)

Function

- * Give accurate answers to all questions asked.
- * Provide all information or additional clarifications in connection with the regulations and the running of the event.

Concertation

* Avoid forwarding questions to the panel of the Stewards of the Meeting which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times with the help of the time-keepers).

The Competitor's Relations Officers shall refrain from saying anything or taking any action which might give rise to protests.

APPENDIX V - Maps & Route Information

The Route will be contained on Ordnance Survey :-

- 1:50000 scale maps number 124,125,126,127 & 135
- or
- 1:250000 scale map number 7
- or
- 1:25000 scale maps of the area

The Route will be presented in the Road Book by 6 figure map references, by tulip diagrams and mileages and by maps of various scales marked with the correct routes.

The Route through Special Stages will be clearly marked with signposts hazard warnings and other signs. The system will be fully outlined in the Road Book. There is no difficulty in following the correct route.

APPENDIX VI - Servicing & Service Vehicles

1. Servicing of competing cars may only be carried out in those areas permitted by the Promoters and from vehicles to which an official service, support or management plate has been attached by its own adhesive.

EXCEPTIONALLY: Outside official service areas and parc ferme emergency service may be carried out by a recognized motoring service such as the RAC or a commercial garage not organised in advance or the crew with tools or parts carried in the competing vehicle.

2. Service vehicles and support vehicles will be required to follow a specific route as published in the Service Book. Certain parts of the route, and certain areas adjoined the route will be designated as no-go areas for service, support and management vehicles. These areas will be notified to competitors through the Road Book, Service Book and bulletins.

3. Identification.

Each competitor will receive one SERVICE plate free of charge.

A further SERVICE plate may be purchased at a cost of £30. "Service" plates may only be used on vehicles up to 20 feet (6m) long.

A MANAGEMENT car plate may be purchased for each competing car. Cost of these plates will be £50. These plates will only be issued for use on conventional passenger cars or estate car derivatives. There will be permitted deviations from the Service Vehicle Route for management cars and areas where restricted servicing may be undertaken from these vehicles only. Vehicles bearing SUPPORT plates will only be allowed to enter a limited number of the service areas on the event.

SUPPORT plates will be available to companies providing general service (tyres, lighting etc.) and competitors requiring more than two service vehicles and/or vehicles over 20 feet (6m) long; these may be purchased at £50 per vehicle. Any vehicle used for servicing which is greater than 20ft (6 metres) overall length must use support plates. Motorhomes and caravans must utilise support plates.

4. Service Areas will be graded according to their size and convenience. In certain service areas access for support, management, and service vehicles may be restricted. This information will be published in the Road Book, Service Book or bulletins.
5. Any service, support or management vehicles whose occupants, by their actions, disregard or do not comply with an instruction of an official of the rally, are in breach of the road traffic act or by their actions bring the event, The Promoters, the FISA or the sport into disrepute, will have their rally credentials and passes removed and will lose the right to any rally facilities. Any vehicle/crew so penalised will not be substituted.
6. Persons other than an entrant wishing to offer goods for sale or services to the competitors from within service areas during the Rally and at Rally venues must apply direct to the Organisers on the forms in these Regulations for the necessary passes and plates.
7. All applications for the above plates must be made on the entry form. The organisers reserve the right to restrict the distribution of additional plates; the distribution being on the discretion of the organisers.

APPENDIX VII - Hotel Accommodation

Competitors are responsible for their own hotel accommodation and reservations.

Entrants requiring the separate lists of Hotels should indicate on the Entry Form. Help in locating accommodation can be obtained by phoning 0952-202414

An accommodation help desk run by Wrekin District Council will be available in Rally Headquarters from the commencement of scrutineering until the closure of the Rally Office on 20th October.

APPENDIX VII - Safety Policy

Safety In International Rallies

1. Organisation : The Organisers of the Audi Sport Rally have drawn up a safety plan for the Event. This plan has been approved by the National Sporting Authority and the Clerk of the Course is charged with the application of this safety plan. He has nominated one (or more) assistant(s) who are responsible to him for its proper implementation.

