

EVENT SUPPLEMENTARY REGULATIONS

PART I

Art. 1. ANNOUNCEMENTS.

1. All the qualifying events of the "CELLNET/AUTOSPORT RACMSA British National Rally Championship" are designated by the RACMSA's Organising permit as Special Stage Rallies of National status.

Art. 2. JURISDICTION.

1. The events will be held under:

a). The 1988 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 "CELLNET/AUTOSPORT RACMSA British National Rally Championship".

c). These Supplementary Regulations.

d). *Part II* of these Supplementary Regulations and any written instructions, the Promoting Club may issue for the event.

Art. 3. AUTHORISATION.

1. Details of the Permit Number and DOT Authorisation Number (as appropriate) are published in *Part II* of these Supplementary Regulations or the Final Instructions.

2. The "CELLNET/AUTOSPORT RACMSA British National Rally Championship" and its associated One Make Series Permit Number CH5251.

3. The event will comply with the Motor Vehicles (Competition & Trials) Regulations where they are applicable.

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 RACMSA's requirements for Entrants Licences and Advertising Permits as laid down on the Licence declaration form.

3. All Competitors' Licences, Permits and Championship Registration Documents will be inspected at signing-on.

4. *Part II* of these Supplementary Regulations shall detail such other conditions of eligibility and invitations as applicable to the event.

Art. 5. CLASSES.

1. This Championship qualifying event is restricted to cars meeting the following class and group limitations.

Class - **N1** - 1988 Gp.N cars - up to and including 1600cc.

Class - **N2** - 1988 Gp.N cars - over 1600cc and up to and including 2000cc.

Class - **N3** - 1988 Gp.N cars - over 2000cc.

Class - **A1** - 1988 Gp.A cars - up to and including 1300cc.

Class - **A2** - 1988 Gp.A cars - over 1300cc and up to and including 1600cc.

Class - **A3** - 1988 Gp.A cars - over 1600cc and up to and including 2000cc.

Class - **A4** - 1988 Gp.A cars - over 2000cc.

Class - **B1** - Cars complying with 1988 RACMSA Technical Regulations up to and including 2500cc with two wheel drive only. (see Art.5.3.)

2. *Part II* of these Supplementary Regulations will detail any additional sub-divisions in the Championship class structure and also five details of any additional event being promoted to follow the running of the Championship event, such an event will also be governed by these Regulations.

3. Cars with forced induction will have their capacity increased by 70% to establish their class.

4. 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.

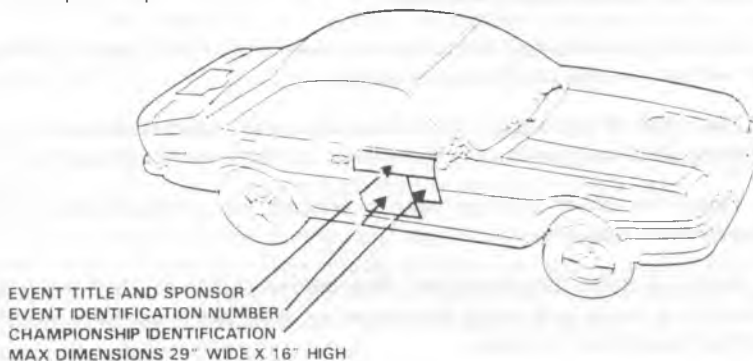
5. All cars must comply with the 1988 RACMSA Technical Regulations QA, QH and QM and where appropriate to the FIA Regulations (see also Art 10).

6. No studs or chains are permitted.

7. All cars must be taxed and insured for the Public Highway.

Art.6. IDENTIFICATION.

1. Competitors will be required to make space available in the positions described on both front doors as shown on the diagram below, for event and Championship identification.



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.

2. Competitors will also be issued with event rally plates (to be fixed to the front and rear of the car).

3. Organisers may not insist on Competitors carrying further advertisements in areas other than those specified in Art.6.1 and 2 above.

4. Competitors who do not provide the space required in Art.6.1 and 2 above, will be *either refused a start or eliminated from the results* as appropriate to the case.

Art.7. ENTRIES.

