



MITSUBISHI RALLIART EVOLUTION CHALLENGE

IRELAND



NEWSLETTER

ISSUE 3 - 2009

Back to business

If you're the same as me, it feels like its been longer than eight weeks since the Cavan Stages in May. However, in other ways the time seems to have passed quickly and, rather like the week between Christmas and New Year, all the things you mean to do while you have the chance don't seem to get done. For me, this included sending out another newsletter in the middle of the break! Ah well...

Round 5 - Cavan Stages

So, just to refresh your memories: The Hotel Kilmore Cavan Stages was our round five and the first one-day rally of the season. It followed a traditional Irish format of three stages run three times and, from what I saw and the feedback I've had so far, it was a well-run event with good stages and therefore well worth a place in our calendar.

Initially it was Neil/Sean that held the lead, but in the last loop, John/Crawford got the better of them and went on to win on what was their Evo Challenge debut. A great battle all day. Well done guys!

Brendan/Andrew had - in Brendan's words - what was a 'steady' day, the reigning champ just keen to get a finish under his belt this year. William/Keefe overcame their early brake issues to finish fourth ahead of Stanley/Donnacha, who in-turn had to contend with a sticking throttle during the morning's stages.

Michael made a return to the series for this event, he and Brian rounding off the six finishers after dropping time due to a broken driveshaft half-way through. However, not making it to the finish were Tom/Robert who's engine expired in the afternoon and Liam/Mary, who clouted a bank on SS3. Thankfully, they were both OK, but the same could not be said for their Evo and it does mean that Liam no longer leads the series - although he is still second.

Results

1	John McGlaughlin/Crawford Henderson	1:15:49
2	Neil McCance/Sean Ferris	1:15:56
3	Brendan Cumiskey/Andrew Grennan	1:18:54
4	William Mavitty/Keefe Kilcoyne	1:20:15
5	Stanley Ballentine/Donnacha O'Callaghan	1:20:33
6	Michael Murray/Brian Daniels	1:23:07

Retirements

SS3	Liam Egan/Mary O'Kane	Accident
SS9	Thomas White/Robert Murphy	Engine

Other Awards

Best prepared car: Liam Egan/Mary O'Kane
Sunoco Spirit Award: William Mavitty/Keefe Kilcoyne

Round 6 - ALMC Stages

We included the ALMC Stages Rally last year when we found that Donegal would not secure entries for all our crews - and we were very glad we did. It's an excellent event and again follows the three-stage, three-loop format. It's also very accessible, just off the M1, with the start at the City North Hotel and so far, I've not met anyone in Ireland (North and South) who doesn't know where that is!

We initially had nine crews out for this one, but unfortunately Michael has just told me he can't make it. However, it's looking like there are going to be some great battles: John/Crawford and Neil/Sean are going to be carrying on from where they left off and then there's Alan/Ivor, Stanley/Donnacha, William/Keefe and Geoff/Robert, plus Liam/Mary and Tom/Robert a little further down the entry list. Which brings me on to the seeding: I'm really sorry that there is quite a gap between some of you. As you know, we always ask that our teams are seeded as close as possible together, so I'm not sure what's happened here. I'll see what I can do in the mean time.

We have arranged an Evo Challenge area in the service park, so please advise your crews so all of our teams can be together. This is in the regulations!

Jim Crozier will look after signing on, as I have to be in Swansea for round six of the UK Evo Challenge on Saturday. I'm then flying over that evening, so will see you on Sunday morning. Not quite as far as Liam has to travel - and some how I don't think that jet-lag will be an issue From Birmingham to Dublin!



Series standings after round 5

Drivers	Points
1	Neil McCance 34
2	Liam Egan 27
3=	Keith Cronin 24
3=	Stanley Ballantine 24
5	William Mavitty 22
6	Alan Carmichael 20
7	Geoff McMahan 13
8	John McGlaughlin 12
9	Brendan Cumiskey 8
10	Tom White 5
10	Michael Murray 5
12	Alan Burrows 4

Co-drivers

1	Sean Ferris 34
2	Donnacha O'Callaghan 25
3	Greg Shinnors 24
4	Keefe Kilcoyne 23
5	Ivor Lamont 20
6	Colin Harkness 18
7	Robert Graham 13
8	Crawford Henderson 12
9	Mary O'Kane 9
10	Brian Daniels 6
11	Robert Murphy 5
12	Gavin Burrows 4

PIAA Junior Award

1	William Mavitty 15
2	Keith Cronin 10



Eligibility

Yes, its that 'E-word' again. Please ensure that your car is 100% Group N compliant. Our regulations state FIA Group N - and not Irish, English, Swedish or any other nationality of production class. I ask that you pay particular attention to the fitting of catalytic converters. This is not just a Group N regulation, but a European road law. You have been warned...again!

