

Age is no Longer A Barrier

By Jody Seabright

The face of rallying is changing. It's getting younger!

Jari-Matti Latvala caused a stir when he became the youngest winner of a WRC event at just 22 years old, after having competed in the PWRC when he was only 20.

Hayden Paddon has just created New Zealand history by becoming the youngest winner of the NZ Rally Championship at 21 years old.

In a sport that has traditionally required years of experience to learn how to deal with the huge range of conditions and set up factors that go into rallying, how do these youngsters do it? Unlike our circuit racing cousins, where most top drivers have had years of experience in Karting before they move into motor racing at 13 or 14, in rallying you at least need to be able to reach the pedals to even get started.

Now there is an even younger generation emerging in the rally scene. *Speedsport* caught up with two of these new fresh faced teenagers at the start of Repco Rally New Zealand.

From our own fine land is 16 year old Sloan Cox who is starting Rally NZ for the first time, and is in his first full season in the Vantage Aluminium New Zealand Rally Championship.

From Russia is 17 year Evgeny Novikov, who is leading his own national rally championship and is in his first year in the P-WRC.

Sloan Cox started competing when he was 12, and did his first rally when he was 15. But there was to be no mucking around in club or regional rallying. Sloan explains, "I was lucky my family allowed me to do heaps of club events at such a young age and [they] bought me a Group N car as soon as they could.... They jump started my career as quick as they could". From club events it was straight to regional rallies and some national championship events. A year later at 16, it is now a full national championship programme.

For the moment Sloan is happy to learn his trade in NZ, with another year or so in the national championship. However he has his sights firmly set on bigger things. "I'm thinking J-WRC because that's where most of the WRC drivers come from we've noticed". He is very matter of fact about having the WRC as his goal, and it's not expressed as a big headed idea either. Sloan appears very grounded and realistic about his future. To follow this path will mean moving to Europe, but as he says "we're not sure when or where we can get a sponsor".

For the moment this is very much a family affair, as you would expect. With older sister Tarryn as co-driver and the parents business Taslo Engineering as major sponsor.

Evgeny Novikov on the other hand has had a different route. He has been the national Russian Karting champion in a number of different classes, which is an unusual background to go straight onto rallying. "I think Karting may help me with the feeling of the car and setup", says Evgeny. "Maybe it helps me with my driving, I don't know, I hope so".

His introduction to rallying was as co-driver for his father (who had taken up rallying to improve his own driving skills). However when his dad became ill on the eve of a club rally, Evgeny took over as driver and promptly went on to win the event, at the age of 15.

Maxim Novikov was wise enough to know talent when he sees it and stepped aside to put all of his resources into Evgeny's career. After an initial year doing local and national rallies in Russian, Evgeny is now involved in an intensive programme. Last year he competed in the Russian and the Estonian Rally Championships, finishing second in both. This year he is undertaking the Russian Championship and a full P-WRC campaign.

He currently leads the National Championship where they have about 20 Group N cars at each event. "Yes it is good for me. But I think Estonian championship is more competitive than Russian", say Evgeny.

However his results in the P-WRC haven't been so good. Despite excellent stage times, a couple of crashes and some mechanical problems have denied him results and points. Then again this year is seen as a learning experience, with the next few years being his main attack on the P-WRC. "Yes, next year in P-WRC. I don't know now, but I hope so in may be three or four years I can go to WRC".

This is where it gets back to experience and learning how to deal with a wide variety of conditions. For Evgeny he has used 4 different cars this year (Impreza N12, Impreza N14, Evo IX and Peugeot 2000 S2000), and he is learning about the conditions in the different countries the P-WRC visits. This accelerated rate of learning can only but stand him in good stead. "It is my point of view that the Peugeot is another level car, much more sporty, it is much more easy with the handling, it is lighter, so it is better for me", say Evgeny.

This youngster is also highly rated by his competitors back home. Standing in the middle of a rally stage on the side of Mt Pirongia we discovered a tourist from Estonia, who is also a national rally driver. "Yes he is very good, very fast. I think may be he will make WRC, yes".

Despite very different backgrounds and levels of funding, there are a number of common threads evident, especially with them both being from countries without a history of competitors in the WRC.

They have a clear vision of what they want to achieve, and their families are fully supporting them. That of course means financially as well. They are (outwardly at least) confident about stepping up to higher levels of competition, and are not letting the nature of the events phase them. They are also happy and confident to talk to the media.

