



# MITSUBISHI RALLIART EVOLUTION CHALLENGE

UK



# NEWSLETTER

ISSUE 4 - 2009

## Back to the woods!

If you're the same as me, it feels like its been longer than seven weeks since the Severn Valley National. 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. Ho hum. Anyway, here it is....

Since the last newsletter there have been two rounds: The Manx Telecom Rally and the Severn Valley National. As usual in our championship, the competition has been nothing short of epic - even with the reduced numbers we're experiencing this year.

Just to refresh your memories, we had just three cars out on the Isle of Man, but that didn't stop the fun and games. Daniel and Martin recorded another win, helped by Simon and Craig P. when things went a bit pair-shaped for them on Saturday morning. However, they made it to the finish and into the final results behind Nik and Craig D who finished second. Well done to all three crews for providing us with a full podium!

### Round four results

1 Daniel Barry/Martin Brady	1:34:54.6
2 Nik Elsmore /Craig Drew	1:36:04.4
3 Simon Hughes/Craig Parry	1:48:25.9

### Other awards

Walkinshaw best improvement on seeding:	Daniel Barry/Martin Brady
Sunoco Spirit Award:	Daniel Barry/Martin Brady
JR Motorsports best prepared car:	Simon Hughes/Craig Parry

Round five saw our numbers rise to five - not bad in comparison to that of the National and MSA Gravel Championship entries. And what a five it was. Anyone of them could have pulled-off a win. As it turned out it ended-up being a case of 'situation normal' with the top three being Daniel/Martin, Simon/Craig and Nik/Craig. Owen/Dai had a few car 'issues' again, which slowed them up, whilst Daniel/Isak got quicker as the day went on in their relatively new Evo X.

In the end, it all came down to the final stage and, with both Daniel/Martin and Simon/Craig having spins mid-stage - and Nik/Craig right there to pick up the pieces - no-one knew who had won until they compared times at the finish, the margins being 10.3 seconds between first and second and just 0.9 between second and third. Great stuff boys!

### Round five results

1 Daniel Barry/Martin Brady	1:04:48.6
2 Simon Hughes/Craig Parry	1:04:58.9
3 Nik Elsmore/Craig Drew:	1:04:59.8
4 Owen Murphy/Dai Roberts	1:06:20.0
5 Daniel Sigurdarson/Isak Gudjonsson	1:06:53.9

### Other awards

Walkinshaw best improvement on seeding:	Daniel Sigurdarson/Isak Gudjonsson
Sunoco Spirit Award:	Owen Murphy/Dai Roberts
JR Motorsports best prepared car:	Simon Hughes/Craig Parry

### Swansea Bay Rally

Going back a few years we used to visit the Welsh forests four times during the season. Now it's just two and the events take place one after another. As we all know, the stages used for Swansea are also used by the Rally GB, so they really are world class - and what's even better - we get to do them in the Summer!

If there was ever an indication that the credit crunch is affecting our sport, then it's on this event. Usually the lure of the good stages and a mid-summer date are enough to bring-out a substantial entry. But, as I write this newsletter, there are just 20 cars in the national event and just six registered for the MSA Gravel Championship - three of which are ours! However, I'm hoping if things go well, we might see a couple more of you join us by the time we get to the weekend.



## Championship positions after rd. 5

### Drivers

1	Daniel Barry	58
2	Simon Hughes	50
3	Nik Elsmore	39
4	Owen Murphy	29
5	Alan Carmichael	18
6	Andreas Magnusson	8
7	Daniel Sigurdarson	7
8	Neil Armstrong	4

### Co-drivers

1	Martin Brady	58
2	Craig Parry	40
3	Craig Drew	39
4	Dai Roberts	29
5	Ivor Lamont	18
6	Patrick Walsh	10
7	Henrik Hulterskog	8
8	Isak Gudjonsson	7
9	Max Ferri	4

### PIAA Junior Award

1	Daniel Barry	25
2	Owen Murphy	16



I've therefore got my figures crossed that we will have all steps of the podium filled at the finish. And, if Daniel and Martin win again, outside a trio of DNFs, they will all but wrap-up the championship. However, this is rallying we're talking about and you must never speak too soon of course.

**Please note:** We will be presenting the awards at the finish line this time round, as I have to get to Birmingham airport in order to fly to Dublin that evening for round six of the Irish Evo Challenge, the ALMC Stages. Please don't let this jet-setting life-style fool you, it's a late-night crossing with Ryan Air!

### Overseas Evo Challenges

Out of the three championships, Ireland is proving to be the most popular - which is ironic really - as it was the one series I was initially concerned about, with just four crews on the opening round in March. We now have 12 registered and, at next weekend's round six, the ALMC stages, we have nine teams entered.

Last time out, top Irish Group N regular John McGlaughlin just pipped Neil McCance to record his first Evo Challenge victory on his series debut. However, having won both rounds at the previous double-header on the Circuit of Ireland, Neil now heads the Irish series with four rounds still to go.

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 Jøge, 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 lots of people have already been asking about what we're doing in 2010. Certainly, there appears to be a great deal 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 Mitsubishi teams 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.

### 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 be published and 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.

ENDS

I look forward to see as many of you as possible in Swansea!