1. Should the number of entries, either overall or in each class, not reach the minimum stated, in *Part II* of these Regulations, then the Organisers have the right to either cancel the event or amalgamate the classes where necessary.

2. Each entry fee shall include one service pack per competing car.

3. Final Instructions shall contain details of the Competitors' starting number and will be posted to Entrants at least 7 days before the event.

4. Where it is applicable the entry fee has been based on the current Forestry Commission road charges (L.1.7.6). 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 will be advised to Competitors in advance.

5. Entrants are required to indicate on their Entry Form their eligibility for the various Awards and Championships.

6. 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.

7. Once the Entry List has been published, no communication will be entered into regarding it.

8. *Part II* of these Supplementary Regulations details all other information concerning entry and entry fees together with the maximum number of entries (overall and in class).

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.1.2. Printed result 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 are contained in *Part II* of these Supplementary Regulations.

2. The event will contain several Special Stages on private property or on closed public roads 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 RACMSA 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.

3. 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 Competitors to comply with J.2.5.13 and J.2.5.26

4. Map numbers required by Competitors are listed in *Part II* of these Supplementary Regulations.

5. The event Organisers may establish checks along the route in accordance with L.4.7.5. (Art.16.3(8)).

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 the 1988 RACMSA Tyre, Technical and Safety 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.

2. Validated RACMSA Rally Special Stage Vehicle Log Books must be made available at Scrutineering, and on demand throughout the event for each car. Failure to produce the form may lead to a refused start.

3. FIA/FISA Homologation Forms valid for 1988 International Rallies 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 re-classification (where appropriate) to Class B.1 (Art 5.1, Art 5.3), a refused start or **EXCLUSION**.

4. Cars shall have fire extinguishing systems using either BCF or BTM extinguishant as follows:

Class B1	- As 1988 RACMSA requirements.
Other Championship Classes	- As 1988 FISA requirements.
Remaining Entries	- As 1988 RACMSA requirements.

5. Cars shall have fitted, and the Driver and Co-Driver shall use, seat belts in conformity with QM2(b) L.4.16.3.(Art.16.4).

6. Safety Helmets will be examined for conformity with current regulations L.4.16.2 (Art.16.4).

7. It is a Competitors responsibility to supply and have available at all times during an event a Red Cross/OK Board in accordance with the 1988 RACMSA Regulations L.4.17.7.(Art.16.5). It must be available for inspection at Scrutiny.

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 except in compliance with Art.16.3 (14), but failure to hand in a duly completed form will be penalized by **ELIMINATION** from the results. (Art.16.4).

2. Competitors who do not report at the finish are required to forward the report to the Secretary of the Meeting within 48 hours of the event, unless they have been involved in an accident in which case details must be given to the Organisers that same day. Competitors who fail to comply, will be penalised in accordance with Art.16.4 and may be reported to the RACMSA for further disciplinary action.

Art.12. DRIVING STANDARDS/OBSERVERS/JUDGES OF FACT.

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 Regulation L.4.7.1.

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, (Art.16.3.(3)).

4. The Organisers may appoint Driving Standards Observers in accordance with F12.

5. Any notified offence by a Competitor or his Service Crew which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of regulation M.1.1.4. (Any proceeding or act prejudicial to the interests of the Motor Sports Council or of motor sport generally) and the Competitor concerned is liable to be penalized in accordance with Art.16.3 (11) and be called before an RACMSA Disciplinary Tribunal.

Art.13. CONTROLS AND TIMING.

1. To be classified as finishers, Crews must present themselves with their cars at all controls within their permitted maximum lateness. (Art.16.4).

2. All clocks will be set to BBC or Telecom time.

3. Special Stage timing will be by digital clocks, operated by Officials under the control of the RACMSA Timekeeper. All stages will have a Bogey Time indicated in the Road Book and/or the Time Card.

4. Timing will be to the previous whole second and controlled by the Target Timing Regulations (L.4.11.2/3).

5. Competitors must be ready to start a Special Stage when required to do so by the Start Marshal. (Art.16.3(2)).

6. Control and Stage Signs will be as per RACMSA Regulations.

7. It is a Competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed.

8. The Rally will be divided into Road Sections and Special Stages.

9. 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 28mph 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 to account for any delays at the Special Stage Finish.

