

1985 Audi Sport Rally

We at Audi are delighted to join forces with the Wolverhampton and South Staffs Car Club in our sponsorship of the Audi Sport Rally for the third year in succession, and look forward to an exciting and entertaining event for both spectators and competitors.

In order to achieve new interest in the rally we have this year moved the start and finish to Shrewsbury and the event will include some new stages, as well as the classic forests for which it is well known. With Shrewsbury as its base, convenience of access to the start of the rally should prove easier to the majority of entrants without sacrificing any of the event's more traditional stages.

The series has again in 1985 proved to be a development and testing ground for both cars and drivers with its increasing number of entries from works teams at regular intervals in the championship, and is of particular interest to Audi, having produced last year's British National champion David Llewellyn who was in turn selected to drive one of our works Audi quattros in this year's British Open Series. David has turned out to be a most excellent choice and has proved that the up and coming young drivers in the series are of the highest standard, in both driving skills and general sportsmanship.

As we have said in previous years Audi, as technological leaders of the motor industry, originally saw rallying as the ideal proving ground for their products and a way to continued improvement of the Audi range. And the success of the turbo-charged Audi quattro over the past five years, has played an important part in the development of 4 wheel drive in the Audi range, which now includes a quattro version of every model from the four cylinder Audi 80 quattro through to the flagship of the range, the Audi 200 quattro.

The Audi Sport Rally as in previous years provides an exciting end to the championship and an opportunity for crews and cars to experience many of the Welsh stages to be used on the 1985 RAC Rally and I feel sure that the changes we have made to the rally will add to the enjoyment of an event that signifies the end of a long and hard series for all the championship contenders.

I would like to finally thank both competitors and spectators for their interest in the Audi Sport Rally and also thank the organisers, The Wolverhampton and South Staffs Car Club for their tremendous efforts in making it a success.



J. S. MESZAROS
Audi Marketing Manager

Audi Sport UK



SUPPLEMENTARY REGULATIONS

PART 1

1. This Special Stage Rally will be held under the General Regulations of the R.A.C. M.S.A. Ltd., (incorporating the provision of the international sporting code of the FISA), the regulations of the Shell Oils/Autosport RAC National Rally Championship, these Regulations and any written instructions the promoting club may issue for the event.

The event is a qualifying Round of the Shell Oils/Autosport RAC National Rally Championship. Permit No. CH/5002. Any amendments to these supplementary regulations are contained in Part 2., of these supplementary regulations, article 26.

The event is also a qualifying round of the Ford Escort Turbo Rally Championship. Permit No. CH/5003.

The event complies with the requirements of the Motor Vehicles (competitions and Trials) Regulations.

2. ELIGIBILITY

The event is open to any competitors holding an RAC or RIAC Competition Licence valid for the event. Intending competitors are reminded that when an entry is made in the name of an Organisation, firm or sponsor, or person who will not drive, an appropriate Entrant's Licence must be produced when other licences are examined. In addition to this, any car carrying advertising in excess of the 5 permitted decals on each side of the car must display the appropriate Advertising Permit.

Navigators are reminded that they must hold either a National or International Rally Driver's licence or a National Co-driver's Licence.

All Competitors and drivers must produce valid competition licences and permits as necessary.

3. ROUTE

a) See Part 2 for details.

b) The event will contain several Special Stages on private property joined by Public Highway sections. The Special Stages will be timed to an accuracy of less than one minute by marshalls under the supervision of an RAC appointed timekeeper. Cars will start at one minute intervals. The route will be defined by six-figure grid references and by a 'Tulip' Road Book. Full details of the route and Special Stages will be issued to competitors when they sign on. These documents will contain all necessary information to enable competitors to comply with L 4.8.8. and L 4.3.3.

