

MRT Subaru Impreza WRX



1998 4-door WRX STi Version 4 (upgraded to Version 5)

Built: STi Japan (full factory upgrades)
For Toshihiro Arai to compete in 1998 API Rally Australia

Category: Group A (Formerly Group N.)

Specifications:

Drivetrain

- Differentials: 20 Kg centre Viscous Diff, front and rear (clutch) plate type (LSD) diffs Rear. 4.1:1 ratio's
- Gearbox: MRT Performance Dog engagement gear set, with HD steel Selector forks and various other modifications
- Rear drive train: R180 (clutch) plate type (LSD) latest spec, larger driveshafts, brakes, hubs and differential assembly



Rally Canberra 2001 Pic by Stuart Bowes

Brakes

- Front: 4 spot STi Caliper with large diameter ventilated, drilled and slotted "DBA" upgraded rotors
- Rear: 2 spot STi Caliper with large diameter "DBA" vented rotors
- Dual circuit brake system with boosted assistance
- Pagid brake pads front and rear



Chassis

- STi built Chrome Molly roll cage enhanced by PBM
- Fuel cell "bladder tank"
- Latest version five body work and homologated options
- Seam welded chassis



Charade G102 Group A

MIDDLETON RALLY TEAM – 2004 Media Information

EcuTeK - MTQ Turbo's - Falken Tyres - Momo by Autotek - Shannon's Insurance
Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel
www.MRTally.com.au Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



Tyres

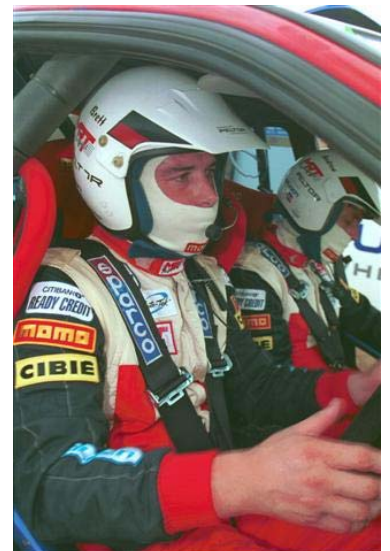
- Falken Azenis road tyres OR
- Falken Azenis type C or D rally tyres

Engine

- STi Version four
- IHI custom VF35 (STi Spec)Roller Bearing Turbo
 - Factory Subaru ECU, retuned with EcuTeK Software
 - MRT Performance custom exhaust system
 - Custom inlet group A Ram Pod air filter and silicon inlet assembly
- MRT high-capacity alloy water spray tank (20l) and high pressure water pump (for intercooler)
- STi Top-Mount Intercooler (can't be modified from std)
- Go Fast bits adjustable blow off valve.
- Group A engine with high compression forged pistons and many other improvements
- Dual reg fuel system with split fuel rails and high flow injectors.
- Go Fast Bits alloy pulley set
- STi Water Spray Nozzles And other (confidential) engine modifications



Car Preparation at MRT Performance



Brett and Andrew Rally Canberra 2001

Suspension

- MRT Performance Adjustable Strut tops, front and rear
- 'Anti-lift' castor suspension kit, (Motorsport version)
- Heavy duty Group N bush kits throughout
- MRT Performance rear alloy sway bar links,
- Whiteline rear Differential lock bolt kit
- Rear toe Adjuster lock bolt kit
- MRT Performance rear adjustable control arms
- Whiteline rear suspension HD bush clamp kit.

Suspension tarmac

- Whiteline Group 4 shocks and springs with adjustable bump and rebound
- Wheels: 16inch Subaru OEM with 225 Falken Azenis road tyres
- Adjustable 22mm front sway bar.
- Adjustable 24mm rear sway bar.

