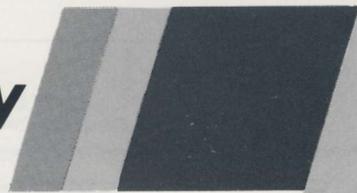


# **Audi Sport International Rally**

## **21 October 1989**



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

Sponsored by Audi Sport.

RAC MSA Permit Number: 12575

THIS EVENT WILL BE RUN IN COMPLIANCE WITH:

The International Sporting Code (and its Appendices) of the Federation Internationale de l'Automobile (FIA).  
The General Regulations of the RAC Motor Sports Association Limited.  
The Regulations published for this event.  
The Motor Vehicles (Competition and Trials) Regulations 1969 and 1974.

THE EVENT IS A QUALIFYING ROUND OF:

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

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

Scrutineering in the Telford Fire Station from 12.00 on Friday 20th October.

The Rally starts from High Street, Welshpool at 07.00 hrs on Saturday 21st October.

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

This Programme is produced and distributed for the Wolverhampton & South Staffs Car Club Limited by **Tudor Journals Limited**.

Text photography by Colin Taylor Productions.

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# **Shell Oils**

**BRITISH RALLY CHAMPIONSHIP** 

### **THE EVENTS**

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



**Audi Sport  
International Rally  
21 October 1989**

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# FOREWORD

## From the Organisers

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

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

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

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

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

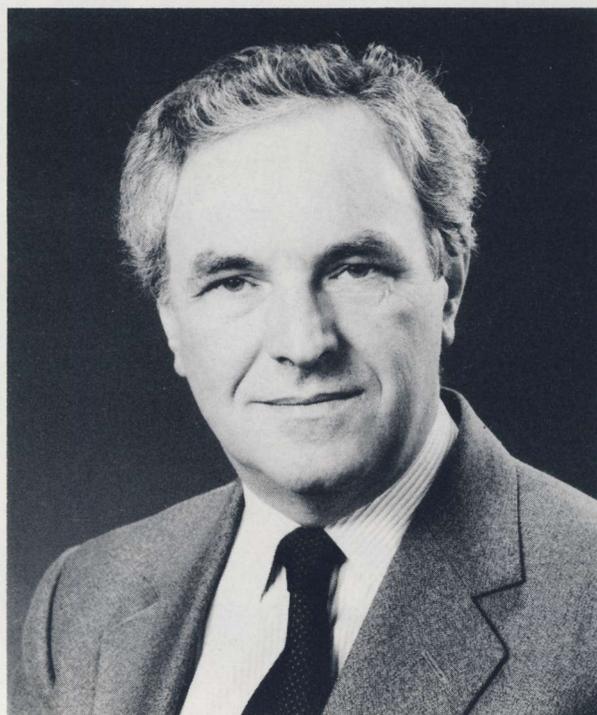


**Audi Sport  
International Rally  
21 October 1989**

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## MESSAGE From the Sponsors