Tyres

As I'm sure you will have heard, there have been a few changes regarding the supply of Pirelli Tyres. Pirelli have assured me that supply will not be an issue and, if necessary, will send them direct from the UK. Therefore, if you need some, please can you pre-order from ATL events: +44 (0)1283 585000 and speak to Nigel or Debbie.

There is also an order form that can be downloaded from the home page of the UK Evo-Challenge website. If you have any problems, please speak to me.

Pirelli has also said it will send a truck from the UK to support us this weekend. Looking ahead, our next round is the Ulster, so Pirelli will naturally be there anyway and by the time we get to Wexford, they hope to have other arrangements in place.

Overseas Evo Challenges

I'm delighted to say that out of the three championships, Ireland is proving to be the most popular - which is ironic really - as we had just four crews on the opening round. We now have 12 and, at this weekend's round six, the ALMC stages, we have nine teams entered.

In the UK, an Irishman continues to dominate: Daniel Barry having claimed four wins out of five events. He now lies eight points ahead of his nearest rival Simon Hughes, with three rounds still to go and could well wrap up the title on this weekend's Swansea Bay Rally. After a turbulent year so far, Nik Elsmore holds a solid third place ahead of Owen Murphy who, given a chance, may record his first Evo Challenge victory before too long.

Sweden saw a new winner last time out, when Jocke Nyman (you may recognise his name, as he's competed in the BRC a couple of times in a Fiesta) won round three on the South Swedish Rally. He now leads the series from round-one winner Markus Hällbo.

However, the prize for the highest number of fastest stage times goes to round two winner Jimmy Joge, but engine problems in rounds one and three means that his points score is not what it should be.

2010

It may seem a little early, but people have already been asking about what we're doing in 2010. Certainly, there appears to be a lot of interest and almost a will to see this year out of the way and get back to relative normality next year.

Needless to say, I'm very keen to make sure that we continue to run a championship that appeals to Evo crews and provides the best competition to be had in any rally championship anywhere in the world. I would therefore welcome your comments so we can start shaping things to come.

For those of you going to the ALMC Stages, I look forward to seeing you at there!



Statement from Mitsubishi Motors UK

I trust you will have seen the formal bulletin I issued recently for MMUK. Following the findings of the MSA National Court, it is a requirement that this statement was published and it is forwarded to as many Mitsubishi competitors as possible. It is therefore reproduced again herewith.

Response to the Motor Sports Association National Court recommendation

On 26 November 2008, the Motor Sports Council National Court (National Court) upheld two appeals by Mitsubishi Motors UK (MMUK) - the Motor Sports Team being owned and managed by Colt Car Company Ltd - against the decision of Stewards of the International Rally Yorkshire on 30th October 2008, which decision excluded a car driven by Guy Wilks on the ground that its steering wheel attachment to the column did not comply with appropriate homologation.

The National Court found that the steering wheel came loose under rally use when attached to the pinch-bolt type fixing on the steering column and that MMUK's use of the alternative taper and nut was both necessary on safety grounds and was compliant with the homologation regulations.

On 11 December 2008, Motor Sports Association referred the matter to the Investigatory Tribunal for inquiry. On 26 February 2009, having considered all the evidence, the Investigatory Tribunal declined to set aside the National Court's decision and confirmed Guy Wilks as the 2008 British Rally Champion and MMUK as 2008 British Rally Team Champions.

In its decision, the Investigatory Tribunal repeated the concern which the National Court had regarding problems MMUK experienced with this issue in the past, which was that if Mitsubishi has genuine concerns they should immediately make those concerns known to all persons using vehicles of this type for rallying.

In response to the National Court's recommendation, MMUK can state that Mitsubishi Motors Corporation (MMC) in Japan has confirmed that in principle the pinch bolt type fixing on steering column does not, to the best of its knowledge, come loose. In addition neither MMC nor Ralliart Inc. has been informed that this type of fixing has ever come loose in competitive use, including during any round of the World Rally Championship. Consequently, MMC does not believe that there are currently sufficient grounds for any recall or variation order.

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