Suspension Gravel

- 60mm Super Struts with adjustable bump and rebound
- Wheels: 15 inch 5 spoke 'MO' Silver Alloys with 225 or 215 Falken Azenis rally tyres,



Other

- Navigation equipment by Coralba
- Seats, MOMO Corse Kevlar/Carbon Fibre
- On board fire plumbed in "bomb type" extinguisher system
- Alloy sump guard and associated rally protection
- Full Kevlar under body floor protection

Driver Profile – Brett Middleton

- 40 years old
- Born Victoria 1/10/1963
- Lives North Ryde Sydney NSW
- 20 Years in Motor sport
- Married. Wife, Lisette, a qualified nurse. Now a full time mum.
- Family: daughter, Hayley 5 ½ yrs and two Sons, Oscar 4yrs, Zac 18mths
- Occupation: Professional Rally Driver / Owns *MRT PERFORMANCE*

Navigator Profile – Scott Middleton (*Porsche Mt Buller Sprint*)

- 37 years old
- Born Victoria 1/4/66
- Lives Melbourne
- 17 Years in Motor sport
- Marital status: Married, Wife, Rebecca, (full time mum)
- Family: Jack, Sarah and Racheal
- Occupation: Financial Consultant, Westpac

Navigator Profile – Andrew Benefield

- 37 years old
- Born New Zealand 27/2/1967
- Lives Collaroy NSW
- 17 Years in Motor sport
- Marital status: Married, Wife, Debbie, Now a full time mum
- Family: young daughter Sabine 4 yrs, Darcy 5 mths
- Occupation: Retail Manager, Caltex Australia

Previous Navigators:

- Ross Middleton (Father)
- Howard Grove (1 or 2 events)
- Damien Long (no relation to Linda Long) 1995
- Stella Plenderleith 1995
- Linda Long 1997
- Andrew Benefield (current)



Gosford rally, Brett and Andrew 2001



Team Highlights & Achievements

- Only Australian Rally Team to win Formula 2 Championship three times (93,94, 97)
- 3rd in Class P5 in first year (2000) in WRX behind Neal Bates Corolla WRC and possum Bourne Impreza WRC
- 13 class wins in a row
- Over 50 category wins
- Car debut rally results; Honda Civic – 2nd outright 1st in Category; Daihatsu – 1st in Formula 2; first ever rally in a Charade – 1st in class
- Daihatsu factory contract to design homologate and develop New F2 Charade in 1994
- Winning Bega outright NSW / Victorian combined State rally Ch/Ship in 2003 with over 100 entries



Honda Group A F2 Coffs Harbour 1997

Cars Campaigned:

- **Subaru Impreza STi Group A**
- Debut March 2000 Wyong State Championship event
- Campaigned 2000 ARC Super Series as development year
- International Rally, Jamaica 2000
- **Honda Civic VTi R 1600 cc – F2**
- Total of 10 F2 heat wins over three year
- Won ARC Formula 2 Championship in 1997
- Won F2 Saxon Safari, 1999
- **Daihatsu Charade DeTomaso 1600 cc – Group A , Formula 2**
- Total of 17 F2 heat wins
- Two times ARC Formula 2 Championships
- **Daihatsu Charade 1300 cc – Group NI**
- Total of 6 class wins
 - 1 second in class
 - 1 third in class



Rally car display Sydney

- **Nissan turbo – Group G, Modified**
- Total 17 class wins
- NSW state rally sprint series champion

Team History

At the tender age of four, Brett Middleton already loved Rallying. Most of all, he loved being strapped in the backseat of an early model Datsun 1600, his eyes glued on his father Ross, who was a navigator during an event.



Car servicing Rally Canberra 2001

Instead of early childhood memories of monkey bars and swings, Brett remembers lying awake in a tent, deep in the forest, listening to rally cars roaring into the night. But times have changed. Brett has moved from the back seat to behind the wheel, with father Ross now working behind the scenes at MRT Performance.

