

1986 Audi Sport Rally

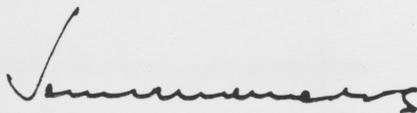
For the fourth year in succession we at Audi are delighted to once more join forces with the Wolverhampton and South Staffs Car Club in our sponsorship of the 1986 Audi Sport Rally.

As you will recall the event moved its base last year to Shrewsbury. This proved to be immensely popular to both spectators and competitors by providing a more accessible start point for our increasingly popular event. Well we are back in Shrewsbury again for 1986, and the addition of a new spectator stage at Loton Park, which will also double as the start of the event, will add even further interest to this traditionally tough rally.

Since our first involvement, the National Rally Championship has gone from strength to strength. This is due I am sure to the efforts of individual event organisers like the Wolverhampton and South Staffs Car Club, who I know from experience, start to plan the next year's rally almost immediately following this event, resulting in a most professionally organised and well attended rally by both private entrants and works crews alike.

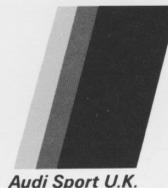
The Championship has this year seen an increased involvement by our Company with the Volkswagen Junior Rally team contesting the series, and the Audi Sport rally will not only decide the British National Rally Champion but also the winner amongst our four Junior Team Drivers whose prize is to be a works backed entry on the 1986 RAC Rally. So all in all this rally will provide an exciting end to a long and hard series of events throughout the past year.

I would like finally to thank competitors and spectators for their interest in the event, the town of Shrewsbury for welcoming us once more, and the organisers the Wolverhampton and South Staffs Car Club for their tremendous efforts, and at a time when rallying is attracting worldwide critique in terms of general safety I would ask you to follow the directions of marshals and rally officials to ensure you have an enjoyable and safe Audi Sport rally.



J. S. Meszaros
Marketing Manager Audi Volkswagen

Audi Sport UK



EVENT SUPPLEMENTARY REGULATIONS

PART 1

Art. 1. ANNOUNCEMENTS

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

Art. 2. JURISDICTION

1. The events will be held under:-

- a) The General Regulations of the RAC Motor Sports Association Ltd. (incorporating the provisions of the International Sporting Code of the FIA).
- b) The Championship Regulations of the "Marlboro National Rally Championship with Autosport".
- c) These Regulations.
- d) Part II of any Supplementary written instructions the promoting Club may issue for the event.

Art. 3. AUTHORISATION

1. Each qualifying event shall publish details of the RAC MSA Permit Number and DOE Authorisation Number (as appropriate) in Part II of the SR's or the Final Instructions.
2. The "Marlboro National Rally Championship with Autosport" and its associated one make Series Permit Number is CH/5201.
3. The event will comply with the Motor Vehicles (Competition & Trials) Regulations where they are applicable.
4. Map numbers required by competitors will be advised in the SR's Part II. **Art.**

4. ELIGIBILITY

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

Art. 5. CLASSES

1. Each qualifying event shall contain the six Championship classes as follows, as a minimum:-
 - 1 – N1 – Gp. N cars – All capacities
 - 2 – A1 – Gp. A cars up to and including 1300cc
 - 3 – A2 – Gp. A cars over 1300cc and up to and including 1600cc
 - 4 – A3 – Gp. A cars over 1600cc and up to and including 2000cc
 - 5 – A4 – Gp. A cars over 2000cc
 - 6 – B1 – Cars complying with RAC Vehicle Regulations – All capacities.
2. Should any class have less than 5 entries, the organisers reserve the right to amalgamate those cars with another class or reduce the awards list as deemed appropriate.
3. All cars must comply with RAC MSA Technical Regulations QA and QH and where appropriate to the class, the International Appendix "J" Regulations.
 4. No studs or chains are permitted.
5. All cars must be taxed and insured for the Public Highway. **Art.**

6. IDENTIFICATION

1. Competitors will be required to make available both front doors for the exclusive use of the organisers for the purpose of carrying the event identification numbers which will include advertising for the event and the Championship, such identification must be set above the competition numbers.
2. Competitors will be issued with rally plates to be fixed to the front and rear of the car and side plates to be fixed ABOVE the competition numbers. In addition, competitors must display regulation size black numbers, on a white background, on both sides of the car. Competitors are reminded that these numbers must be removed or covered completely after the event or upon retirement.