10. All Special Stages will have a Bogey Time set at 65mph (or 75mph if run entirely on a tarmac surface) and a Target Time set at approximately 30mph (or less on short stages). Competitors will receive penalties on Special Stages as follows:

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

11. However, lateness taken over Target Time on Road Sections and Special Stages is cumulative. Once cumulative lateness calculated from the previous Main Control, exceeds the penalty free maximum of 30 minutes a Competitor will be **ELIMINATED** from the results, (Art.16.4).

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 (MC)

(i) The MC at the start and MC's after any Rest halt, or at any other specified point, will be designated as **MC (OUT)**.

(ii) The MC at the finish of the Rally, and MC's before any rest halt or at any other specified point, will be designated as **MC (IN)**.

(iii) At an **MC (OUT)** after a Rest Halt, Competitors will restart at one minute intervals either in number order, or in order of their arrival at the **MC (IN)** immediately preceding that halt.

(iv) Each Competitor shall be given a due starting time from any **MC (OUT)** and the difference between this time and his actual starting time will be counted towards exclusion for cumulative lateness. Also a time penalty will be applied.

(v) Competitors not excluded by reason of having accumulated more than the maximum permitted lateness will restart (subject to Art.13.13.(a) (iv) above) from any MC (OUT) with zero lateness, i.e. lateness is only accumulated between successive MC's.

(b) Special Stage Arrival Control (SSA).

On arrival at an 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.4.12.2.). After checking into the Control he must then proceed immediately to the Start Line.

(c) Special Stage Start Control (SSS).

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 20 seconds to go, 10 seconds to go, at 5 seconds to go he 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 SSA and the SSS is "Parc ferme".

(d) Special Stage Finish Control (SSF).

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 return on foot, Reversing the car is prohibited (Art.16.4.).

(e) Service Control (SV).

All Service Areas will have "IN" and "OUT" Time Controls. At Service Areas, not designated as MC's 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 Control (PC).

At certain points indicated in the Road Book the Organisers may establish PC's in order to collect Time Cards from Competitors or for other purposes.

Any times recorded at a **PC** will be used only to ensure that Competitors have followed the requirements of the Road Book and not to calculate cumulative lateness. A Competitor failing to provide the necessary documents at any **PC** will be penalized for contravention of Art.16.3(9).

Art.14. PACE NOTES

1. Unless the SR's *Part II* specifically authorise otherwise, pre-event practicing or testing over the Special Stages on this event is forbidden. (L.4.17.5/6, Art.16.5)

2. Unless the SR's *Part II* specifically authorise the use of Pace Notes, then the possession of such notes as, defined in L.4.17.5., by a Competitor during the course of the rally whether or not they relate to stages being used in the rally is forbidden (Art.16.5).

This does not preclude the use of Ordnance Survey maps of 1:25.000 or larger scale in addition to the others that are specified in the SR's as being necessary in order to complete the route.

3. 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, (Art.16.5)

4. 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**, (Art.16.5). At these checks the Organisers request the co-operation of all Competitors in order to reduce any delay.

5. 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 FROM THE RESULTS or REFUSED PERMISSION TO START** as appropriate to the case. (Art.16.5).

The only exception to this regulation, will be for 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 in L.4.6. There will be Service Areas at strategic points where work may be carried out by the Service Crew on the competing car, these will only be accessible to Competitors and service vehicles bearing Official 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 by a wheel and tyre carried in the competing car.
- (b) Clean lamp glasses, windscreen and windows.

3. Receiving assistance contrary to these regulations will be penalized in accordance with Art.16.3.(15).

4. 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 penalized as Art.16.3.(15).

5. Service Crews will be subject to the same regulations as Competitors regarding noise, bad driving manners etc. Officials and Marshals have been instructed to note any infringement to these rules, (Art.12, Art.16.3(11)).

Competitors are responsible for ensuring that their service crews understand and comply with these regulations 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 determined by total time penalties the winner being the Competitor with the least total time penalty. (Art.13.).

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 Penalties.