MRT is an impressive force in the Australian Rally scene and has an enviable record of first class victories in the Australian Rally Championship. From the New South Wales State Rally Sprint Championship title in 1988, the Middleton Rally Team **won the Canberra International Rally 1,300cc Class four years straight** ('90 - '93) and helped gain Daihatsu's fourth successive Australian Rally Manufacturers Championship. Added to this the team won the 0 - 2,000 cc group A class (know as the Australia Cup or Formula Two) in it's first year, against many higher capacity cars.



EcuTek - MTQ Turbo's - Falken Tyres - Momo by Autotek - Shannon's Insurance

Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel

www.MRTally.com.au Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



For 1994 the Team had a new member in navigator Damien Long (who like Brett partnered his father to many Rally successes including a class win in the 1991 Australian Rally Championships). The two formed a formidable combination in the Australian Rally Championship defending the Teams '93 Championship crown.

In May they debuted a world first 1.6 engined "DeTomaso" Charade, only available in Japan and specially imported to help defend their rally success. They won on the cars first outing.

The car was prepared in the Sydney based workshop of *MRT Performance*, the home of *MRT*. Following this the team had a major disaster at the World Rally Championship in Perth where the car was written off. Shortly after Daihatsu pulled out of the sport officially, and MRT had limited success in their old car the following 1995 season.

Late 1995 and all 1996 the MRT crew established their new customer car division for road and rally. Growing from the original production of the rally Charade, it is now a huge success and highly regarded both nationally and internationally as one of essential ports of call when modifying specialty performance cars (especially the Impreza WRX which can often be spotted in 'MRT Enhanced' mode).



Subaru WRX Group A

Back in the dirt from 1997 the team ran a semi factory Honda Civic VTi R for 3 years winning another F2 Championship in their debut season.

With the introduction of the highly modified F2 Kit cars the team could not update the Honda and were faced with a difficult choice, continue with the highly strung yet (now) uncompetitive Honda or move up a level and join the "big boys".

Brett and the team decided to bite the bullet and in one of those moments of perfect timing purchased the ex-Cody Crocker Group N Impreza WRX, and systematically set about upgrading to Group A specifications.



EcuTeK - MTQ Turbo's - Falken Tyres - Momo by Autotek - Shannon's Insurance
Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel
www.MRTally.com.au Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



In their debut event, the NSW State Championship rally in Gosford, Brett set a new outright stage time for the famous Watagan road stage (known for days with Colin Bond and Malcolm Wilson in Ford BDA Escorts). He ripped over 24 seconds off the previous best time. Later in the day a minor 'off' while adapting to the new car meant a third placing at the end of the rally.

Their debut ARC event was the Forest Rally in Western Australia where the unique "ball bearing roads" led to a stream of costly punctures, however the team completed a steep learning curve. In the Asia Pacific round in Canberra, the team took a conservative approach looking for a solid finish. Despite two punctures they managed a number of top ten stage times to finish in the top twenty.



Subaru WRX Group A at Popular spectator point Gosford 2001

In Queensland for the ARC the benefits of a slow start to the season looked like paying off. Unfortunately pushing a little hard the team hit a tree square on whilst lying in 6th outright. The accident in Queensland meant the team had to miss the next round of the NSW Championship the following weekend in Bega.

Concentrating on the ARC the next event would be at Coffs Harbour. After thoroughly demoralising all privateers Brett and Andrew headed in the penultimate stage in fourth place outright just behind the factory Subaru's. A

PREMEIR PANEL BEATING

tightening corner forced the car wide however there was no edge to the road and they rolled softly out of the event. It's all part of rallying and while the roll over was soft and minimal damage sustained it did ensure Brett time in front of Channel Ten's cameras.

The car was repaired and the team continued through the 2000 year. The culmination of the season was an invitation to represent Australia in the International Rally of Jamaica.

The team set a good pace, leading the event for the 1st heat and into heat two, the final result was 4th outright after the car was driven for 4 stages in 2wd only and was the first Subaru to finish in the field

The 2001 season was the teams next step, with extra power, more experience new enthusiasm after a difficult 2000 year, they planed to achieve their best yet.