4. CLASSES

There will be six classes as follows:

- 1 CLASS N1. Group N cars of any capacity.
- 2 CLASS A1. Group A cars up to and including 1300cc.
- 3 CLASS A2. Group A cars over 1300cc and up to and including 1600cc.
- 4 CLASS A3. Group A cars over 1600cc and up to and including 2000cc.
- 5 CLASS A4. Group A cars over 2000cc.
- 6 CLASS B1. Cars complying with RAC Vehicle Regulations of any capacity.

Should any class have less than 5 entries, the organisers reserve the right to amalgamate with another class.

5. ENTRIES

a) See Part 2 for fees and number of entries.

b) The entry list opens with the publication of these SRs and will close at the standard fee twenty-one days before the start of the event. Late entries will be accepted at the organisers' discretion, on payment of an extra fee of £10, until fourteen days before the start of the event.

Written acceptance of entry will be sent for the first 90 entries received. All other entries will be acknowledged but not accepted until after the closing date for late entries.

Fees for accepted entries withdrawn up to the closing date for normal entries will be refunded in full less £5 to cover administrative costs. Those withdrawn after the above date but five days before the event will be refunded less £10 costs. Fees for entries withdrawn after that date will not be refunded 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.

Where applicable the entry fee has been based on the current Forestry Commission road charges. Should there be any variation in these charges it may be necessary to levy an additional entry supplement. If applicable this will be collected at signing-on but will be publicised in advance if possible (L 1.7.6.)

The entry fee includes one service pack per competing car. Final instructions, containing details of competitors' starting numbers, will be posted to entrants at least seven days before the event.

Entrants are required to indicate on the entry form their eligibility for the various awards and championships.

The order of starting will be at the organisers' discretion, but to assist seeding entrants should note their previous results on the entry form.

Once the entry list has been published no communications will be entered into regarding it.

6. CONTROLS AND TIMING

The rally will be divided into Road Sections and Special Stages.

All Controls other than Passage Controls (PCs) and Route Checks will be Time Controls (TCs). Each road section will be allotted a Target Time based on approximately 28 mph average or less and a competitor can calculate his Due Time of arrival at any TC by adding this Target Time to his actual time of departure from the preceding TC. On any Road Section following a Special Stage three or four minutes extra will be allowed over the set average speed to account for any delays at the Special Stage Finish.

All Special Stages will have a Bogey Time set at 60 mph (or 70 mph if run entirely on a tarmac surface) and a Target Time set at approximately 30 mph (or less on short stages). Competitors will receive penalties on Special Stages as follows:

i) Under Bogey	Bogey Time
Over Bogey under Target	Actual Time Taken
ii) Over Target	Target Time
	(No extra time penalties)

However, lateness taken over Target Time on Road Sections and Special Stages is cumulative and once lost cannot be regained. When a competitor's accumulated lateness calculated from the previous Main Control, exceeds the permitted maximum of 30 minutes a competitor will be excluded.

Should any record time not be legible or not appear authentic the organisers may use any means at their disposal to establish a time.

The following titles shall describe the various types of Time Controls:
(see Article 7 for description of signs).

(a) Main Control (MC — Art 7.1)

i) Main controls will be situated at the Start and Finish of the Rally, immediately before and after any Rest Halt, or at any other specified point.

ii) At an MC after a rest halt Competitors will restart at one minute intervals either in number order, or in order of their arrival at the MC immediately preceding that Halt, or, if interim results are available, in order of General Classification.

iii) Each competitor will be given a due starting time from any MC and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. Also a time penalty will be applied.

iv) Competitors not excluded by reason of having accumulated more than the maximum allowed lateness will restart (subject to 6(a)(iii) above) from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MCs.

b) **Special Stage Arrive Controls (SSA — Art 7.1)**

On arrival at SSA a competitor will receive an arrival time only when he is ready to start the stage (helmets and safety belts on etc.). A competitor who is early may wait for his Due Time. He must then proceed immediately to the Start Line.

c) **Special Stage Start Control (SSS — Art 7.2)**

At the SSS a competitor will be given a start time for the Stage in hours and minutes (and, if competitors are to start at 30 second intervals, seconds). Once a competitor has clocked in at an SSA the Start Marshall will assume he is ready to start the stage and will issue a time as soon as the start line is clear, whether the competitor is ready to start or not. The Marshall will inform the competitor at 30 seconds to go, 10 seconds to go, and at 5 seconds will hold a flag ahead of the driver. He will raise the flag at Zero, which will be the signal to start.

