

## MIDDLETON RALLY TEAM - 2000 Media Information

Citibank Ready Credit - Computer Disposals - Dynamic Turbo's - Falken Tyres - Host1.com.au - Momo by Autotek - Shannons Insurance  
Disc Brakes Australia - Standox - Cibie - Ingersoll Rand - K'Archer - NGK - Premier Panel - GFB  
[www.MRTally.com.au](http://www.MRTally.com.au) Phone: (02) 9809 2110 Fax: (02) 9809 2286 info@MRTally.com.au



# MRT's New Zealand Rally Odyssey

## Propecia 2001 Rally New Zealand

As the 2001 rally season moves into the second half, the team at MRT are ready for their big assault on World rally Championship event in New Zealand

In addition to this, the team may return to Jamaica, in December, having been invited back after their successful trip in 2000.

The team will debut a brand new Group A engine for the NZ WRC event.

### *Year so far:*

!st half years results have been fair, given some were washed out, and testing in the (regional) NSW State rally Championship (whilst 2<sup>nd</sup> outright) showed up some drive train components that should have been replaced earlier with a DNF at the recent Bega rally on the NSW South Coast in June.

The latest event for MRT (Saxon Safari ARC Rd 4) was a mixed one, running at the pointy end of the field, 7<sup>th</sup> outright (behind 5 factory cars, [two of them WRC's]) the team went of the road and rolled onto the roof.

Prepared now with a completely all new drive-train and freshly painted car; the New Zealand WRC event is all or nothing for the team.

If all goes well, a top 30 outright could be in the offing if misfortune befalls the large budget factory teams.



Last season saw MRT crew headed by triple Australian Formula 2 Champion Brett Middleton make the step up to the turbo four wheel drive Group A class and, after a year of learning the machinery and required driving technique, he is set to take commitment and results up a level in 2001.

In the words of Brett Middleton, "With the increased exposure from both Channel 10 for the Australian Rally Championship, Rallying really is an exceptional forum for displaying the engineering expertise of MRT Performance, and also a great billboard



opportunity for our Team Partners. With the learning we achieved in 2000 we really feel ready and raring to go".

"All we need to do is finish on all four wheels"  
Brett added.

Over the course of the 2000 season the ex-Cody Crocker/Greg Foletta Group N Championship winning car campaigned by MRT was gradually upgraded to Group A specifications. With off season research, development and testing it is now lighter and even more powerful though with so much competition and Championships at stake no figures are being released.

The season is about to begin. The dirt is set to fly.



## 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:** Formerly Group N. Currently Group A

### Specifications:

#### ~~///~~ Drivetrain

~~///~~ Differentials: 20 Kg centre Viscous Diff, front and rear (clutch) plate type (LSD) diffs Rear. 4.4:1 ratio's

~~///~~ Gearbox: STi close ratio gear set (with special mods)

~~///~~ Rear drive train: R180 (clutch) plate type (LSD) latest spec, larger drive shafts, brakes, hubs and differential assembly

#### ~~///~~ Brakes

~~///~~ Front: 4 spot STi Caliper with large diameter ventilated, drilled and slotted "DBA" upgraded rotors

~~///~~ Rear: 2 spot STi Caliper with large diameter vented rotors

~~///~~ Dual circuit brake system with boosted assistance

~~///~~ Pagid brake pads front and rear

~~///~~ No ABS

#### ~~///~~ 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



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## ~~///~~ Engine

~~///~~ STi Version four

~~///~~ IHI custom VF24 (STi Spec) Roller Bearing Turbo

~~///~~ Link. ECU with anti lag system and custom mapping

~~///~~ 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

~~///~~ STi Genuine Top-Mount Intercooler (can't be modified from std)

~~///~~ STi Water Spray Nozzles And other small (confidential) engine modifications

## ~~///~~ Suspension

~~///~~ DMS 60mm Super Struts with on-car adjustable bump and rebound

~~///~~ STi alloy front arms

~~///~~ 'Anti-lift' castor suspension kit

~~///~~ Heavy duty Group N bush kits throughout

~~///~~ Wheels: Compomotive 5 spoke 'MO' Silver Alloys

## ~~///~~ 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

- ~~///~~ 37 years old
- ~~///~~ Born Victoria 1/10/1963
- ~~///~~ Lives North Ryde Sydney NSW
- ~~///~~ 18 Years in Motor sport
- ~~///~~ Married. Wife, Lisette, a qualified nurse. Now a full time mum.
- ~~///~~ Family: daughter, Hayley 2 ½ yrs and Son, Oscar 12 mths
- ~~///~~ Occupation: Professional Rally Driver / Owns *MRT PERFORMANCE*

## Navigator Profile – Andrew Benefield

- ~~///~~ 35 years old
- ~~///~~ Born New Zealand 1/4/66
- ~~///~~ Lives Collaroy NSW
- ~~///~~ 15 Years in Motor sport
- ~~///~~ Marital status: Married, Wife, Debbie, runs family bridal business
- ~~///~~ Family: young daughter Sabine 9 mths
- ~~///~~ Occupation: National Franchise Development Manager, Caltex Australia