3. The penalties in L.4.19.1 are replaced as follows;

	MINUTES
(1) For each second taken on a Special Stage (Subject to Art.13.10).	1/60
(2) Not attempting or being ready to attempt a stage when instructed to do so.	10
(3) Making a false start to a Special Stage	1
(4) Not completing or taking the incorrect route on a stage.	30

(5)	For each minute before or after Due Time at a Main Control (OUT)	1
(6)	For each minute under Target Time on a Road Section or Service Area	1
* (7)	Completing a Road Section in less than three quarters of the Target Time for that Section where the Section is 4 miles or more in length (L.4.11.12.) Additional to penalties under Art.16.3(6).	30
(8)	Not reporting at or providing proof of visiting a check, (Art.9.5.).	30
(9)	Not complying with a requirement of the Road Book or Route Card, including visiting a control more than once, or not complying with a requirement of these Regulations for which no other penalty is specified.	30
(10)	Not complying with a reasonable instruction by an Official, provided warning is given that a penalty will be applied.	15
* (11)	Breach of a Statutory requirement concerning the driving of a motor vehicle.	30
* (12)	Breach of Vehicle Regulations concerning the use of lights and breaches of the Construction and Use or Lighting of Vehicle Regulations.	30
** (13)	Excessive Vehicle noise, excessive speed or driving likely to bring motor sport into disrepute, damaged or ineffective silencing system.	30
(14)	Damage to car (L.4.10.5.)	10
** (15)	Receiving assistance contrary to L.4.6. and Art.15. . .	30
*** (16)	Causing or being part of a serious blockage (L.4.18.2.).	Stage Target plus 30 mins

* Second offence will be penalized by **EXCLUSION**, by the Stewards of the Meeting.

The decision on causing excessive noise is left to the discretion of the Judge, Noise Test Official or Driving Standard Observer who may refuse permission to proceed at any time, (Art.16.3.(12) only).

** 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 RACMSA Technical Regulations. It is at the discretion of a Judge, Noise Test Official or Driving Standards Observer or in other cases, the Organisers when a car which causes excessive noise, is refused permission to proceed at any time.

Driving Standards Observers decisions on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting.

Penalty for a second offence shall be **EXCLUSION** by the Stewards of the Meeting.

*** The Clerk of the Course may report a Competitor so penalized to the Stewards of the Meeting for further disciplinary action.

Any Road Section penalties incurred will be applied up to and including **ELIMINATION**.

4. The following offences carry a penalty of **ELIMINATION** from the results:

Art.6.4, Art.10.5, Art.10.6, Art.11.1/2*, Art.13.1, Art.13.11, Art.13.13(d), L.4.2.9, L.4.15.1, L.4.16.7.

* The Organisers may report the Competitor to the RACMSA for further disciplinary action.

5. The following offences will carry a penalty **EXCLUSION**.

Contravention of Art.10.7*, Art.14.1/2/3.4, Art.15 (Second Offence), Art.16.3.(7),(11),(12),(13) (Second Offence), L.4.2.4, L.4.6.7, L.4.7.7, L.4.16.1.

* The Organisers may report the Competitor to the RACMSA for further disciplinary action.

6. The following offences may lead to a **REFUSED START**.

Art.6.4, Art.10.2, Art.10.3., Art.14.5*

* The Organisers may report the Competitor to the RACMSA for further disciplinary action.

7. The following offences may lead to **EXCLUSION**.

Art.10.3., Art.14.5.*

* The Organisers may report the Competitor to the RACMSA for further disciplinary action.

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 to 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.

AUDI SPORT RALLY

Supplementary Regulations Part II

Art.18 ANNOUNCEMENT

The Wolverhampton & South Staffs Car Club Ltd. will promote a National permit special stage rally, sponsored by Audi Sport U.K., on Saturday 22nd October 1988. The Event is a qualifying round of:-

Cellnet/Autosport National Rally Championship	(CH/5251)
Lada Challenge Series	(CH/5266)
Skoda Trophy '88 Series	(CH/5251)
Securicor/Shell Oils Toyota Challenge	(CH/5258)

Art.19 AUTHORISATION

R.A.C.M.S.A. Permit No.	T.B.A.
D.o.E. Authorisation Number	APPLIED FOR

Art.20 START, FINISH AND TIMETABLE

The event will be based in Telford, Shropshire and Rally Headquarters will be the Telford Moat House Hotel, Foregate, Telford Centre, Telford. (Map Ref.127/699092)

Scrutineering will take place in Telford.