As each section is timed separately the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for. The area between the beginning of the Control area (Art 7.1), and the Stage Start (Art 7.2) are 'parc ferme'.

d) **Special Stage Finish Control (SSF — Art 7.3.75)**

At the SSF a competitor will receive his finish time in hours, minutes and seconds. This time in hours and minutes will be his start time for the following Road Section. Any competitor who fails to stop at the 'STOP' Line must not, under pain of exclusion, reverse to the stop line, but must return on foot.

e) **Service Areas (SV)**

All service areas will have 'IN' and 'OUT' Time Controls, and a Target Time will be specified between these controls. The section between SV 'IN' and SV 'OUT' will be marked as a Road Section.

7. SIGNS

1. Time Controls, Main Controls and Special Stage Arrival Controls.

Beginning of Control Area



Yellow Background

Control Site



Red Background

2. Special Stage Start Control



Red Background

3. Flying Finish Warning

Signs to be placed at 100 yds or
100 metres before the Flying finish
both sides of track



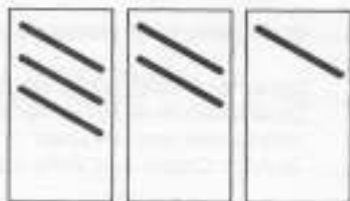
Yellow Background

4. Flying Finish
At Flying Finish — Both Sides of Track



Red Background

5. Equally spaced between flying
finish & Stop line



Dark background white stripes

6. Special stage stop line & Control



Red Background

Passage Control (PC)

At certain points indicated in the Road Book the organisers may establish PCs in order to collect Time Cards from competitors or for other purposes. There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

8. PACE NOTES

Unless Part 2 of the events Supplementary Regulations specifically authorise the use of Pace Notes, then the possession of such notes as defined in L 4.6.6. (this does not preclude the use of Ordnance Survey maps of 1:50000 scale in addition to the others that are specified in the SR's as being necessary in order to complete the route), by a competitor during the course of the rally whether or not they relate to Stages being used in the rally are not allowed.

The only supplementary information which may be shown ON THE MAPS is information given by the Organisers of the event (including route details) plus known danger spots as indicated by the Organisers.

The Organisers may set up checks at certain Controls and a proportion of competitors and competing cars will be searched. The penalty for being found in possession of pace notes or refusing to allow a search for these to be made is exclusion. At these checks the Organisers request the co-operation of all competitors in order to reduce any delay. Also any competitor or his agent observed on private land without permission within the area covered by the maps referred to in Part 2 of these SR's after the publication of these regulations will be excluded. The only exception to this regulation will be persons who live on, or whose employment causes them to travel along a road used on the event.

9. SERVICING

Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. There will be service areas at strategic points where work may be carried out by the Service Crew of the competing car, these will only be accessible to competitors and service vehicles bearing official Service Plates.

Crews may work unassisted on their own cars in 'No Service Areas' except (i) within 100 metres of any Control, (ii) between the Special Stage Arrival Control and the Special Stage Start Control and (iii) in any Parc Ferme; the only work permitted in these areas is to carry out the following work unassisted:

- (a) replace a wheel with a flat tyre for a wheel and tyre carried in the competing car
- (b) clean lamp glasses windscreen and windows.

No other areas may be used by service vehicles, which will be expected to follow a prescribed route to the Service Areas. All other areas will be 'Out-of-Bounds to Service Crews and Vehicles'. If a Service Vehicle is observed in an 'Out-of-Bounds to Service Crews and Vehicles' area the associated competing car will be excluded.