## Previous Navigators:

- ~~///~~ Ross Middleton (Father)
- ~~///~~ Damien Long (no relation to Linda Long) 1995
- ~~///~~ Stella Plenderleith 1995
- ~~///~~ Linda Long 1997



## Team Highlights & Achievements

- ~~///~~ Only Australian Rally Team to win Formula 2 Championship three times (93, 94, 97)
- ~~///~~ 3<sup>rd</sup> 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 40 category wins
- ~~///~~ Car debut rally results; Honda Civic – 2<sup>nd</sup> outright 1<sup>st</sup> in Category; Daihatsu – 1<sup>st</sup> in Formula 2; first ever rally in a Charade – 1<sup>st</sup> in class
- ~~///~~ Daihatsu factory contract to design homologate and develop New F2 Charade in 1994

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### 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
- 🚗 **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.

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.

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).

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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.



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.

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 6<sup>th</sup> 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 just behind the factory Subaru's. A 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.

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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 1<sup>st</sup> heat and into heat two, the final result was 4<sup>th</sup> 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 represents the teams next step, with extra power, more experience new enthusiasm after a difficult 2000 year, they plan to achieve the best yet. Plan is to compete in most of the ARC as well as selected Local State Championship events as well as the International Rally of Canberra in May.

## 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.



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.

## **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

### **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

### **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

### 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

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

### Winners 1997 Australian F2 Rally Championship

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### 1998

3<sup>rd</sup> 1300-1600 cc P2 ARCSS Rd 1 Coffs Harbour Feb 21<sup>st</sup> Heat 1

3<sup>rd</sup> F2 ARCSS Rd 1 Coffs Harbour Feb 21<sup>st</sup> Heat 1

DNF Heat 2

DNF Perth ARCSS rd 2 heat 1, Overheating Problems

3<sup>rd</sup> 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.

1<sup>st</sup> F2, 0-1600, 1600 – 2000cc & 2wd. Bay Stages Rally NSW State Ch'ship 18<sup>th</sup> July

DNF Rally Melbourne ARCSS heat 1 electrical fault 29<sup>th</sup> August

3<sup>rd</sup> 0 - 1600 4<sup>th</sup> F2 Melbourne ARCSS 30<sup>th</sup> August.

4<sup>th</sup> F2 ARC Heat 1&2, Tasmania ARC

### 4<sup>th</sup> Outright Australian Formula 2 Rally Championship

### 1999

2<sup>nd</sup> F2, Heat 1, ARC Rally of NSW – April

Heat 2 cancelled due to weather

3<sup>rd</sup> F2, 2<sup>nd</sup> 0-1600cc Heat 1, ARC Rally of Queensland 2<sup>nd</sup> June

6<sup>th</sup> F2, 2<sup>nd</sup> 0-1600cc Heat 2, ARC Rally of Queensland 3<sup>rd</sup> June

3<sup>rd</sup> F2, 2<sup>nd</sup> 0-1600cc Heat 1, ARC Rally of Melbourne - August

3<sup>rd</sup> F2, 2<sup>nd</sup> 0-1600cc Heat 2 ARC Rally of Melbourne – August

1<sup>st</sup> F2, 1<sup>st</sup> 0-1600cc Heat 1 ARC Tasmania – September

2<sup>nd</sup> F2, 1<sup>st</sup> 0-1600cc Heat 1 ARC Tasmania – September

Winner F2 Overall ARC Safari Rally of Tasmania

### 1<sup>st</sup> 0-1600cc PRC2 Australian Rally Championship

### 2<sup>nd</sup> Outright Australian Formula 2 Championship

### 2000

DNF Heat 1 NSW Rally Championship Gosford

3<sup>rd</sup> Outright, Heat 2; NSW Rally Championship - gosford

14<sup>th</sup> Outright Heat 1, ARC Western Australia Rally – 1<sup>st</sup> April

16<sup>th</sup> Outright Heat 2 ARC Western Australia – 1<sup>st</sup> April

8<sup>th</sup> Outright, 3<sup>rd</sup> Grp A Heat 1 ARC Queensland – 3<sup>rd</sup> June

DNF ARC Heat 2 ARC Queensland, Accident – 4<sup>th</sup> June

DNF ARC Heat 1 ARC NSW, Accident 1<sup>st</sup> July

Aussie Duct Rally Melb heat 1 7<sup>th</sup> O/R

Aussie Duct Rally Melb heat 2 18<sup>th</sup> O/R

Saxon Safari Rally Tasmania Heat 1

Saxon Safari Rally Tasmania Heat 2

### 4<sup>th</sup> O/R Esso JMC international rally of Jamaica

### 2001

DNF Canberra Asia Pacific Event clutch

DNF Bega State rally Championship broken drive shaft whilst 2<sup>nd</sup> O/R

8<sup>th</sup> O/R Coopers Pale Ale ARC Rd 3

DNF Heat 1 Saxon Safari ARC rd 4 Rolled whilst 7<sup>th</sup> O/RE

**For further info contact: Brett Middleton at MRT**