EcuTek - MTQ Turbo's - Falken Tyres - Momo by Autotek - Shannon's Insurance
Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel
www.MRTally.com.au Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



The year again was met with mixed results, a trip to the World Rally Championship in New Zealand gave the team a finish of all stages, except on the last transport the car ground to a halt with a seized gearbox. Following this even the team invested in a new dog drive gear set and planned to return to achieve a positive result.

Other events in the 2001 year were mixed, satisfying results in some ARC events were mixed with damage and DNF in others

The 2002 season was planned to be another chapter in the growth of the team, effort was focussed on the WRC event again and again the results were mixed! With extensive planning and logistics the team were running well until a small 20cent part failed and the cars gearbox was pumped dry of fluid. Wishing to not risk damage they retired from the event.

2003 started positively with a new challenge the Toll / Ipec rally Tasmania all bitumen event. The car was re fitted with new DMS and Whiteline Tarmac suspension and tested at a local race track.

Starting within a field full of Porsche 4wd Turbo's and Nissan Skyline 4wd's and ore the challenge was to learn a new style and complete the event. A slow start and a faulty spark plug cost positions, but as the event moved on the team was rewarded with a 10th outright, from a field of over 150 cars

The next event was much later n the year, the team having to miss its favourite events, WRC in New Zealand and the Asia pacific event in Canberra as co-driver Andrew's wife had a baby.



The combined state championship events of NSW and Victoria was next, in June at the south coat

town of Bega. This is rally heaven, the best known rally roads in the country and all open fast and smooth. The team scored its maiden win outright against over 100 other teams, winning the event by more than 2 ½ minutes from nearest rivals.

EcuTek - MTQ Turbo's -Falken Tyres - Momo by Autotek – Shannon's Insurance
Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel
www.MRTally.com.au Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



History of car

MRT's Subaru Impreza WRX was built in 1998 by STi Japan for Toshihiro Arai to compete in API Rally Australia. He suffered engine failure on SS8.



Subaru WRX Group N Driven by Toshi Arai Rally Australia

The car was then purchased by Subaru Australia and run by Possum Bourne Motorsport in the Australian Rally Championship, driven by Cody Crocker and co driven by Greg Foletta.

Cody Crocker and Greg Foletta drove the car to win the Group N Championship in 1999.



Subaru WRX Group N Driven by Cody Crocker Saxon Safari rally tasmania

ALL Results - Chronological

Car: Nissan turbo Rear Wheel Drive Group G Modified

- North Shore Sporting car Club Dean Memorial Trophy 1983
- 1st Class 2,001 cc and over Amaroo park Dirt circuit 21 st Oct. 1984
- 1st Class b 2,001- 3,000 cc Amaroo park dirt circuit 3rd Feb. 1985
- **Clubman Champion North Shore Sporting Car Club 1985**
- 1st Class 1 0-1,600 cc Amaroo Park Dirt circuit 16th Feb. 1986
- 1st Class 1 0-1,600 Amaroo Park dirt circuit 20th July 1986
- 1st over 2,000 cc Silverdale Hill Climb 14th Sept. 1986
- **Clubman Champion North Shore Sporting Car Club 1986**
- 1st Class C 2,001-3,000 cc Amaroo Park Dirt circuit 1st Mar 1987
- 1st Christmas dirt circuit Amaroo Park Raceway Top Ten Run Off 13th Dec. 1987
- **Most Spectacular driver Morgan & Banks Oran Park Super Sprint Feb. 1988**
- 1st Oran Park Super Sprint Class 2 2,001-3,000 8th May 1988
- 1st Amaroo Park dirt circuit Class 3 2001-3,000 13th May 1988
- 1st Overall Calare Data Bathurst rally sprint 1989
- 1st Overall Oberon Rally Sprint 25th Nov. 1989
- **1st Overall NSW State Rally sprint Championship 1989**
- 2nd Overall Professionals Real Estate Rally Sprint Canberra 1990
- 1st Amaroo Park Super sprint Class 2 3,000 and over 22nd June 1990
- 3rd Overall Westlakes Auto Club Craig Fitzpatrick Rally sprint
- 1st grade 4 driver Wagga Rally Sprint 1st December 1989
- 1st Overall Just Tyres and Wheels Rally Sprint Coffs Harbour 29th July 1989