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

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

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

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

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

**JOHN MESZAROS**  
Audi Marketing Manager

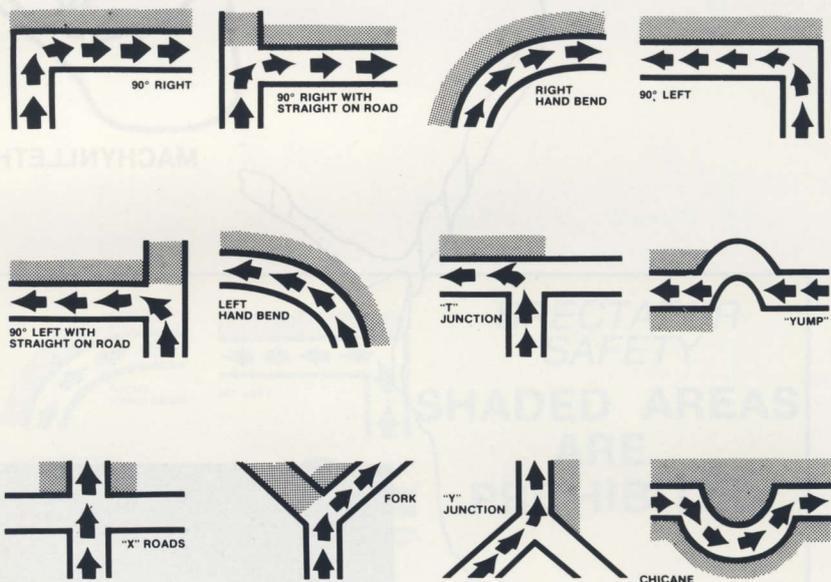


**Audi Sport  
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21 October 1989**

# OFFICIALS

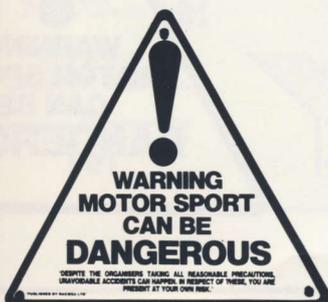
- Stewards of the Meeting: . . . . . For the RACMSA — Mr Hugh Dewar  
 For the Club — Mr Denis Cardell (Wales)  
 Mr Jon Sharpe (England)
- Clerk of the Course: . . . . . John Trevethick
- Secretary of the Meeting (Management): . . . . . David Cozens
- Secretary of the Meeting (Competition): . . . .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