Both have had to work around age restrictions in competing. For Sloan this was not being able to get an International Rally Licence last year because he was under 16, and so he had to miss Rally NZ. For Evgeny the age restriction on driving in Russia is 18, so has had to get special dispensation from the Russian Federation to compete, not to mention having to wait til this year to compete in the P-WRC because of FIA age rules.

Certainly a critical success factor for both have been experienced mentors to teach and guide them. In Sloan's case it is Geoff Argyle. "He's helped me a lot. It has been great to have him giving advice and helping with the car. I'm learning so much". In Evgeny's case it is ex Russian rally champion Alexey Shchukin, who acts as Sporting Director for the team, and who travels to all events, keeping a close eye on his young charge.

In an age when you need to bring substantial money with you to join world championship teams (be it for rally or circuit racing), we'll leave the final comment to Alexey Schhukin. "Yes you need money now, but the best drivers should be able to get good sponsors, and bring the money anyway".

But before we finish, it would be remiss not to report how the young guns went at Repco Rally NZ.

After Stage 10 (on Saturday) Novikov was up to 2nd P-WRC, less than a minute behind eventual P-WRC winner Martin Prokop. Then the mechanical gremlins hit again, with transmission failure forcing permanent retirement. Impressive driving, despite the result.

Cox was well placed after Day Two, in 29th overall and 7th Kiwi. However that Whaanga Coast stage again caused problems and for Sloan it was a broken gear selector fork. This was fixed at service and cost 2 minutes of time penalty, but he still finished an excellent 21st overall, and 4th Kiwi. Not bad on his first attempt.

Kirsty Nelson – Aiming for the Top

By Jody Seabright

The story of women in motorsport is very topical at the moment, especially with the return of Michelle Mouton and Fabrizia Pons to our shores, bringing back memories of the early 80s and the golden age of rallying.

In New Zealand we have had a number of women who have competed successfully at national championship level. Now we have a new generation coming through in the form of Kirsty Nelson.

It was 8 years before Kirsty was born that Michelle Mouton was at the top of her game, fighting for the world championship. "Actually I didn't know much about Michelle before, it was Michelle [Brunt] my navigator who told me about her when we heard she was coming to Otago", says Kirsty. And the opportunity to meet one of the world's rally legends wasn't to be missed. "We talked a bit down there, she was very encouraging. She's an amazing role model and definitely someone I look up to". Even more so now the two have met.

So how did this 18 year old university student, in her first year of a Bachelor of Business Studies, get into rallying? "My dad is a rally driver, and I just grew up with it really", says Kirsty. "We lived on a farm and I learnt to drive early, it's something I've enjoyed from the start."

Having competed in club events since the age of 12, in her Dad's Mark 1 Escort, it was in 2005 (and still only 15 years old) that she upgraded to a Mitsubishi Evo III and competed in the Top Half Rally Series. 2006 then brought a number of successes. Winning the Clubman's Rally of Rotorua made her the first woman to win a rally in New Zealand. That led to her winning the Propecia Rally NZ Women's Scholarship, and in turn made her one of the youngest drivers to have ever competed in a World Rally Championship event, probably the youngest at that time.

In 2007 the Evo was upgraded to the ex Richard Mason Subaru Impreza, and the team undertook a limited national championship season. Now in 2008 Kirsty has committed to a full national championship programme. "I'm slowly getting used to the car.... we've made some adjustments, now it's more how I like it. I'm finding it a lot easier to drive", Kirsty says of the Impreza.

Observers have noticed the improvement, with 15th overall at Rally Wairarapa and 12th overall at Rally Otago, Kirsty's results have made for a good start to the season.

Kirsty's next challenge will be Rally Whangarei. "My focus is to do really well at Whangarei. The Pirelli Star Driver programme is something I would like to win, and you never know I might be lucky enough."

Looking at the rest of the season, Kirsty will be concentrating on getting the car set up right, and on learning the two events she didn't do last year, Rally Hawkes Bay and Nelson Rally. "We'll have a serious go at the Junior title next year".

Her longer term goals are to do the British Rally Championship, and then develop opportunities to get into the World Rally Championship from there. "We see Britain as a better choice for getting into the WRC", says Kirsty when asked about the Asia Pacific Rally Championship.