Coopers pale ale Rally 2001

- **Rally Champion North Shore Sporting Car Club 1989**

- 1st Overall North Shore Sporting Car Club Xmas Dirt circuit Amaroo Park
- 1st Overall Quick-Fit Mufflers Amaroo Park Rally sprint May 1990

- **2nd Overall NSW State Rally sprint Championship 1990**

- 2nd Overall Professionals Real Estate Rally sprint Canberra 1990
- 3rd Overall Calare Data Bathurst Rally sprint 1990



EcuTek - MTQ Turbo's - Falken Tyres - Momo by Autotek - Shannon's Insurance
 Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel
www.MRTally.com.au Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



Car: Daihatsu Charade Front Wheel Drive Group N (Class N1 0-1.3l)

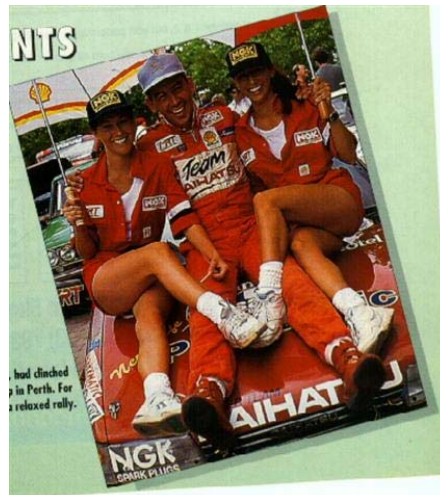
- 1st Class 1 0-1,600 Jiliby Dirt circuit 16th Dec. 1990
- 1st Stewart and Schwarze Class 1 0 -3,000 15th December 1991
- 1st Class 1 0-1,300 cc Group N FAI International Rally Canberra 1990
- 2nd Class 0-1,300 cc Gp N World Ch/Ship Commonwealth Bank Rally Aust. '91
- 1st Group N 2wd 0-1,300 cc Esanda International Rally Canberra 1991
- 3rd Class 0-1,300 cc Gp N World Ch/Ship Telecom Rally Aust. '92
- 1st Class N (6) 0-1,300 cc Group N Esanda International Rally Canberra 1992
- **1st Class Group N 0-1,300 cc NSW State Rally Championship 1992**



Honda Civic EK F2

Car: Daihatsu Charade Front Wheel Drive Group A (Class A1 0 - 2.l)

- 1st Class A1 Healesville stages Vic. Australian Rally Ch/Ship '93
- 1st Class A1 Copy World Rally Australian Rally Ch/Ship Adelaide 22nd May 1993
- 1st Class A1 Rally Q'land Australian Rally Ch/Ship Brisbane 26th Jun '9
- 1st Class A1 Coffs Harbour NSW State Rally Ch/Ship '93(2nd ARC)
- 1st Class A1 Telecom Rally Aust. World Rally Ch/Ship '93
- 1st Class A1 Esanda International Rally of Canberra '93
- **1st Overall Australian Rally Champ. for Manufacturers (Daihatsu) '91, '92, '93**
- **1993 Australian Rally Champions Formula Two/Australia Cup 0 - 2,000 cc**



Rally Canberra 1995

- 1st Outright 1st in Class A1 NSSCC Caves Classic Rally Jenolan 26 th Feb. '94
- 1st Class A1 Rally of Melbourne Australian Rally Ch/Ship 5 th March
- 1st Class Ray white Rally Wagga Australian Rally Ch/Ship 16 th April
- 1st Class A1 Clipsal Rally Adelaide. Australian Rally Ch/Ship 28 th May
- 1st Class A1 Yokohama Rally Brisbane Australian Rally Ch/Ship 9 th July
- 1st Class A1 Southern Safari Tasmania Australian Rally Ch/ Ship 6th Aug
- DNF Telecom Rally Australia 16 th - 19 th September