## SPECTATOR SAFETY

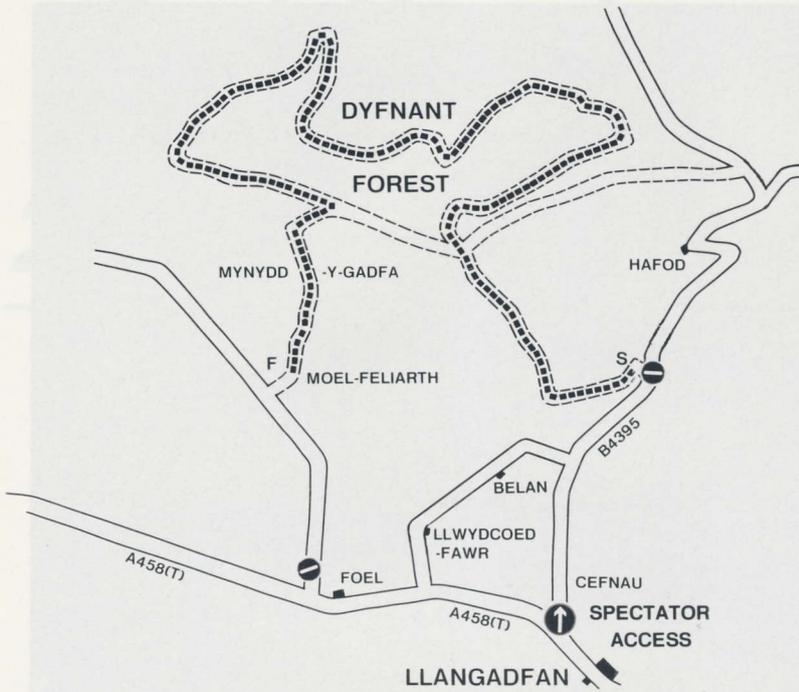


**IMPORTANT**  
 IT IS VERY DANGEROUS TO STAND  
 ON THE ROAD WHILST THE RALLY  
 IS IN PROGRESS

**SHADED AREAS ARE PROHIBITED**



# DYFNANT

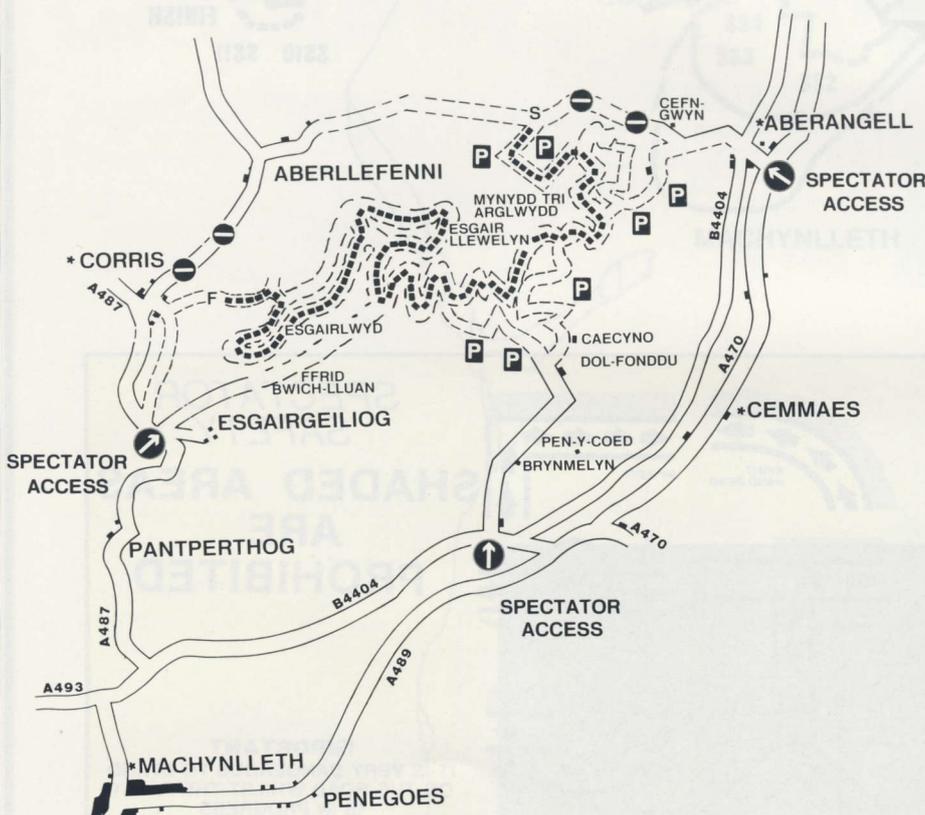


**Audi Sport  
International Rally  
21 October 1989**

**SS1 DYFNANT 1**  
07.39  
Access via B4395, see map.

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

# DYFI



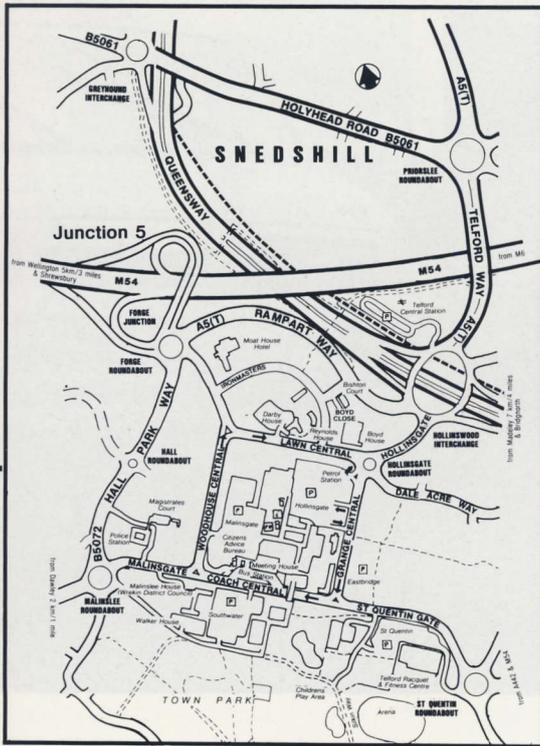
**SS4 PANTPERTHOG**  
09.52  
Access marked off A487 north of Machynlleth.