If they do make it overseas Kirsty wants to stay teamed up with Michelle Brunt. "We really enjoy working together as a team, she understands my point of view, we are good friends". To be successful in rallying, that friendship and teamwork is vitally important.

In the meantime Kirsty is looking forward to the Elite Motorsport Academy in late June to help her develop and hone the skills she will need to progress to the top of the sport. "I'm really looking forward to it, they've made me a team captain..... talking to Hayden [Paddon] there's lots to learn."

This year Kirsty will be the only female going to the Elite Academy, but in motorsport competition she doesn't see there is a battle of the sexes. "We're all competitors, it's just who can go fastest". Maybe those that have gone before help this view, and maybe it is her attitude to life. But in a sport where you don't normally reach your best until you are in your mid to late 20s, Kirsty has a lot of potential, a desire to win, and time on her side.

"I really enjoy rallying, it is so much fun, the adrenalin and everything, it's just great".

2009 NZ Rally Championship Preview

by Jody Seabright

To quote Bob Dylan, “The times, they are a changing”, and our own local rally scene isn’t immune.

This year sees no Rally New Zealand in the championship, (in fact no Rally NZ at all this year). The transformation of Rally Xtreme into a second tier “Open Class” within the national rally championship. The return of the Top Half and Central Region Rally Series’. Plus a number of new cars and new faces in the national championship.

Certainly the biggest change this season is the absorption of Rally Xtreme into the Vantage Aluminium New Zealand Rally Championship, now known as the Open Class for both 4WD and 2WD. In effect creating a second tier of slightly older cars and equipment that compete on the same 5 championship events.

The advantage to entering the Open Class is that you can use what ever car you already have, either Group N or Group A. 2WD is almost completely free in what you can run, however 4WD is limited to cars older than three versions of that model, (eg an Evo 7 or older as the current version is an Evo 10). And it must run a 2000cc engine with a 34mm restrictor. No 2300cc stroker engines allowed here.

This appears to be an attempt to protect the top tier Group N competitors from being beaten, which is probably fair enough, but it also means that there are a number of vehicles that are now ineligible without significant cost to change them.

The idea of a stepping stone between regional competition and the National Championship is a good one. However, in the NZ context it doesn’t appear to be easy to get the balance right. Between the need for a variety of events, and the need to keep costs manageable for (mainly young) competitors coming up the ranks.

In short, is there enough of a cost difference between the National Championship and the Open Class to make it worthwhile? Otherwise you may as well go the whole hog instead.

So far the registrations are well below the numbers that entered the Rally Xtreme series last year. At the time of writing there are seven competitors registered in the Open Class 4WD, and only one in the Open Class 2WD, that being Marcus Van Klink. Mind you the names registered in 4WD are interesting. Three are old hands in the form of Glenn Inkster, Andrew Hawkeswood, and Geoff Argyle, while the four newbees are Alex Kelsey, Adam Bligh, Lee Stringer, and Steve Barker.

Welcome to the Vantage Aluminium NZ Rally Championship, version 2009

Rally Xtreme has appeared to serve its purpose with a number of last years “graduates” now stepping up, while others have just barged their way in. With at least seven coming from the South Island it could be the start of the Mainland Mafia.

In last month's issue of *Speedsport* we reported on 16 year old **Matt Summerfield** and his diesel powered Skoda. The latest news is that he will contest the championship in the Kiwi 2 class, and his fuel has been approved by MSNZ as a 5% biofuel blend, using the bio-diesel his parent's Kiwifuel company makes. In testing, Matt was second fastest 2WD at the Zig Zag sprint in Rakaia, and chewed out a set of tyres in the process. The team is now trying to work out how to make the rubber last on rally stages. So when you see fields of yellow canola plants on the Canterbury plains, think of the bright yellow Skoda using them to power it's way around rally stages.

As the baton of (Summerfield and Marston) family rivalry passes from father to son, **Josh Marston** has shot straight into the fray using Sloan Cox's Evo 8 from last year. This hasn't endeared him to father Leigh who is a Subaru man, with a line now drawn down the middle of the garage to stop cross contamination. "It was a bit quiet around the dinner table for a while, but when we weighed our options, this was the best deal", says Josh. Having finished university as a Mechanical Engineer, this 24 year old now has the time and resources to commit to the challenge. Starting in a 1300cc Starlet at 18, he has only done about 5 rallies in total. "For me this is a learning year, with the aim to finish all events". Teamed with the experience of Raymond "Crunch" Bennett as co-driver, and having been out testing with Alistair McRae, has certainly set Josh up for a good start to the season.