- 1st Class A1 Caltex Havoline Rally Coffs Hrbr Aust. Rally Ch/Ship 15th Oct '94
- **1994 Australian Rally Champions Formula Two/Australia Cup 0 - 2,000 cc**
- 1st 0 - 1,300 cc GpA 2nd 0-2000 F2 Rally of Melbourne 18th March 1995
- 1st 0 - 1,300 cc GpA 1st 0 - 2,000cc F2 Ray White Rally Wagga Wagga
- 1st 0 - 1,300 cc GpA 2nd 0 - 2,000 cc F2 Warren Ridge Rally Gosford

Car: Honda Civic Vti-R Front Wheel Drive Group A

1997

- 1st F2 Snowy Mountains Rally Tumut NSW State Rally Ch'ship '97 (2nd Outright)
- 2nd 1300 – 1600 3rd F2 ARCSS Rd1 Forest Rally Perth Heat One 12th April 1997
- 7th 1300 – 1600 ARCSS Rd 1 Forest Rally Perth Heat Two 13th April 1997
- 1st 1300 – 1600 cc 2nd F2 ARCSS Rd 2 Falken Rally Bris Heat One 10th April 97
- 2nd 1300 – 1600 cc 5th F2 ARCSS Rd2 Falken Rally Brisbane Heat two
- 1st F2 ARCSS Rd 3 Bridgestone Rally Coffs Harbour Heat One 7th June 97
- 2nd F2 ARCSS Rd 3 Bridgestone Rally Coffs Harbour Heat Two 8th June
- 1st 1300 - 1600 cc P2 ARCSS Rd 3 Bridgestone Rally Coffs Harbour Heat 1 & 2
- DNF F2 ARCSS Rd 4 Saxon Safari Rally Hobart Heat One 12th July 1997 gearbox
- 1st F2 ARCSS Rd 4 Saxon Safari Rally Hobart Heat Two 13th July 1997
- 1st 1300 - 1600 cc P2 ARCSS Rd 4 Saxon Safari Rally Hobart
- 1st F2 ARCSS Rd 5 Rally of Melbourne Heat One 30th August 1997
- 1st F2 ARCSS Rd 5 Rally of Melbourne Heat Two 31st August 1997
- 1st 1300-1600 cc P2 ARCSS Rd 5 Rally of Melbourne Heat One 30th August 1997
- 1st 1300-1600 cc P2 ARCSS Rd 5 Rally of Melbourne Heat Two 31st August 1997
- DNF FAI International Rally Canberra Nov 28th Crashed



Adelaide 2001

Winners 1997 Australian F2 Rally Championship



1998

- 3rd 1300-1600 cc P2 ARCSS Rd 1 Coffs Harbour Feb 21st Heat 1
 - 3rd F2 ARCSS Rd 1 Coffs Harbour Feb 21st Heat 1
 - DNF Heat 2
 - DNF Perth ARCSS rd 2 heat 1, Overheating Problems
 - 3rd F2 ARCSS Perth ARCSS rd 2 heat 2,
 - DNF Falken Tyres rally Qld ARCSS Heat 1 Damaged sump guard
 - DNF Falken Tyres Rally Qld ARCSS Heat 2 Blown Head gasket.
 - 1st F2, 0-1600, 1600 – 2000cc & 2wd. Bay Stages Rally NSW State Ch'ship 18th July
 - DNF Rally Melbourne ARCSS heat 1 electrical fault 29th August
 - 3rd 0 - 1600 4th F2 Melbourne ARCSS 30th August.
 - 4th F2 ARC Heat 1&2, Tasmania ARC
- **4th Outright Australian Formula 2 Rally Championship**