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

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



**Audi Sport  
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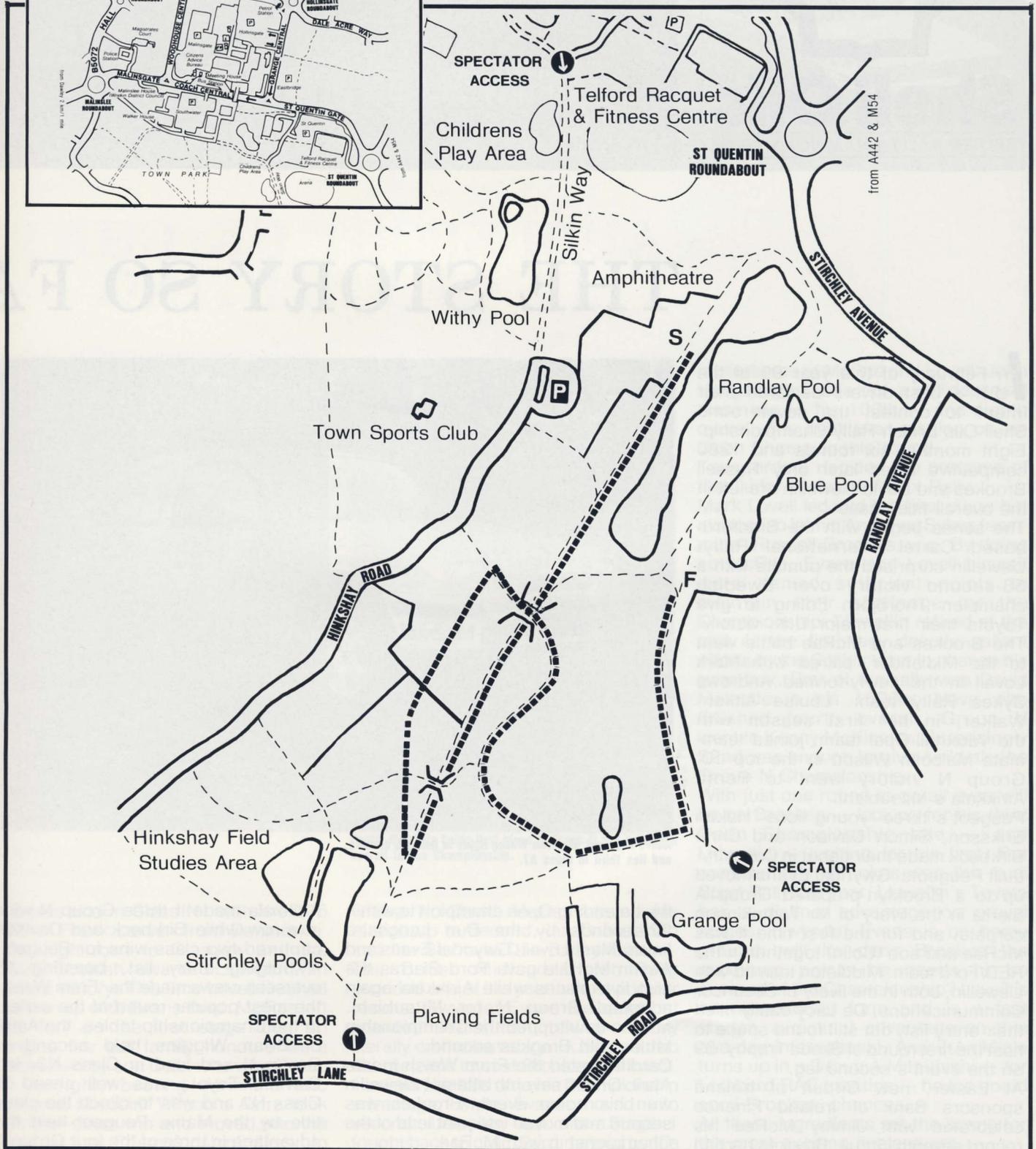
**SS10 TOWN PARK 1**

16.09

**SS11 TOWN PARK 2**

16.18

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





**Audi Sport  
International Rally  
21 October 1989**



**Shell Oils**  
BRITISH RALLY CHAMPIONSHIP



## THE STORY SO FAR

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

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

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

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



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

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

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



Brian McLean

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



Colin Taylor Photography

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

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



Colin Taylor Photography

Colin Taylor Photography

# R... AUDI SPORT UK: CHANGING FACE OF RALLYING



Colin Taylor Photography



Colin Taylor Photography

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

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

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

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



**Audi Sport  
International Rally  
21 October 1989**



## AUDI SPORT UK: CHANGING FACE OF RALLYING

It is rare that one car can be said to have changed the face of motorsport, but the Audi quattro had a profound affect on the world of rallying, the ramifications of which are still being felt today.

Between 1981 and spring 1986, when the company withdrew from rallying because of unprecedented regulation changes, Audi was responsible for one of the most fundamental revolutions ever to take place in rally sport thanks to the arrival of the Audi quattro and four-wheel drive. Even under the recently enforced Group A rules, which put the Ingolstadt company at a disadvantage, Audi showed that with the Audi Coupe quattro and the 200 quattro it could still win the world's toughest events.

The story of those seven years at the top of motorsport, from 1981 to 1988, when the Audi Sport team moved to Trans Am racing and Audi Sport UK ended its rally programme, is one of challenging the established motorsport norms, developing rally and road cars along new and technological routes and — above all winning!

### 1981: The race for victory begins

Right from the start the Audi quattro has put its drivers on the winner's podium. Its first international event was the Janner Rally in Austria during January 1981 where it produced a convincing win for Franz Wittmann, the first of many for a rally car destined to become a sporting legend.