21 year old **Matt Jansen** is another not to do things by halves. Running a new Subaru Impreza from Possum Borne Motorsport, with a ScottSpeed engine and final setup by his own company, PMT Motorsport. The icing on his cake is sponsorship for a full season from Christchurch Casino, Mitech Welders and a group of 6 other sponsors. Having graduated from the Mainland Rally Series and Rally Xtreme last year, he still only has three years rallying experience. Another to have tuition from Mr McRae, Matt has set his sights on not only the rookie and the junior title, but also trying for a shot at the Pirelli Star Driver award. "We'll see how it goes, but we are committed to a full season", says Matt.

Kieran Hall on the other hand has done the opposite to Josh Marston. Coming from a family of Lancer pilots, he has purchased a car from Richard Mason. It is the Impreza Mason built up for tarmac events, but has now been converted back to gravel. "The deal was too good to refuse really", says Kieran. "Plus we are getting assistance and advice from Richard which will greatly help us through the year." Although not as well funded as some others, this is the start of a 4 year plan for Kieran. "We aim to learn the events this season, and work our way up to be [New Zealand] champion in 4 years". On Kieran's side however is his experience. He was 2nd overall in Rally Xtreme last year and the 25 year old has had 3 full seasons in the Mainland series before that.

The other 3 southerners are entered in the Ford Fiesta Challenge. **Daniel Harris**, **Dominick Unterberger**, and **Ben Hunt** all competed for the Rally New Zealand rising stars scholarship.

It was Ben who managed to beat the 11 other entrants and kick start this 20 year olds career in the sport. Driving a Fiesta prepared and maintained by Kayne Barrie, it is a dream come true for Ben, especially after his father competed in the 70s. "Tennis was my life up until a couple of years ago, so now my aim is to get as much seat time as possible and improve my speed through the year", says Ben. Tennis you say? Now that is an unusual prelude into rallying. "Yea I got up to represent New Zealand and compete in Aussie, but I decided not to take up the scholarship to play in Germany". So this guy knows all about the pressure of competition then, but his rally experience consists of 2 rallies in a 4AGE powered 1600cc Starlet last year and some laps around the forest with Dale Perry after winning the Rally NZ prize. Ben could well be a dark horse to chase Ben Jagger and Patrick Malley for the chance to go to the Fiesta shootout at the end of the year.

Disappointed about missing out to Ben, but still competing are Daniel Harris and Dominick Unterberger. Daniel is 18 and still a student in Nelson. The Harris name is well known in motorsport and he competed in his first hill-climb at age 14. Last year he made an impressive debut in the Rally Xtreme series with stage wins and top ten finishes. Dominick is a bit older at 24 and also from Nelson. However he has more experience with four years' competing in Mainland rallies. His best result to date is first in class in the 2008 Nelson Rally.

Finally.....it's time to look north.

The worst kept secret of last year is now confirmed. **Sloan Cox** has obtained a left hand drive Evo 10 as he continues to fast track his career. Yes he is still only 17, which makes him the front runner for the junior title. Especially after he completed the Elite Motorsport Academy last year. So did the Academy make a difference? As always the best person to ask is mum. "He is so different, his whole outlook has changed. His diet, his fitness, the way he views his day and prepares to compete. It has opened his eyes to more than being just a driver. He is a different person", says Andrea Cox. As you would expect, Sloan's goals have lifted. Podium finishes, top 5 in the championship, and another tilt at the Pirelli Star Driver award are all on the To Do List.

But there is another Evo 10 lurking in the shadows. The Ralliart prepared car of **Kingsley Thompson**. Having sold his Lancer to Stephen Barker (who is entered in the Open Class 4WD) this will be Kingsley's first crack at the top level, which makes him a rookie, despite his 30+ age bracket. However, this isn't a spur of the moment entry, Kingsley has had a calculated approach. Rather than do the Rally Xtreme last year, where he couldn't do the recce to check the notes, he instead entered as a club competitor in as many of the NZCR rounds as he could. This allowed him to do recce and learn how to check the safety notes. "I had got talking to [Mark] Tapper and he suggested the idea. For me I think it was the right decision because I got to learn more about the events", says Kingsley.