The Start of the event will be in the Church Street Car Park, Welshpool.

The Finish will be at The Telford Moat House Hotel.

Entries open.....on publication of these Regulations
Close of seeding list
& entries close at standard rate.....Wednesday 5th October 1988
Entries close finally.....Tuesday 11th October 1988
Final instructions postedSunday 15th October 1988
Rally H.Q. opens12.00hrs Friday 21st October 1988
Scrutineering & documentation...17.00hrs-22.00hrs Friday 21st October 1988
Rally starts.....08.30hrs Saturday 22nd October 1988
Rally finishes.....17.30hrs Saturday 22nd October 1988
Awards presentation22.00hrs Saturday 22nd October 1988

Art.21 ROUTE

The route will be on Ordnance Survey 1:50000 1st series maps number 124,125,126,127 & 135. Total distance will be about 200 miles of which approximately 85 miles will be on special stages.

All stages will be on unsealed roads, except for one in Telford Town Park, used twice, of mixed surfaces (1.5 miles asphalt;0.5 miles gravel).

Cars will start all stages at 1 minute intervals except Town Park where the interval will be 30 seconds.

Art.22 AMENDMENTS TO SUPPLEMENTARY REGULATIONS PART 1

Art.6.4 Competitors are reminded of the provisions of the article.

Art.7 See Art.24

Art.9.2 There will be one stage start at 30 second intervals.

Art.10.2 Failure to comply will lead to a refused start

Art.13 13 (a)(iii) The order of restart will be in order of arrival at the MC(IN).

Controls will open 15 minutes before the due time of the first car and close 20 minutes after the due time of the last car.

Art.14.1 The route of the special stage in Telford Town Park will be published in the Final Instructions and may be inspected on foot prior to the Event.

Art.14.2 Pace Notes will be forbidden for the Event.

Art.10.11 "Competing cars must be taxed for use on the public highway and display a current tax disc.

Parts of the route are on public highway and cars must be insured for use on the public highway."

Art.13.11 "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 15 minutes, a competitor will be excluded."

Art.23 AWARDS

(a) Audi Sport General Classification Awards

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) To the highest placed crew in General Classification of which the Driver is registered in the National Championship:

.....Audi Sport Awards

(c) 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

(d) Mixed Crew Award

To the Highest placed Mixed Crew in the General Classification

.....An Award Presented By Wrekin District Council

(e) 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 6 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.

(f) 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

(g) W & SCCC Ltd Awards

To the highest placed car in the General Classification with an all W & SCCC Ltd 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 1988.

(h) 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

(i) Cellnet/Autosport RACMSA National Rally Championship Awards

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

.....Awards

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

.....Awards

(j) Volkswagen Motorsport Support to registered and accepted Drivers

.....To the Driver of the 1st Group A Golf £200

.....To the Driver of the 2nd Group A Golf £100

.....To the Driver of the 1st Group N Golf £100

(k) Skoda Trophy '88 Series Awards

...1st- £160; 2nd- £100; 3rd- £75; 4th- £50; 5th- £40; 6th- £25

(l) Lada Challenge Series Awards

...1st- £100; 2nd- £75; 3rd- £60; 4th- £50; 5th- £45

6th- £40 ; 7th- £30; 8th- £25; 9th- £20; 10th- £15

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.

Art.24 ENTRIES

(i) The maximum number of entries for the Event is 160 plus reserves. The organisers reserve the right to cancel the Event if less than 70 entries are received.

(ii) Entries open on publication of these Supplementary Regulations and will close at the standard rate on Wednesday 5th October 1988. Entries accepted up to this date will be seeded in merit order on the provisional entry list. The first 150 entries received will be accepted, all others will be acknowledged and acceptances despatched with the Final Instructions.