Service Crews will be subject to the same regulations as competitors regarding noise, bad driving manners, etc, and marshals have been instructed to note any infringement of these rules. Competitors are responsible for ensuring that their service crews understand and comply with this regulation and that at all times the service vehicles bear an official service plate showing the competitors rally number.

10. IDENTIFICATION

Competitors will be required to make available both front doors for the exclusive use of the organisers for the purpose of carrying the event identification numbers which will include advertising for the event and the Championship, such identification must be set above the competition numbers.

Competitors will be issued with rally plates to be fixed to the front and rear of the car and side plates to be fixed ABOVE the competition numbers. In addition, competitors must display regulation size black numbers, on a white background, on both sides of the car. Competitors are reminded that these numbers must be removed or covered completely after the event or upon retirement.

11. DAMAGE DECLARATION

Competitors will be required to complete and sign a report declaring that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively giving details of any such incident where damage or injury has occurred. Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by exclusion.

Competitors who do not report at the finish are required to forward the report to the Secretary within 48 hours of the event, unless they have been involved in an incident in which case details must be given to the organisers the same day. Competitors who fail to comply will be penalised in accordance with PART 2 of the SR's and may be reported to the R.A.C. M.S.A. Ltd, for further disciplinary action.

12. JUDGES OF FACT/DRIVING STANDARDS OBSERVERS

Named Judges of Fact appointed by the organisers will be on duty throughout the rally to observe and report upon any competitor considered to be in contravention of the Regulations under L.4.8.1.

The Chief Scrutineer and the Eligibility Scutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.

The start officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start.

The organisers may appoint Driving Standards Observers in accordance with F12.

13. SCRUTINEERING AND SIGNING-ON

Exact details will be given in the Final Instructions. At scrutineering cars will be examined for compliance with tyre and vehicle regulations as well as for class eligibility. Each entrant will be assumed to have full knowledge of the car and its eligibility for the class entered. Homologation forms must be provided and made available at any event Scrutineering, and on demand throughout the event, for all Group 'N' or 'A' cars. Failure to provide the forms will lead to reclassification or exclusion.

All cars must be fitted with a substantial roll cage and carry a fire extinguisher of at least 5kg. capacity of BCF or BTM in not more than 2 units. Crash helmets will be examined for compliance with current regulations.

A competitor must have signed on and completed all documentation within one hour of his scheduled scrutineering time, otherwise he may be deemed a non-starter, and his number may be allocated to a reserve.

14. PENALTIES

Competitors will start with zero minutes. Classification for the order of Merit will be referenced to total time lost, the winner being the competitor with the least total time penalty.

In the event of a tie the winner will be the competitor who has completed the greatest distance from the start with the least Stage Penalty.

A.	Minutes Lost
1) For each second taken on a Special Stage (SR 6)	1/60
2) For each minute before or after Due Time at a Main Control (Out)	1
3) For each minute under Target Time on the Road Sections and Service Areas	1
4) Completing any Road Section in less than three quarters of the Target Time for that section where the section is 4 miles or more in length	30
5) Making a false start to a Special Stage	1
6) Taking the incorrect route on a Special Stage	30
7) Not complying with a requirement of the Road Book or of these Regulations for which no other penalty is specified	30
8) Not complying with a reasonable instruction by an official provided warning is given that a penalty will be applied	30
* (9) Breach of a statutory requirement concerning the driving of a motor vehicle	30
* (10) Breach of Vehicle Regulations concerning the use of lights and breaches of the Construction and Use of Light of Vehicles Regulations	30
** (11) Excessive noise, damaged or ineffective silencing system	30
*** (12) Causing a blockage, whether intentionally or unintentionally which prevents other competitors from completing the special stage competitively.	Stage Target Time Plus 30

* Second offence will be penalised by exclusion by the Stewards of the Meeting.