International victories continued that year with Hannu Mikkola taking top

spot on the Swedish Rally. The first Audi quattro victory on the RAC Rally also took place during 1981, Mikkola winning by five minutes despite rolling the car.

But history had already been made that autumn when Michele Mouton won the San Remo Rally. Not only was this Audi's first victory in the WCR Makes series, but it was also the first ever by a lady in a World Championship rally.

### 1982: Audi takes the manufacturers' title

In 1982 Audi quattros 'steam-rolled' the opposition, with victories on the Swedish (Stig Blomqvist), Portugal (Mouton), Acropolis (Mouton), Brazil (Mouton), 1000 Lakes (Mikkola, with Blomqvist second), San Remo (Blomqvist, Mikkola second) and RAC (Mikkola, Mouton second).

### David Sutton joins forces with Audi to form Audi Sport UK

In England David Sutton switched from the Ford camp to Audi, fresh from becoming the first — and only — privateer to win the World Rally Championship. Sutton became an integral part of the operation and its driving force towards victory, not only running the UK team but also working alongside the factory to develop the Audi quattro.

With Hannu Mikkola at the helm, they dominated the British Open Rally Championship under the banner of Audi Sport UK, with finance provided by the British importers, Pirelli and Duckhams. Mikkola won on Audi Sport UK's first outing, the Mintex, (the first of five



quattro victories), and also took the Scottish Rally. Meanwhile Swedish veteran Bjorn Waldegaard won the Welsh on his first acquaintance with a quattro.

Audi's successful season culminated in the company clinching the World Manufacturers' title with Mikkola's victory on the RAC Rally, which put the German team 12 points ahead of its nearest rival, Opel.

### 1983 season opens with victory in Yorkshire

Audi Sport UK opened its 1983 score with another victory on the Mintex, this time in the hands of Sweden's Stig



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

Right: Audi 200 quattro Trans Am.

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



## NG THE



David Llewellyn winning the Cyprus Rally for Audi Sport UK.

Blomqvist, who finished over six minutes ahead of his nearest rival. Stig's second victory of the season came only a few weeks later on the Welsh International Rally, and this success was followed by wins on the Scottish and Ulster Rallies; results which clinched the 1983 British Open title for the Swedish driver. The Ulster victory was a notable success for the David Sutton-run Audi Sport UK, team: It was the first time that an Audi quattro had won an all-tarmac event.

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

than matched in the World Championship, with Hannu Mikkola securing his first World Championship Drivers' title following victories on the Swedish Rally (Blomqvist in second place, and Lampi, third), Portugal (Mouton second), Argentina (followed by Alomqvist, Mouton, and Mehta), 1000 Lakes (Blomqvist second) and second places on the RAC Rally and the Safari. The season was capped with a fine victory on the RAC Rally by Stig Blomqvist, the first non-factory victory in a World Championship event.

### 1984: Audi take the WRC for Makes title

The following year Audi won the World Rally Championship for Makes title, with victories for Blomqvist in Sweden, Greece, New Zealand, and the Ivory Coast, while Mikkola won in Portugal. In the UK Mikkola also took the National Breakdown (previously the Mintex), the Welsh and Scottish Rallies.

### The Audi Sport quattro arrives

At the end of the year, the stunning Audi Sport quattro made its competition debut, providing victory in the Ivory Coast for Blomqvist and fourth place on the RAC for Michele Mouton. Launched to an astounded public at the 1983 Frankfurt Show, the Sport quattro was 12.5 inches shorter than the standard car and packed a 300 bhp punch in a road-going trim. As a rally car, the Sport quattro offered no fewer than 450 bhp from its 20-valve five cylinder engine.

### 1985: The Sport quattro starts winning

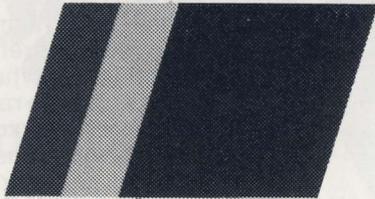
In its first full season, 1985, the Sport quattro's best results were a win in Italy on the San Remo (Blomqvist) and second places on the Monte Carlo Rally (Walter Rohrl), Swedish (Blomqvist), Acropolis (Blomqvist) and the 1000 Lakes (Blomqvist). The latter event marked the debut of Audi Sport's fearsome S1, an evolution version of the Sport quattro festooned with aerodynamic devices and boasting over 500 bhp.