(iii) Late entries, subject to an additional fee, will be accepted up to Tuesday 11th October 1988 but will not be seeded and will be placed on the entry list in receipt order following the seeded entries.

(iv) Entry Fees:-

Standard entry fee up to 5th October - £175

Late entry fee up to 11th October - £200

All entries must be made on the official Entry Form, accompanied by the appropriate fee and the commentary sheet and should be sent to :-

The Entries Secretary:

11 Longford Close
Wombourne
Wolverhampton
WV5 8HN

Telephone -0902-895687
Telex - 336031
Answerback code - Steels G
FAX 0384-295749

The Organisers reserve the right to refuse any entry without giving a reason.

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

(vi) There is a facility for entrants to reserve an entry with a deposit of £75. The entry is conditional upon the balance of the entry fee being paid (including all cheques cleared) by 11th October 1988.

(vii) Entries withdrawn in writing before 11th October will be refunded less £20 for administrative costs. The fees of entries withdrawn in writing after 11th October but before 21st October will be refunded less £30 for administrative costs. No refunds will be considered after this date.

(viii) Entrants must provide the additional information requested on the entry form regarding car details, award eligibility and seeding information.

(ix) Should the Event be postponed due to reasons beyond the control of the Organisers then all entry fees will be returned less £5 for administrative charges.

(x) Servicing Information will be outlined in the Final Instructions.
 Full Service details are in the Service Pack (see Art.7.2)
 Service Packs are obtainable by post prior to the Event (see entry form)
 Additional Service Packs are available by request on the Entry Form ONLY.

Art.25 OFFICIALS

RACMSA Steward.....T.B.A..
 Club Stewards.....Dennis Cardell & Jim Jones
 Rally Director & Clerk of Course.....John Trevethick
 24Knights Avenue, Tettenhall, Wolverhampton, WV6 9QA (0902 752063)
 Rally Manager.....David Cozens
 Secretary of the Meeting.....Duncan Williams
 Route Co-Ordinator.....Gareth Thomas
 Chief Marshal.....Ray Lloyd
 72 Fairview Road, Penn, Wolverhampton (0902 335380-Home)
 Event Safety Officers.....Simon Oliver, Kevin Page
 Event Chief Medical Officer.....Dr. Ian Pickton-Robinson
 Event Radio Controller.....Mike Summerfield
 (Rally Radio Link)
 Information Officer.....Derek Hill
 (0902 341140)
 Press Officer.....Peter Newton,
 Audi Press Office, V.A.G. (United Kingdom), Yeomans Drive,
 Blakelands, Milton Keynes, MK14 5AN. (0908-601498)
 Press Office Co-ordinator.....Ed Graham
 (0661 33167)
 Area Controllers.....Mike Arnold, Steve Arnold,
 Tim Cross, Nigel Dawes,
 John Fox, John Frost,
 Mervyn Johnson, Shane Gamble,
 Mark Snelson
 Entries Secretary.....Yvonne Snelson
 Hotel Co-ordinator.....Jan Arnold
 Results ManagerPat Ridgway
 Computer Results.....Martin Liddle
 (Tynemouth Computer Services)
 RACMSA Timekeeper.....Vaughan Allcock
 (Rallytime Ltd)
 RACMSA Technical Commissioners.....Geoff Ward, C. Barnett

RACMSA Scrutineers.....Fred & David Southall
 RACMSA Assistant Scrutineer.....Jonothan Southall
 Noise Test Official.....Kevin Page
 Driving Standards Observer.....Jack Romain

Art.26 ADDITIONAL INFORMATION

THE OFFICIAL NOTICE BOARD - will be on display at the Moat House Hotel during signing on and throughout the Event until the prizegiving.

HOTEL ACCOMODATION - Competitors are responsible for their own hotel reservations. Accomodation lists will be despatched with all entry acknowledgements any other person requiring these lists should contact the Entries Secretary. An accomodation help desk run by Wrekin District Council, will be available in the Telford Moat House during signing on to assist with last minute accomodation problems.

TELEVISION - Competitors are advised that it is expected that the event will be covered by television and are reminded of the mandatory provisions of the agreement regarding tobacco sponsorship.