** Causing a decibel meter reading of greater than 84dbA will be deemed to be excessive noise. This will be measured in accordance with the test specification detailed in the RAC Technical Manual. At the discretion of a judge or in other cases, the organisers, a car causing excessive noise may be refused permission to proceed at any time and in any case the penalty for a second offence shall be exclusion.

*** All other competitors will be debited with the bogey time for that stage. Any road section penalties thus incurred will be applied up to and including exclusion.

The organisers may refer to R.A.C. M.S.A. for further disciplinary action, any competitor thought to have blocked the stage intentionally.

B. The following offences will carry a penalty of EXCLUSION.

- 1) Not reporting at, or not providing proof of visiting a control or check.
- 2) Servicing contrary to Regulation SR9.
- 3) Driving in the reverse direction on a Special Stage or reversing to a Stage Stop Line.
- 4) Smoking on a Special Stage.
- 5) Failure to wear properly fastened seat belts and crash helmets on a Special Stage.
- 6) Contravention of SR8.
- 7) Misuse of 'Red Cross' and 'O.K.' symbols on a Special Stage. It is a competitor's responsibility to supply and have available at all times during an event a RED CROSS/O.K. BOARD in accordance with 1985 RAC MSA Regulations.

15. RESULTS

Provisional results will be published within 2 hours of the finish of the event. Protests must be made in accordance with N.1.3. Printed results sheets will be available to all competitors at the Finish of the event.

16. INSURANCE

The entrant is required to supply the name and address of his insurers on the entry form. As many insurance policies no longer give cover for competition, Bowring Motor Sport, subject to an acceptable proposal, will give third party and passenger liability cover for the event. Entrants not already enrolled in the scheme and wishing to avail themselves of this offer must apply with their entry form for a proposal form and should note that this must be returned fully completed to the Secretary of the Meeting not less than 21 days before the event.

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

END OF SUPPLEMENTARY REGULATIONS PART 1
(For Supplementary Regulations Part II, Items 17-27 see Appendix)

APPENDIX TO REGULATIONS

AUDI SPORT RALLY

Supplementary Regulations Part II

17 TITLE OF THE EVENT

The Audi Sport Rally

18 TIMETABLE OF RALLY

Entries open.....on the publication of these regulations

Entries close at standard rate.....Tuesday 1st October 1985

Entries close finally Tuesday 8th October 1985

Final instructions posted Saturday 12th October 1985

Rally H.Q. opens10.30 hrs Friday 18th October 1985

Scrutineering & documentation.....17.00hrs-20.30hrs Friday 18th October 1985

.....08.00hrs-09.00hrs Saturday 19th October 1985

Rally starts.....08.00hrs Saturday 19th October 1985

Rally finishes 17.30hrs Saturday 19th October 1985

Awards presentation21.30hrs Saturday 19th October 1985

19 ANNOUNCEMENT

The Wolverhampton & South Staffs Car Club Ltd. will promote a National permit special stage rally, sponsored by Audi Sport United Kingdom, on Saturday 19th October 1985. The Event is a qualifying round of the Shell Oils/Autosport RAC National Rally Championship, the Warwick Wright Peugeot Talbot Challenge and the Skoda Trophy.

20 AUTHORISATION

R.A.C. Permit No.

D.o.E. Authorisation Number

Shell Oils/Autosport RAC Championship Permit No.CH 5002

Warwick Wright Peugeot Talbot Challenge Permit No.CH 5010

21 START & FINISH

The event will start and finish in Shrewsbury and the rally headquarters will be the Radbrook Hall Hotel.

22 ROUTE

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

All stages will be on unsealed surfaces.

23 AWARDS

a) General Classification

1st Overall

2nd Overall

3rd Overall

4th Overall

5th Overall

(b) Private Entrants Awards

1st Private Entrant..Audi

2nd Private Entrant..Audi

3rd Private Entrant..Audi

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

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

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

c)Class Awards

1st in each class.....Audi Sport Awards to Driver & Co-Driver

*2nd in each class.....Audi Sport Awards to Driver & Co-Driver

(* Subject to at least 10 Starters in the class)

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

d)Group A Awards To the highest placed Group A car in General Classification:

Driver.....The Tony Lloyd Davies Challenge Cup

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

e)W & SCCC Limited Awards

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

DriverThe S.W. Fletcher. Trophy

Co-Driver The Ron Moore Trophy

To be eligible for these Awards, both crew members must be fully paid up members of W & SCCC Limited at the time of the event and have been so since 1st July 1985.