Returning from the Class of '08.

Richard Mason has managed to retain BNT as his principal sponsor, and also attract Fram and Pagid to help pay the bills.

Emma Gilmour has teamed up with Taryn Cox in an all-female assault on both the NZRC and the APRC. Her team mate in the APRC will be Cody Crocker, driving for the Motor Image Racing Team, and using a MY09 Impreza.

Also attempting the APRC for the first time is **Hayden Paddon**. In order to cover the logistics his team has been preparing two cars, an Evo 8 and an Evo 9. The Evo 9 will again be used in NZ.

Stewart Taylor will have the pleasure of being able to debut his Evo 10 at his home event. It is also the event he sponsors, so we had better mention it. The Tomoana Warehousing Rally Hawkes Bay.

Dean Sumner and **Chris West** return to round out the field of 11 in the Group N 4WD Championship.

The 5 events in this years championship are:

4-5 April 2009	Rally of Hawke's Bay
16-17 May 2009	Rally of Otago
6-7 June 2009	Rally of Whangarei (APRC)
18-19 July 2009	Rally Wairarapa
19-20 September 2009	Rally of Nelson

Daybreaker a Day to Remember for Smith.

By Jody Seabright

This year the Daybreaker Rally was celebrating 25 years from its first running in 1983. Gone is the legendary midnight start and 16 hours of non-stop competition, but the name still holds its own reverence. Especially with the technically and physically demanding roads that still dominate the event.

This year was the same format as last year. 162km of special stages, including the sealed sections on Saddle Road and around Manfeild circuit. Being the final Final of the Truth Rally Xtreme series, a healthy contingent of 8 South Island competitors crossed the strait. Adding spice to the mix were Andrew Hawkeswood in his mighty Audi Quattro S1 replica to head the field, and Geoff Argyle was out doing some testing in an Evo 9, with Taryn Cox calling the notes.

Last year the southern men had cleaned up, with Regan Ross and Greg Teece taking first and second overall. However for the stars of Nelson, Kieran Hall and Daniel Harris, this was their first trip to the Manawatu. They had to contend with Glenn Smith and Neil Marshall being on very familiar territory.

Despite this the entry list was disappointingly low on numbers. 47 crossed the start line at The Square in Palmerston North. With the Audi first away at 05:50 am it was over the Pahaiatua Track to the first set of 3 stages. This 26km long group was to prove tricky.

Heavy gravel in places, combined with the twisty nature of the roads, required driving with precision and care. The first to strike trouble was Kieran Hall, hitting a rock in stage one and bending a steering arm. He continued on, but 3 minutes later Greg Teece found the same rock and snapped the Evo's steering arm, forcing his early retirement. The damage to Hall's Evo5 cost him 70 seconds in time penalties after having to carry out roadside repairs and clocking in 7 minutes late.

By the first service in Woodville it was those with local experience who were on top. Smith had powered to the front by 18s after winning all three stages. Behind him competitors were playing musical chairs, having good and bad stages. The most consistent being Glenn Inkster and Geoff Argyle as they slotted into 2nd and 3rd. However the south had mounted a fight back with Hall and Paul Nicoll taking top 5 stage times in Stage two and three.

The next two stages were the sealed stages of Saddle Road and 5 laps around Manfeild. With his steering now properly fixed, Hall stormed through the saddle to a stage win and an improvement of 10 places, to 11th. However for Nicoll it was all over with an off-road excursion near the start. With a stage win at Manfeild, Smith improved his lead. "It's great to have the car back with full power", said Smith in reference to his disappointing run at Nelson. His lead now 41s over Inkster, with Argyle 6s further back, and half the stages gone.

Another to enjoy the seal stages was Neil Marshall as he unseated Regan Ross, making them 4th and 5th respectively, just 12s behind Argyle.

With the appetisers out of the way it was now onto the main course, the 42km long stage 6. Often a defining moment in this rally, it shows up who was on pace and who wasn't, so by the end cars were coming through in clumps of two or three.

And so it was a surprise that the young (and relatively unknown 26th seed) Adam Bligh in an Evo3 was the outright stage winner. Taking full advantage of the cleaner roads, he beat Argyle and Inkster by 33s! His time was so impressive, it rocketed the youngster from 6th to 2nd in one hit.