1999

- 2nd F2, Heat 1, ARC Rally of NSW – April
 - Heat 2 cancelled due to weather
 - 3rd F2, 2nd 0-1600cc Heat 1, ARC Rally of Queensland 2nd June
 - 6th, F2, 2nd 0-1600cc Heat 2, ARC Rally of Queensland 3rd June
 - 3rd F2, 2nd 0-1600cc Heat 1, ARC Rally of Melbourne - August
 - 3rd F2, 2nd 0-1600cc Heat 2 ARC Rally of Melbourne – August
 - 1st F2, 1st 0-1600cc Heat 1 ARC Tasmania – September
 - 2nd F2, 1st 0-1600cc Heat 1 ARC Tasmania – September
 - Winner F2 Overall ARC Safari Rally of Tasmania
- **1st 0-1600cc PRC2 Australian Rally Championship**
- **2nd Outright Australian Formula 2 Championship**

2000

- DNF Heat 1 NSW Rally Championship Gosford
- 3rd Outright, Heat 2; NSW Rally Championship - gosford
- 14th Outright Heat 1, ARC Western Australia Rally – 1st April
- 16th Outright Heat 2 ARC Western Australia – 1st April
- 8th Outright, 3rd Grp A Heat 1 ARC Queensland – 3rd June
- DNF ARC Heat 2 ARC Queensland, Accident – 4th June
- DNF ARC Heat 1 ARC NSW, Accident 1st July
- DNS ARC Heat 2.ARC.NSW
- Aussie Duct Rally Melb heat 1 7th O/R
- Aussie Duct Rally Melb heat 2 18th O/R
- Saxon Safari Rally Tasmania Heat 1
- Saxon Safari Rally Melb Heat 2
- Esso JMC international rally of Jamaica 4th Outright
- 3rd PRC 5 Australian Rally Championship, (behind 2 x World Rally Cars)



Coming 10th in Toll / Ipec rally Tasmania 2003

2004
www.MRT.rally.com.au
Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRT.rally.com.au
2004
EcuTeK - MTQ Turbo's - Falken Tyres - Momo by Autotek - Shannon's Insurance
Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel

2001

- Subaru Rally of Canberra, retired day 2 with clutch failure
- DNF Rd1 NSW Rally Championship – Bega
- 7th Outright ARC Heat 1, Adelaide – July
- 8th Outright ARC Heat 2, Adelaide - July
- DNF ARC Heat 1, Tasmania – August - Tasmaina
- DNF World Rally Championship – New Zealand with 60kms to finish



Harbour City Rally ARC Heat 1 – DNF
Driveshaft

Harbour City Rally ARC Heat 2 – 8th Outright,
2nd PRC

Subaru Rally of Canberra – DNF Roll Over whilst 10th

Coopers Pale Ale Rally, Adelaide ARC Heat 1, - 8th Outright

Coopers Pale Ale Rally, Adelaide ARC Heat 2, - 7th Outright

Subaru Rally of Tasmania – ARC Heat 1, - 8th Outright

Subaru Rally of Tasmania – ARC Heat 2, - DNF Broken Wheel

World Rally Championship – New Zealand DNF second day

Toll / Ipec Rally of Tasmania Tarmac Rally – 10th Outright 11th Feb.

Bega valley Motors NSW/ Victorian State rally Championship 1st Outright 7th June

Rally Sydney 5th / 6th July

Batemans bay NSW State rally DNF (engine) 2nd August

- Porsche Mt Buller Sprint– 10th Outright 1st in class. 24th / 25th Feb
- Toll / Ipec Rally Tasmania 6th outright 2nd in class February 20th



MIDDLETON RALLY TEAM – 2004 Media Information

EcuTeK - MTQ Turbo's - Falken Tyres - Momo by Autotek - Shannon's Insurance
Whiteline- Filter Mag - GFB - BOC Gasses - Premier Panel
www.MRTally.com.au Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



Winning at Bega, State rally Ch/Ship 2003 Photo Darren Keeler

For further info contact: Brett Middleton