(f)Ladies Award

To the highest placed Lady Driver in General Classification (subject to a minimum of three Lady Drivers)•.....The Express & Star Rose Bowl Trophy

(g)Shell Oils/Autosport Awards

To the highest placed registered Driver & registered Co-Driver in General Classification.....A Shell Oils/Autosport Award

To the highest placed registered Group A Driver registered & registered

Co-Driver in a Group A Car in General Classification.....

..... A Shell Oils/Autosport Award

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

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

24 ENTRIES

The maximum number of entries for the Event is 120 plus reserves. The organisers reserve the right to cancel the Event if less than 70 entries are received.

Entries open on publication of these Supplementary Regulations and will close at the standard rate on Tuesday 1st October 1985. Late entries subject to an additional fee will be accepted up to Tuesday 8th October 1985. All entries must be made on the official Entry Form accompanied by the appropriate fee and should be sent to the Entries Secretary:

Mrs. Yvonne Snelson

Beech House Cottage

Crockington Lane

Seisdon

Wolverhampton

WV5 7EJ

Telephone (Home)-0902-894894

Telex - 336031

Answerback code - Steels G

Reserves who pass scrutineering and signing on but are not allocated a start number will have the whole of their entry fee refunded.

There is a facility for entrants to reserve an entry with a deposit of 140. The full entry fee must be paid (including all cheques cleared) by 1st October and the entry will be confirmed subject to the conditions of paragraph 5.

Entry fee up to 1st October - 1135

Entry fee up to 8th October - £145

25 OFFICIALS

RAC Steward.....C B F Belton Esq.
Club Stewards.....Jim Jones & Dennis Cardell
Clerk of Course John Trevethick
24 Knights Avenue, Tettenhall, Wolverhampton (752063-Home)
Secretary of the MeetingDavid Cozens
Chief Marshall.....Ray Lloyd
72 Fairview Road, Penn, Wolverhampton (335380-Home)
Event Safety OfficerSteve Arnold
'Ashcroft', Broad Lanes, Six Ashes, Nr.Bridgnorth, Salop
0384 293159 Bus. 0746 780078-Home
Event Chief Medical Officer.....Dr.Tony Evans
Radio Communications.....Mike Summerfield
(Rally Radio Link)
Area Controllers John Fox, Lance Gilmore,
Kevin Page, Mark Snelson,
Gareth Thomas, Brian Vaughan
Entries Secretary.....Yvonne Snelson
Results ManagerPat Ridgeway
Computer Results Martin Liddle
(Tynemouth Computer Services)
R.A.C. Timekeeper.....Vaughn Allcock (Rallytime)
R.A.C. Eligibility Scrutineer.....Geoff Ward
R.A.C. Scrutineers Fred & David Southall
R.A.C. Assistant Scrutineer.....Jonathan Southall

26 AMENDMENTS TO SUPPLEMENTARY REGULATIONS PART I

Paragraph 5(b) - ENTRIES - Amendments to closing dates - see Paragraphs 18 & 24

Paragraph 6 - CONTROLS AND TIMING - Amendment to maximum permitted lateness between consecutive Main Controls.

When a competitor's accumulated lateness calculated from the previous main control exceeds the permitted maximum of 15 minutes, a competitor will be excluded.

27 ADDITIONAL INFORMATION

HOTEL ACCOMODATION - Competitors are responsible for their own hotel reservations a seperate list of hotels is enclosed. The Shrewsbury Information Centre will be pleased to help with the location of Competitors accomodation Tel. (0703) 50761.