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# Press Information

## BARRY SCORES MAIDEN MITSUBISHI VICTORY



- Mitsubishi Ralliart Evolution Challenge - Round Eight
- Bulldog Rally – 20th October 2007
- Daniel Barry wins Evolution Challenge finale
- Nik Elsmore secures third in championship
- Patrick Walsh claims co-driver s title

22nd October 2007

Daniel Barry recorded his first ever Mitsubishi Ralliart Evolution Challenge victory this weekend, when he and co-driver Mark Bowens won the eighth and final round of the one-make series for Group N Lancer Evolutions on Saturday s Bulldog Rally.

With the fiercely contested Mitsubishi Championship already wrapped-up by winner of six rounds Phillip Morrow and the only other winner this year Neil McCance still rebuilding his car following an accident on round six, the 2007 series was destined to see a new name on top this weekend.

The event itself started and finished in Oswestry, with its 70 competitive miles split between six timed special stages in north-Wales forests, the names of which conjure-up memories of classic RAC Rallies: Dyfnant, Dyfi, Pantperthog and Gartheiniog.

Although having already secured the runner-up spot, Sebastian Ling stood by his commitment to the series and, without the pressure of the title chase on his shoulders, entered the season s finale with the intention of notching up at least one victory this year.

However, his recent run of bad luck continued when his car s turbo actuator failed halfway through the first stage. Although limping out of the forest and getting his car back the service area, the unfortunate Welshman was out of contention, but opted to carry on to make the most of the excellent forestry roads that were a feature of this rally - and proceeded to set the fastest Mitsubishi times on all four remaining stages.

Fastest Evo Challenger through the first stage was Nik Elsmore, who had two targets in this weekend: To ensure that Stephen Petch was not going to snatch third place in the series standings and, to get his co-driver Patrick Walsh back to the finish to claim the co-driver s championship.

However, Elsmore s lead was short-lived. He was first slowed on the second stage when he caught the car ahead of him and then was waved down by competitors at the scene of an accident, only to find the road was clear when he got there! The subsequent loss of time meant that, at the first service halt of the day in Dolgellau, Barry had passed Elsmore and was now leading by 23 seconds.

In third place and thoroughly enjoying himself on the smooth but deceptively slippery stages, was the current Icelandic Rally Champion Daniel Sigurdarson, who had made another trip to the UK to compete in what has become his favourite championship.

Another driver looking to post a strong result in his last event of the season was Tom Naughton. Holding fourth place, all was going well until a short distance into the second stage, when the car slid wide, plunged off the road and rolled some 60-feet down a slope. Thankfully both he and co-driver Terry Wilson were unhurt and Naughton pledged he will return with a re-shelled car in 2008.

Although not as severe, Petch was also having problems. A suspected ECU fault meant his car developed a miss-fire on SS1, followed by a sticking throttle on SS3, which led to hurried gear changes and a shattered fourth gear on SS4. His subsequent retirement meant that hopes of securing third place in the Evo Challenge were over, but he ended the season as PIAA Junior Champion, the award for the top under 25-year old driver.

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Stage four also heralded the retirement of Sigurdarson, who went just a few feet too wide at a hairpin and managed to beach his car on a small bank. With no spectators around he could not extricate his stricken Lancer from its predicament and disappointingly lost the opportunity of claiming his first Evo Challenge podium finish of the year.

Back to contest the final round of the season was Mark I Anson and, with victory in the Evolution Cup (the series for closer to standard Mitsubishis) almost assured, suspension damage on the fourth stage was to put him out of the event.

Having a good run until SS5 was Jonathan Sparks, before a bolt came out of his car's turbo-charger mounting which meant he had next to no power for the final two stages. After a few running repairs Sparks willed his car back to the finish to claim a well deserved third place and his best ever Evo Challenge result so far.

Meanwhile at the front of the field, Barry was putting up an impressive performance and with Elsmore having glazed his brake discs, the Irishman's advantage was increasing. Holding it steady for the final two stages, Garthieneog and a re-run of Dyfnant, Barry kept his nerve - even when his car appeared to develop a small oil leak - and he crossed the line back in Oswestry to record his first ever Evolution Challenge victory.