The Organisers have :

- (a) Imposed the suppression of certain special stages considered as possibly being dangerous to spectators.
 - (b) Reinforced safety in the special stages which, because of their layout or the number of spectators, are considered to be risk points.
 - (c) Suppressed special stages run at high average speed, approximately 110kph being the highest average recommended.
 - (d) Will not run several passages at close intervals in the same special stage if that entails the movement of spectators or long periods of waiting between two passages.
 - (e) Have moved short special stages away from large centres of population unless adequate spectator safety measures are installed.
 - (f) Have at the end of the Rally, planned a special stage which will be televised and which will attract a large number of spectators, but, in this case, the Organisers will protect the crowd by raised areas, separated from the road by ropes and barriers.
2. Inspection : Before the start of each special stage, it will be inspected by an Official who will forward all information relating to safety to the Clerk of Course.
3. Communications : A radio and/or telephone liaison has been established between the start and finish posts of the special stages are also linked to the Clerk of the Course.
4. Rescue Service : Minimum requirements at each stage :-
- 1 doctor (skilled in resuscitation strongly advised)
 - 1 ambulance
 - 1 breakdown vehicle
 - 1 fire-fighting service

For the Special Stages considered as long, the Organisers, with the ASN's approval, have provided several doctors and/or ambulances. The hospitals having emergency facilities which are nearest to the areas where the rally is taking place have been placed on full alert for the duration of the event.

5. Spectators : The Organisers have, if necessary, provided areas reserved for the public

In the days preceding the rally, the Organisers will inform and educate the public by means of the press, radio and regional television.

Shortly before the Rally :

- (a) Between 30 minutes and 45 minutes before the start of the special stage a car equipped with loudspeakers will drive through the special stage giving information and advice to the crowd.
 - (b) Two fast road closing cars, driven by competent drivers, will leave 15 minutes before the start of the first entrant.
 - (c) Written advice will be distributed in the form of information bulletins to the spectators.
 - (d) Officials will be present on the special stages charged with the tasks of alerting the spectators.
- 6 Supplementary Prescriptions : In addition to the safety requirements of FISA the more detailed rally safety requirements of the RAC MSA as published in the in the MSA year book 1989, have been applied to this rally.

APPENDIX IX - Air Assistance

The Promoters do not encourage the use of helicopters or similar aircraft, for the movement of rally personnel, mechanics, team management, equipment, members of the press etc. during the event. Air assistance to competitors on or within the boundary of Special Stages is expressly forbidden (FISA Bulletin 204. Jan 86 III Rallies 3.1). Any infringement of this regulation will result in exclusion of the crew concerned.

Any team or crew wishing to use air assistance should note the following points from the "Air Navigation Order, Rules of the Air 1985".

(a) Permission to land must be obtained in advance for any landing on private property. All Special Stages, Service Areas and Parc Fermes used on the Rally are on private land and permission to land will not be given on these properties. In addition, officials of the rally will report to the police details of any helicopters landing in areas adjacent to these venues.

(b) Rule 5 - "Rules of the Air Traffic Regulations 1985" - An aircraft or helicopter shall not fly over or within 3000 feet of any assembly of more than 1000 persons witnessing or participating in any organised event except with the permission in writing of the C.A.A. (Civil Aviation Authority). Specific permission can be sought from the C.A.A. to fly closer, but in the case of the Rally the Promoters have requested that the C.A.A. do not give permission. Any aircraft observed in contravention of this regulation will be reported to the police and Civil Aviation Authority.

APPENDIX X - Acknowledgements

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

The Residents of Shropshire and Mid Wales
Audi Sport UK
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
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 Welsh Association of Motor Clubs
The West Midland Association of Motor Clubs
Wooleys Haulage of Wellington
Wrekin District Council

and everyone we have forgotten.