Meanwhile, in Britain, Malcolm Wilson, in his 'comeback' year, won the National Breakdown, the Welsh and the Scottish in the 'long' quattro. The Sport quattro made its UK — and David Sutton prepared — debut on the Ulster Rally and repeated the previous year's success, this time in the hands of Walter Rohrl.

### 1986: The Sport quattro closes the Group B record book with success

But it was not until 1986 that the Sport quattro contested its first full British Open Championship, with another victory in Yorkshire on the National Breakdown Rally for Hannu Mikkola, who also took the short quattro to its last event — and competition victory — on the Welsh Rally.

The Welsh International Rally and the 1986 Monte Carlo rally were the last events for the two Audi Sport teams prior to an unprecedented change in international rallying's rule book, which saw the end of the Group B supercars and concentration on a Group A production car class.



# Audi Sport International Rally 21 October 1989

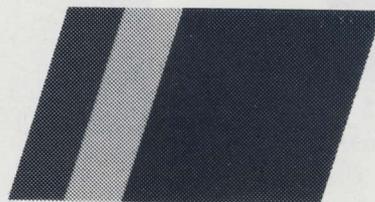
ORGANISED BY THE WOLVERHAMPTON



## LIST OF ENTRIES

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

**Shell Oils**  
 FULLY CHAMPIONSHIP



**Audi Sport  
 International Rally  
 21 October 1989**

**ENTRANTS**

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



**Audi Sport  
International Rally  
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## DRAMATIC AUDI RE-STRUCTURE SETS THE SCENE FOR 1990s EXPANSION

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

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

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

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



**Audi 90 quattro 20V.**

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

### **AUDI 80 £11,125 — £15,172**

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

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

gains a second automatic transmission version (Audi 80 Automatic and Audi 80 2.0E Automatic).

The Audi 80 Sport — one of the most popular versions in the previous Audi 80 model line-up — returns in a new, modern guise and is equipped as standard with 7J x 15in Speedline alloy wheels, sports suspension, 205 x 50 VR15 tyres, sports seats, raised rear spoiler, colour-keyed body kit, supplementary instruments and wool cord trim. The Audi 80 2.0E — which replaces the Audi 80 1.8E — Audi 80 Sport and 80 quattro are all powered by Audi's new fuel injected 113bhp 2-litre engine. The



Audi 80.



Audi 100 2.3E.



Audi 100 Avant 2.3E.



The new 170 bhp Audi Coupe quattro 20V.

# ATURE

Championship, Russell Brookes, will give us their memories of the

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

### AUDI 90 £14,460 — £19,460

The five cylinder Audi 90 range has been expanded to encompass five models plus the new Sport and Special Equipment versions. The entry level version is now the 136bhp Audi 90 2.3E, with the Audi 90 2.0E being discontinued.

Common specification for all Audi 90 versions includes three-way catalysts, velour upholstery, fully galvanised bodywork, Autocheck system, front electric windows and electric door mirrors, power assisted steering and central locking. Automatic transmission is available as an option on all front-wheel drive versions.

Powerful 170bhp 20-valve versions are available in front-wheel drive and quattro versions, giving a top speed of 137 mph.

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

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

### AUDI COUPE £15,250 — £22,200

There are now five models in the Audi Coupe range, including a new fuel injected four cylinder 113bhp 2-litre Audi Coupe 2.0E.

Common specification includes three-way catalysts, galvanised bodywork, Autocheck system, electric windows and door mirrors, supplementary instruments, central locking, fog lights, velour trim (Coupe 2.0E has flannel trim) and rear wash/wipe.

Powerful 170bhp 20-valve versions — giving 0-60 acceleration in 7.8 seconds — are available in front-wheel drive and quattro versions. ABS anti-lock brakes and 7J Speedline wheels are fitted to 20V versions. ABS anti-lock braking is standard on all quattro versions.

### AUDI QUATTRO 20V — £32,995

The classic original Audi quattro is now fitted with a new 20-valve twin overhead camshaft turbocharged engine with 220bhp and twin catalysts, upping top speed to 143 mph and cutting the 0-60 mph time to 5.9 seconds. Revised interior includes Jacquard satin upholstery and sports steering wheel.