Art. 7. ENTRIES

1. Should the number of entries, either overall or in each class, not reach the minimum stated then the organisers have the right to either cancel the meeting or amalgamate the classes where necessary.
0. Each entry fee shall include one service pack per competing car.
 1. Final Instructions shall contain details of the competitors' starting numbers and they will be posted to Entrants at least 7 days before the event.
 2. Where it is applicable the entry fee has been based on the current Forestry Commission road charges. Should there be any variation in these charges it may be necessary to levy an additional entry supplement, which will be collected at signing-on, although it must be advised to competitors in advance (L.1.7.6.).
 2. Entrants are required to indicate on their Entry Form the eligibility for the various Awards and Championships.
 3. The order of starting will be at the organiser's discretion, but to assist seeding entrants should note their previous results on the Entry Form.
 4. Once the Entry List has been published, no communication will be entered into regarding it.
 5. The SR's Part II will detail all other information concerning entry and entry fees together with the maximum and minimum number of entries (overall and in class – see Art. 5 above).

Art. 8. RESULTS

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

Art. 9. ROUTE/ROAD BOOK DOCUMENTATION

1. Basic details of the route will be contained in the SR's Part II.
0. The event will contain several Special Stages on private property joined by Public Highway sections. Special Stages will be timed to an accuracy of less than one minute by Marshals under the supervision of an RAC appointed Time-keeper. Cars will start at one minute intervals. The route will be defined by six figure grid references and by a tulip Road Book.
2. Full details of the route and Special Stages will be issued to competitors when they sign-on. These documents will contain all the necessary information to enable the competitors to comply with L.4.8.8. and L.4.3.3.

Art. 10. SCRUTINEERING AND SIGNING-ON

1. Exact details will be given in the Final Instructions. At scrutineering cars will be examined for compliance with 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.
0. 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.
1. Red Cross/OK Boards must be available for inspection at Scrutineering.

Art. 11. DAMAGE DECLARATION

1. 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 L.4.13.5 (V). and may be reported to the RAC MSA Ltd., for further disciplinary action.

Art. 12. JUDGES OF FACT/DRIVING STANDARDS OBSERVERS

1. 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.
2. The Chief Scrutineer and Eligibility Scrutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.
3. The Start Officials on all Special Stages will be empowered to **judge** whether or not a competitor has made a false start.
4. The organisers may appoint **Driving Standards Observers** in accordance with F12.

Art. 13. CONTROLS AND TIMING

1. Crews must present themselves with their cars at all controls.
2. All clocks will be set to BBC time.
3. Special stage timing will be by digital clocks, operated by Marshals under the control of the RAC Timekeeper. All stages will have a bogey time indicated in the Road Book.
4. Timing will be to the previous whole second.
5. Competitors are reminded that they must be ready to start a Special Stage when required to do so by the Start Marshal.
6. Control and Stage signs will be as per RAC MSA Regulations.
7. It is a competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed.
8. All controls other than Passage Controls (PC's) and Route Checks will be Time Controls (TC's). 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 Road Sections following a Special Stage three or four minutes extra may be included over the set average speed to account for any delays at the Special Stage Finish.
9. All Special Stages will have a Bogey Time set at 65 mph (or 75 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 BogeyBogey Time
 - (ii) Over Bogey under TargetActual Time Taken
 - (iii) Over TargetTarget Time(No extra time penalties)
11. 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.
12. Should any recorded time not be legible or not appear authentic the organisers may use any means at their disposal to establish a time.

13. The following titles shall describe the various types of Time Controls:

(a) Main Control

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

(b) Special Stage Arrive Controls

On arrival at SSA a competitor will receive an arrival time only when he is ready to start the stage (helmets and safety belts on etc.). A competitor who is early may wait for his Due Time outside the Control (see L.4.10.15). After checking in to the Control he must then proceed immediately to the Start Line.

(c) Special Stage Start Control

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

(d) Special Stage Finish Control

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

(e) Service Areas

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

(f) Passage Controls

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

Art. 14. PACE NOTES

1. Unless the SR's Part II specifically authorise the use of Pace Notes, then the possession of such notes as defined in L.4.6.6. (this does not preclude the use of Ordnance Survey maps of 1:50,000 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 the SR's Part II after the publication of these regulations, will be excluded. The only exception to this regulation will be persons who live on, or whose employment causes them to travel along a road used on the event.