Despite Smith only being 5th fastest he still lead, but that was trimmed to 14s. For Hawkeswood the stage was a nightmare. With the Audi suffering from overheating problems, he now had to turn the anti-lag off after 7km in every stage. "I'd turn it back on when I saw a spectator point to put on a bit of a show, but the rest of the time was pretty frustrating", he said afterwards. (It's ok Andrew it still looked and sounded awesome to us.)

On into the afternoon, and the shorter stages of 7, 8 and 9. With normal transmission now restored, it was Argyle, Smith and Inkster trading stage wins. However never far away was Hall as he became more confident on the Manawatu roads. "You have to be so precise, the roads are so narrow and twisty, one slight mistake turns into a major very quickly", said Hall.

With only Ridge Road to go, Smith had rebuilt some of his lead, and Inkster had caught and passed Bligh for second, 24s off Smith. Bligh was now 37s down on Inkster but only 4s in front of Argyle, with Hall rounding out the top 5, 44s further back.

The sting in the Daybreaker's tail has always been Ridge Road. At 34km long it has been the winning and losing of the rally for many. This year it was Argyle to feel the pain as his chariot suffered a broken turbo and he limped to the finish only 18th fastest.

Inkster tried to make a late charge, but only managed to beat Smith by 4s for the stage win, ultimately leaving Smith to a comfortable rally win, by 20s. With Argyle dropping away that left Bligh to keep 3rd, while Hall managed to get within 10s of the podium, finishing in 4th.

Despite the overheating problems, Hawkeswood still had enough speed to finish in 5th, although over a minute behind Hall. Argyle was now in 6th, while late charges from both Neil Marshall and Kingsley Thompson raised them to 7th and 8th respectively. Rounding out the top 10 were Regan Ross and Kerry Harvey.

The biggest smile of the day belonged to Glenn Smith, after a very long time between drinks he not only wins the rally but also The Truth Rally Xtreme series.

Rally Xtreme 4WD

For the southern men it wasn't a pleasant day at the Daybreaker. Hall and Teece copped damage in stage one. Paul Nicoll was off the road in stage four, and Daniel Harris was out before stage 5 with a broken gearbox.

In contrast Glenn Smith was revelling with a car back to full power, as was Glenn Inkster with a properly functioning clutch. The surprise package as it turned out was Adam Bligh. A new co-driver by the name of Richard Chalmers, recently emigrated from the UK with a stack of prior experience, worked wonders for the young driver, settling Adam down and keeping him on the straight and narrow.

The ultimate effect of this was that both Inkster and Bligh acted as a moving block to Hall. Taking vital points, forcing Hall back to fourth and allowing Smith to secure the Truth Rally Xtreme title.

So despite Hall trying to mount a fight back, he had to settle for second in the series. An excellent result none the less, and good training for a future in the NZRC. Two consistent performances by Neil Marshall resulted in third, and another career hopefully on the rise.

Rally Xtreme 2WD

After a magnificent drive in Nelson, Tony McConachy was the outright favourite to win the 2WD title. Back on home soil, where he was 12th overall last year, there was little to stop the 'slightly' modified Starlet. All was going to script by stage 5. McConachy was 11th overall and 30s ahead of Craig Stevens, with Marcus Van Klink another 10s away.

Then things started to go off script, and fast. Slow times by McConachy in the 42km SS6 and then in the shorter SS7 was evidenced by frantic work at the Apiti service park. McConachy had broken a gearbox mount and makeshift repairs were in order. The repairs held, but only until SS9, and that was the end of the day for the Starlet.

So by the end of SS6 the race was back on again, Stevens was only 7s in front of van Klink. By SS7 the gap was down to 3s, and then after SS8 van Klink was in the lead by 6s. By now van Klink had got to grips with the Manawatu and another 16s was added to the gap.

Then it was that Ridge Road stage again. Stevens has a flyer, van Klink has a disaster, dropping 16 places and out of the running. That leaves Stevens to take first 2WD in the series, with van Klink salvaging second.

Tony Foster, in his brand new Ford Focus was therefore a very pleased third. Having decided the cost and effort of building a new car was cheaper in the long run than constantly repairing an old one. He was excited to be on the podium, and is now looking to next year for better results.

McConachy ended up in fourth, while Brian Rowe in the Suzuki Ignis made the top 5.