### AUDI 100 £14,640 — £22,800

For the 1990 model year, Audi's trend-setting aerodynamic saloon and spacious estate, the Avant, now share a common specification that includes three-way catalysts, fully galvanised bodywork, central locking, electric windows all-round, electrically operated door mirrors, power assisted steering, Autocheck system, front and rear head restraints, wool cord trim, reading lights



Audi 2.3 litre 20V-engine.

and an interior light delay switch. The Audi 100 2.3E — which replaces the Audi 100 2.2E — and the new Audi 100 Turbo offer velour trim, which is an option on Audi 100 2.0E. All quattro and Turbo versions are also fitted with ABS anti-lock brakes, 6J x 15 aero alloy wheels, supplementary instruments, and leather steering wheel.

A special equipment pack will also become available in January.

The powerful 165bhp Audi 100 Turbo versions are available in front-wheel drive and quattro versions, and automatic transmission is available for all front-wheel drive versions.

### AUDI 100 AVANT £15,730 — £23,890

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



**Audi Sport  
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Michele Mouton winning the 1983 Audi Sport Rally.

# THE BEST OF THE REST

## History of the Wolverhampton & South Staffs Car Club

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

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

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

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

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



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

to continue their involvement with the event.

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

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

The Club's involvement with the Audi

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

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

Colin Taylor Photography

# RAC MSA/SHELL OILS BRITISH RALLY CHAMPIONSHIP

## POSITIONS AND POINTS AFTER 6 OF 7 ROUNDS

### OVERALL DRIVERS CHAMPIONSHIP

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

### GROUP N DRIVERS CHAMPIONSHIP

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

### CLASS N1 (Up to 1300cc)

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

### CLASS A5 (Up to 1300cc)

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

### CLASS N2 (1300cc-1600cc)

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

### CLASS A6 (1300cc-1600cc)

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

### CLASS N3 (1600cc-2000cc)

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

### CLASS A7 (1600cc-2000cc)

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

### CLASS N4 (Over 2000cc)

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

### CLASS A8 (Over 2000cc)

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



### MANUFACTURERS CHAMPIONSHIP

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

### KERRIDGE OPEN CHAMPIONSHIP COMPETITION

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

### SKODA TROPHY

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

### NOTES:

There are seven qualifying rounds in this year's Shell Oils British Rally Championship, these are:

**Cartel International Rally** (24-26 February); **BIF Circuit of Ireland Rally** (24-27 March); **Fram Welsh International Rally** (28-30 April); **RSAC Scottish Rally** (9-12 June); **British Midland Ulster Rally** (28-29 July); **Tudor Webasto Manx Rally** (12-15 September); **Audi Sport International Rally** (21 October).

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

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

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

### Overall and Group N Drivers Championship

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

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

### Capacity Class Awards

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

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

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

### Manufacturers Championships: Groups N and A

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

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

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

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

# WORLD CHAMPIONSHIP PROFILES

**T**he Audi Sport Rally has always proved popular with Manufacturers' teams as part of their preparations for November's Lombard RAC Rally. It gives them an opportunity for adapting their cars to our unique forest roads and a look at the classic special stages in Central Wales. Highlighted are just three of the World-class drivers and cars which make this event so unique and exciting.

## SAEED AL HAJRI

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

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

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

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



Colin Taylor Photography

## FRANCO CUNICO

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

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

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

Franco is 1989 Italian Group N champion.



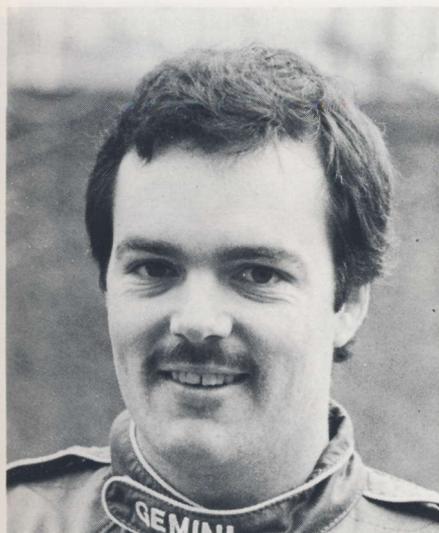
Colin Taylor Photography

## TIMO SALONEN

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



Colin Taylor Photography



## DAVID LLEWELLIN

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

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

### British championship results this year:

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

**BIF Circuit of Ireland:** Retired on SS21.

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

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

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

**Tudor Webasto Manx Rally:** Retired on SS3.

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

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

**TOYOTA**



Colin Taylor Photography



Colin Taylor Photography

## RUSSELL BROOKES

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

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### British championship results this year:

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

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

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

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

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

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

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

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





Colin Taylor Photography



Colin Taylor Photography

## JIMMY McRAE

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

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### British championship results this year:

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

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

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

**Scottish International:** Retired SS2.

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

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

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

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





## MALCOLM WILSON

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

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### British championship results this year:

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

**BIF Circuit of Ireland:** Retired after SS7.

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

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

**British Midland Ulster Rally:** Retired after SS2.

**Tudor Webasto Manx Rally:** Did not enter.

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

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



# PROFILES



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## PENTTI AIRIKKALA

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

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### British championship results this year:

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

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

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

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

**British Midland Ulster Rally:** Retired after SS9.

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

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

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





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## LOUISE AITKEN-WALKER

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

### British championship results this year:

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

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

**Fram Welsh International:** Retired after SS6.

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

**British Midland Ulster Rally:** Retired after SS18.

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

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

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





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Colin Taylor Photography

## MARK LOVELL

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

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### British championship results this year:

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

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

**Fram Welsh International:** Retired after SS7.

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

**British Midland Ulster Rally:** Retired after SS15.

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

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

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





Brian McLean



Colin Taylor Photography

## GWYNDAF EVANS

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

### British championship results this year:

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

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



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



**Audi Sport  
International Rally  
21 October 1989**

# AWARDS

## GENERAL CLASSIFICATION

### 1st Overall Crew:

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

### 2nd Overall Crew:

Audi Sport Awards to Driver & Co-Driver

### 3rd Overall Crew:

Audi Sport Awards to Driver & Co-Driver

### 4th Overall Crew:

Audi Sport Awards to Driver & Co-Driver

### 5th Overall Crew:

Audi Sport Awards to Driver & Co-Driver

## SPIRIT OF THE RALLY AWARD:

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

## MIXED CREW AWARD:

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

## CLASS AWARDS

### 1st in each class:

Audi Sport Awards to Driver & Co-Driver

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

Audi Sport Awards to Driver & Co-Driver

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

Audi Sport Awards to Driver & Co-Driver

## GROUP N AWARDS

To the highest placed Group N car in General Classification

**Driver:** The Tony Lloyd Davies Challenge Cup

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

## W & SSCC LTD AWARDS:

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

**Driver:** The S.W. Fletcher Trophy

**Co-Driver:** The Ron Moore Trophy

## LADY DRIVERS AWARD:

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

## THE INTERNATIONAL RALLY DRIVERS CLUB-NEWCOMERS AWARD:

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

## VOLKSWAGEN MOTORSPORT

### BONUS PROGRAMME:

**1st Registered Group A Golf GTi 16V**

**Driver:** £500

**2nd Registered Group A Golf GTi 16V**

**Driver:** £300

**3rd Registered Group A Golf GTi 16V**

**Driver:** £200

**1st Registered Group N Golf GTi 16V**

**Driver:** £100

## PEUGEOT GTI RALLY CHALLENGE EVENT AWARDS:

**1st Challenge finisher:** . . . . . £600

**2nd Challenge finisher:** . . . . . £400

**3rd Challenge finisher:** . . . . . £300

**4th Challenge finisher:** . . . . . £200

**5th Challenge finisher:** . . . . . £100

**6th Challenge finisher:** . . . . . £50

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

## SKODA TROPHY AWARDS:

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

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

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

# ACKNOWLEDGEMENTS

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Audi Sport UK

Butler Crane Hire Ltd

Glynwed Foundries

Gwynedd County Council

Hardy's of Telford

International Rally Drivers Club

John Horton

Meirionnydd District Council

Montgomeryshire District Council

Powys County Council

Shropshire County Council

Shell Oils

Telford Development Corporation

Telford Fire Service

Central Fire Station

The Development Board for Rural Wales

The Farmers Mart, Dolgellau

The Officers of the Forestry Commission in Wales

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

The RAC MSA

The Staff of the Telford Moat House Hotel

The Midland Association of Motor Clubs

The West Midland Association of Motor Clubs

West Mercia Police

Woolley's Haulage of Wellington

Wrekin District Council

and everyone we have forgotten.