Art. 15. SERVICING

1. Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any part or tools not carried in the competing car. There will be service areas at strategic points where work may **be** carried out by the Service Crew of the competing car, these will only be accessible to competitors and service vehicles bearing official Service Plates.
2. Crews may work unassisted on their own cars in "No Service Areas" except (i) within 100 metres of any Control, (ii) between the Special Stage Arrival Control and the Special Stage Start Control and (iii) in any Parc Ferme; the only work permitted in these areas is to carry out the following work unassisted:
 - a) replace a wheel with a flat tyre for a wheel and tyre carried in the competing car
 - b) clean lamp glasses, windscreen and windows
3. No other areas may **be** used by service vehicles, which will be expected to follow a prescribed route to the Service Areas. All other areas will be "Out of Bounds to Service Crews and Vehicles". If a Service Vehicle is observed in an "Out of Bounds to Service Crews and Vehicles" area, the associated competing car will be excluded.
4. Service Crews will be subject to the same regulations as competitors regarding noise, bad driving manners etc., and marshals have been instructed to note any infringement of these rules. Competitors are responsible for ensuring that their service crews understand and comply with this regulation and that at all times the service vehicles bear an official Service Plate showing the competitor's rally number.

Art. 16. PENALTIES

1. Competitors will start with zero minutes. Classification for the order of Merit will be referenced to total time lost, the winner being the competitor with the least total time penalty.
2. In the event of a tie the winner will be the competitor who has completed the greatest distance from the start with the least Stage Penalty.
3. The following penalties specified in L.4.13.5. are modified as follows:

	Minutes Lost
(1) For each second taken on a Special Stage (SR 13)	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 or Vehicle Regulations	30
(11) **Excessive noise, damaged or ineffective silencing system	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 of Fact or in other cases, the organisers, a car causing excessive noise may be refused permission to proceed at any time and in any case the penalty for a second offence shall be exclusion.

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

- 1) Not reporting at, or not providing proof of visiting a control or check. Servicing contrary to Regulation SR 15.
- 2) Driving in the reverse direction on a Special Stage or reversing to a Stage Stop Line.
- 3) Smoking on a Special Stage.
- 4) Failure to wear properly fastened seat belts and crash helmets on a Special Stage.
- 5) Contravention of SR 14.

Misuse of "Red Cross" and "OK" symbols on a Special Stage. It is a competitor's responsibility to supply and have available at all times during an event, a RED CROSS/OK BOARD in accordance with 1986 RAC MSA Regulations.

Art. 17. INSURANCE

1. The entrant is required to supply the name and address of his insurers on the Entry Form. As many insurance policies no longer give cover for competition, Bowring Motor Sport, subject to an acceptable proposal, will give third party and passenger liability cover for the event. Entrants not already enrolled in the scheme and wishing to avail themselves of this offer must apply with the Entry Form for a Proposal Form and should note that this must be returned fully completed to the Secretary of the Meeting not less than 21 days before the event.
2. All correspondence regarding this cover must be undertaken with the Club, as the Brokers cannot deal with individual applicants either by letter or telephone.

APPENDIX TO REGULATIONS

AUDI SPORT RALLY

Supplementary Regulations Part 2

Art.18 TIMETABLE OF RALLY

Entries open.....	on the publication of these regulation
Close of seeding list	
& entries close at standard rate	Tuesday 27th September 1986
Entries close finally.....	Tuesday 6th October 1986
Final instructions posted	Sunday 4th October 1986
Rally H.Q. opens	12.00 hrs Friday 10th October 1986
Scrutineering & documentation.....	17.00hrs-21.30hrs Friday 10th October 1986
07.30hrs-08.30hrs Saturday 11th October 1986
Rally starts.....	08.30hrs Saturday 11th October 1986
Rally finishes.....	17.30hrs Saturday 11th October 1986
Awards presentation	21.30hrs Saturday 11th October 1986

Art.19 ANNOUNCEMENT

The Wolverhampton & South Staffs Car Club Ltd. will promote a National permit special stage rally, sponsored by Audi Sport U.K., on Saturday 11th October 1986. The Event is a qualifying round of:-

The Marlboro National Rally Championship with Autosport (CH/5201)

The Lada Challenge (CH/5201)

The Skoda Trophy (CH/5201)

The Volkswagen Junior Rally Team Challenge (CH/5201)

The AC Delco Astra Challenge (CH/5213)

Art.20 AUTHORISATION

R.A.C. Permit No. T.B.A.