"We have been working towards this result all season and it's a great way to finish the year", said a very happy Daniel Barry at the finish. "After coming second in round seven a couple of weeks ago I knew we had the pace. I'm now looking forward to another year in the Evolution Challenge in 2008."

Barry's performance also saw him win the Pirelli Cup, with Elsmore finishing second and doing enough to claim the Performance Friction Brakes Cup and provide Walsh with the co-driver's title.

"Having started the year with Julian Reynolds and then after pulling-out when the driver's title was out of reach, I thought my chances were over. Fortunately a seat with Nik became available for the rest of the season and I'm delighted to have had the opportunity to win the co-drivers championship."

Organisers are now finalising plans for the 2008 Mitsubishi Ralliart Evolution Challenge and hope to announce details in a few weeks time.

The 2007 series was backed by Mitsubishi Motors UK Ralliart, with support from its associate sponsors: Pirelli, PIAA, Speedline Corse, Sparco, Performance Friction Brakes, Shell Helix and Tesco 99 Octane - suppliers of the controlled fuel for the championship.

#### Mitsubishi Ralliart Evolution Challenge Round Eight - Results

- 1 Daniel Barry (Enniskerry)/Mark Bowens (Cork) 1:10:21.6
- 2 Nik Elsmore (Coleford)/Patrick Walsh (Aberystwyth) 1:11:26.3
- 3 Jonathan Sparks (Glastonbury)/Bradley Magnus (Downham Market) 1:20:29.9

#### Retirements

- SS1 Sebastian Ling (Llandysul)/Aled Rees (Crymych) - Turbo
- SS2 Thomas Naughton (Bury)/Terry Wilson - Accident
- SS4 Daniel Siguardson (Iceland)/Astor Siguardittir (Iceland) - Stuck off road
- SS4 Stephen Petch (Richmond)/Michael Wilkinson (Tow Law) - Transmission
- SS4 Mark I Anson (Hayden Bridge)/Graeme Walker (Henley) - Suspension

#### Final Championship Positions

Pos	Name	Points	Pos	Name	Points
Drivers			Co-drivers		
1	Phillip Morrow	77	1	Patrick Walsh	56
2	Seb Ling	53	2	Aled Rees	53
3	Nik Elsmore	50	3	Simon Morrow	38
4	Julian Reynolds	39	4	Michael Wilkinson	37
5	Daniel Barry	39	5	Mark Bowens	36
6	Stephen Petch	36	6	Daniel Barritt	29
7	Wayne Sisson	20	7	Vicky Allen	27
8	David Bogie	20	8	Ian Windress	22
9	Neil McCance	15	9	Daniel Stone	21
10	Alan Carmichael	10	10	Robert Fagg	17

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#### Evolution Cup - Drivers

1	Miles Johnston	60
2	Wayne Radford	42
3	Mark I Anson	18
4	Ferran Font	10

#### Evolution Cup - Co-drivers

1	Ian Bevan	60
2	Paul Drew	32
3	Graeme Walker	18
4	Nick Cadwallader	10
5	Miquel Amblas	10

#### PIAA Junior Award

1	Stephen Petch	21
2	Danny Barry	21
3	David Bogie	12
4	Connor McCloskey	8
5	Errol Clarke	2

#### Performance Friction Brakes Cup

1	Nik Elsmore	28
2	Stephen Petch	25
3	Daniel Barry	22
4	Julian Reynolds	14
5	Connor McCloskey	7
6	Alan Carmichael	7
7	Mark I Anson	3

#### Pirelli Cup

1	Daniel Barry	13
2	Connor McCloskey	9
3	Jonny Milner	5
4	Mark I Anson	3

ENDS

#### Photo Caption

It was a great end to the season for Daniel Barry and his co-driver Mark Bowens, when they recorded their first ever Mitsubishi Ralliart Evolution Challenge victory on the eighth and final round, the north-Wales based Bulldog Rally (copyright free image).

For media enquiries and copyright free images please contact the Mitsubishi Ralliart Evolution Challenge  
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