D.o.E. Authorisation Number T.B.A.

Art.21 START & FINISH

The event will start at Loton Park, Alderbury, Shrewsbury and finish at the rally headquarters which will be the Radbrook Hall Hotel, Radbrook Road, Shrewsbury (Map Ref.126/473119).

Art.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 roads, except for one of mixed surfaces (0.5 miles asphalt:2 miles gravel) used twice.

Art.23 AWARDS

(a) General Classification

- 1st Overall.....Awards to Driver & Co-Driver
Plus The James L. Martin Challenge Trophy to the Driver
and The E.L.Bouts Challenge Trophy to the Co-Driver
- 2nd Overall.....Awards to Driver & Co-Driver
- 3rd Overall.....Awards to Driver & Co-Driver
- 4th Overall.....Awards to Driver & Co-Driver
- 5th Overall.....Awards to Driver & Co-Driver

(b) Audi Sport Awards

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

(c) Private Entrants Awards

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

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

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

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

(d) Class Awards

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

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

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

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

(f) W & SSSC Limited Awards

- To the highest placed car in the General Classification with an all W & SSSC 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 & SSSC Limited at the time of the event and have been so since 1st July 1986.

(g)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

(h)Marlboro National Rally Championship with Autosport Awards

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

NOTE - ALL Award winners MUST be present at the Award presentation: Non apperance will result in the
forfieture of Awards:

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

Art:24 ENTRIES

The maximum number of entries for the Event is 125 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 27th September 1986: Entries received up to this
date will be seeded in merit order on the provisional entry list:

Late entries, subject to an additional fee, will be accepted up to Tuesday 6th October 1986 but will not be
seeded and will be placed on the entry list in receipt order following the seeded entries: All entries must be
made on the official Entry Form, accompanied by the appropriate fee and the commentary sheet, should be
sent to the Entries Secretary:

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

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 £ 45: The full entry fee must be paid
(including all cheques cleared) by 29th September:

Standard entry fee up to 27th September - £ 145
Late entry fee up to 6th October - £ 155

Art:25 OFFICIALS

RAC Steward..... C B F Belton Esq.
Club Stewards..... Jim Jones & Dennis Cardell
Clerk of Course..... John Treveithick
24 Knights Avenue, Tettenhall, Wolverhampton (752063-Home)
Secretary of the Meeting David Cozens
Severndale, 3 Oldbury Road, Bridgnorth, Salop (07462-61708-Home)
Press Officer..... Nick Senior
Audi Press Office, V:A:G:(United Kingdom), Yeomans Drive, Blakelands,
Milton Keynes, MK14 5AN:(0908-601498-Work:0208-813590-Home)
Chief Marshall..... Ray Lloyd
72 Fairview Road, Penn, Wolverhampton (335380-Home)
Event Safety Officer Simon Oliver
Bannut Tree Cottage, Westbeech Road, Pattingham, Wolverhampton (700800-Home)

Event Chief Medical Officer.....	Dr:Tony Evans
Radio Communications.....	Mike Summerfield (Rally Radio Link)
Area Controllers.....	Mike Arnold, Steve Arnold, John Fox, Kevin Page, Mark Snelson, Gareth Thomas:
Entries Secretary.....	Yvonne Snelson
Results Manager	Pat Ridgeway
Computer Results.....	Martin Liddle (Tynemouth Computer Services)
R:A:C: Timekeeper.....	Vaughan Allcock(Rallytime)
R:A:C: Eligibility Scrutineer (Group A).....	Geoff Ward
R:A:C: Eligibility Scrutineer (Astra Challenge).....	Bruce King
R:A:C: Scrutineers.....	Fred & David Southall
R:A:C: Assistant Scrutineer.....	Jonathan Southall
Noise Test Official.....	Kevin Page
Driving Standards Observer.....	Jack Romain

Art:26 AMMENDMENTS TO SUPPLEMENTARY REGULATIONS PART 1

Art:13:11 - CONTROLS AND TIMING - Ammendment 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:

Art:16:3 - PENALTIES - Add

(12) For each occasion not complying with L:4:10.15..... 1 Minute

Art:27 ADDITIONAL INFORMATION

HOTEL ACCOMODATION - Competitors are responsible for their own hotel reservations:A separate list of hotels is enclosed: The Shrewsbury Information Centre will be pleased to help with the location of Competitors accomodation Tel: (0743) 50761: