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THANK-YOU

The Northern Ireland Motor Club wishes to say a big thank you to all the very many individuals, organisations and motorclubs whose support and cooperation make it possible for us to run an event of the scale and stature of the Today's Ulster Rally!

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2019 sees Newry being the new host city for the Ulster Rally.

The Ulster Rally has a proud history and reputation for exciting competition.

Today's is operated by local wholesaler Savage and Whitten (S&W) and is based at Carnbane Business Park in Newry.

The Directors of S&W are especially pleased to support the event as it will, for the first time in its history, be based in the city of Newry against the backdrop of the beautiful Mourne Mountains.

As the main event sponsors the Directors are proud to welcome visitors and competitors to Newry. With over 140 Today's local convenience stores throughout Ireland, the heart of Today's ethos is providing customers with the best prices and offering an excellent choice of everyday products that have been sourced locally.

Welcome
Today's
Your local convenience store

We wish all of the competitors the best of luck, and we look forward to seeing everyone at the service area in the surroundings of Newry High School where you can enjoy watching the competitors and we will have some fantastic giveaways along with one of our main suppliers Monster Energy. We hope everyone has a safe and enjoyable day.



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WELCOME

Robert Harkness



The 2019 Today's Ulster Rally is a brand-new event in many ways with a whole new senior management team. The officials in these posts have been around the rally for many years and they have now brought a breath of fresh air to

the event in their new leading roles.

The most noticeable event change is the extremely compact route and the intense day of competition in County Down supported and assisted by Newry Mourne and Down District Council, Armagh City, Banbridge and Craigavon Borough Council and Discover Northern Ireland. The whole rally is concentrated in, and between, Newry and Banbridge.

Along with this we have a new and very enthusiastic Newry based sponsor in Today's. Today's operate a

chain of convenience stores throughout the province of Ulster. Support also comes from our Patrons whose names and logos are in this programme. If you get any opportunity at all, please support them as they have supported us.

We have a large first-class entry and this free on-line programme contains all the information required to let you know where to see the rally cars, the competitors, and their support teams both on and off the special stages and to visit the spectacle of the trade and championships service village.

Most importantly, wherever you are, please look out for yourself and others and adhere to all the safety notices and advice. We have hundreds of volunteer Marshals and Officials to help you enjoy the event safely so please obey them, support them, and thank them.

On behalf of the Club I wish you a safe and enjoyable Today's Ulster Rally.

Robert Harkness
President of The Northern Ireland Motor Club



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OUR FRIEND BRYCE

On a quiet Sunday evening in early May Bryce Sands very unexpectedly passed away while watching television.

Only the previous Wednesday the Ulster Rally organising committee sat around a table planning the 2019 event, and the future. Bryce was there as usual making notes of what he had to do. Little did any of us know...

For over fifty years Bryce was dedicated to motorsport, and he enjoyed it all from beginning to end. Skill, knowledge and professionalism in everything came from his interest as a competitor, an event organiser and as a Steward on behalf of the governing body of motorsport.

Bryce was a Dungannon man and when he left Dungannon Royal School he started work at the Moygashel Linen Mill. During his time there he studied for, and obtained, a Degree in Textile Chemistry and progressed through a series of management roles.



Photography was his other hobby and around this time he started taking action photos of rally cars. He continued to do so into the eighties and only recently completed the scanning of his black and white photos.



More importantly for us he joined Dungannon Motor Club around 1963, by 1968 he was a Committee member followed by Competition Secretary in 1969 and he was Club Secretary from 1973 until 1982. For Bryce this was a time full of honing his skills as an event organiser as well as a Club official. Bryce was also becoming a highly experienced rally navigator partnering Sydney Meeke to fourth place in the 1968 Northern Ireland Rally Championship in a rather special Ford Anglia. Jimmy Conlon and Bryce were another formidable crew in various Ford Twin Cam Escorts starting with local events in 1969 and continuing through larger events like the Texaco and Donegal until 1974. He also did one-off rallies with other people like Norman Reid and the Circuit of Ireland with Dessie McCartney.

Nothing stays the same forever. In the early eighties Bryce changed employment, moved to Co. Antrim and joined The Northern Ireland Motor Club to become involved in the Ulster Rally. Bryce came to the Ulster as an enthusiastic Deputy Clerk of The Course with a vast amount of skill and experience both inside and outside the car.

Bryce was a Deputy Clerk of the Course of the Ulster Rally for almost forty years. That is what he wanted, he did not see any attraction in being the Clerk of the Course, he had no interest in the politics or the financing of the sport, his interest lay in making the sporting side of rallies more professional. In parallel to this he devoted considerable time to making rallies safer for everyone through developing the event systems.

His knowledge as a competitor, an organiser and as an MSA Steward provided the skills and knowledge to do this, but that was not all.

For some twenty years groups of Ulster Rally organisers roamed, usually at their own expense and as a group of friends, to many rallies in Scotland and Northern England. At times there were as many as eight officials on these forays and Bryce was very frequently one of them. The group often identified problems and bottlenecks in the events they visited and then spent a couple of days looking for solutions. Bryce was the great technical analyst and ideas were rejected or taken on board for further consideration before the group was home...

Bryce had a natural ability that allowed him to identify territory and roads that made good special stage rally material and stages that would link together into a good rally. He was always a key member of the route design team for The Ulster Rally. More than that he put together the Road Books with his famous meticulous accuracy.

But at the core of his thoughts lay event safety and Bryce realised that the system of Stage Set Up Notes was inadequate. For the Ulster Rally he invented and developed what is now known universally as the Safety Plan. His format was in a form applicable to any Special Stage Rally and that form emigrated and is now widely used by most rallies in these islands. And, through the late Louis Gillet, into the Netherlands and beyond.



Bryce was the chief architect of efficient communication within the rally. With an almost military precision he created an internal communications system second to none. He advocated the widespread copying of emails within the core organising team simply that all were aware of progress. He then introduced the whole team to a new device at the time, called Dropbox. And it went on and on, communication, precision, perfection and command in a velvet glove – most of the time.

Many Clubs and events benefitted from the input freely given to them by Bryce, and after a lifetime in the sport he will be sorely missed by many, many people.

There is no better way to close off the story of Bryce's well lived fifty years in rallying than to quote Bryce himself. These are his own words, as posted himself on his Facebook page last year.

The Titanic Déjà Vu Ulster 18 tour, had well over 100 rally cars from the 60's, 70's and 80's for the run over six of the iconic Ulster Rally stages. It was an amazing day and I thoroughly enjoyed the run with John Taylor. John as you know won the Ulster Rally back in '78 and then went on to win the Irish Tarmac Championship that year, Never in my dreams had I thought that I would ever again after some 40 yrs be back in a Mk2 listening to the sound of that BDG reverberating back from the houses going up through the hairpins in Glenoe village and over Torr Head. I must admit however that I had forgotten just how noisy they could be.



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Ben Crom, The Mournes



The Saint Patrick Centre, Downpatrick

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**Mourne
Mountains
& Ring of Gullion**



**Comhairle Ceantair
an Iúir, Mhúrn agus an Dúin
Newry, Mourne and Down
District Council**

#		Driver	Nat	Driver Town	Co-Driver	Nat	Co-Driver Town	Car	CL
1	Int	Craig Breen	IRL	Arinsal, Andorra	Paul Nagle	IRL	Killarney	Hyundai R5	A1
2	Int	Matt Edwards	GBR	Colwyn Bay	Patrick Walsh	GBR	Aberystwyth	Ford Fiesta R5	A1
3	Int	Alastair Fisher	GBR	Ballinamallard	Gordon Noble	GBR	Omagh	Ford Fiesta	A1
4	Int	Callum Devine	IRL	Park	Brian Hoy	IRL	Enniskillen	Ford Fiesta	A1
5	Int	Tom Cave	GBR	Aberdovey	Dale Bowen	GBR	Hirwaun, Aberdare	Hyundai I20 R5	A1
6	Int	Josh Moffett	IRL	Monaghan	Andy Hayes	IRL	Dublin	Ford Fiesta R5	A1
7	Int	Sam Moffett	IRL	Clontibret	James Fulton	IRL	Bailieborough	Ford Fiesta	A1
8	Int	Desi Henry	IRL	Portglenone	Tba	IRL	Tba	Ford Fiesta	A6
9	Int	Jonathan Greer	GBR	Belfast	Kirsty Riddick	GBR	Castle Douglas	Ford Fiesta R5	A1
10	Int	Martin McCormack	GBR	Draperstown	Barney Mitchell	GBR	Magherafelt	Skoda Fabia R5	A1
11	Int	Alex Laffey	GBR	Knutsford	Stuart Loudon	GBR	Glasgow	Ford Fiesta R5	A1
12	Int	Daniel Cronin	IRL	Bantry	JJ Cremin	IRL	Macroom	Ford Fiesta	A1
14	Int	Meirion Evans	GBR	Lampeter	Jonathan Jackson	GBR	Warwick	Skoda Fabia R5	A1
15	Int	James Wilson	IRL	Armagh	Arthur Kierans	IRL	Monaghan	Hyundai I20 R5	A1
16	Nat	Alan Carmichael		Ballymena	Ivor Lamont		Ballymena	Hyundai R5	B10
17	Nat	Stuart Biggerstaff	GBR	Kinallen	Anthony Nestor	IRL	Askeaton	Ford Fiesta	B8
18	Nat	Camillus Bradley	GBR	Draperstown	Crawford Henderson	GBR	Portrush	Ford Escort	B7
19	Nat	Damian Toner		Armagh	Michael Coady		Kilkenny	Ford Escort MK2	B7
20	Nat	Frank Kelly		Moy	Tba		Tba	Ford Escort MK2	B7
21	Nat	Niall Henry		Portglenone	Damien Duffin		Rasharkin	Citroen DS3 R5	B10
22	Int	Andy Davies	GBR	Lampeter	Michael Gilbey	NOR	Betws Bledrws	Subaru Impreza N12B	A1
23	Int	Paul Rowley	IRL	New York	Darragh Mullen	IRL	Sligo	Ford Fiesta R5	A1
24	Int	William Mavitty	GBR	Enniskillen	Tba	GBR	Tba	Mitsubishi Evo 9	A4
25	Int	Josh McErlean	IRL	Kilrea	Keaton Williams	GBR	Ludlow	Peugeot 208 R2	A4
26	Int	William Creighton	IRL	Moirá	Liam Regan	IRL	Belfast	Peugeot 208	A4
27	Int	James Williams	GBR	Cenarth	Tom Woodburn	GBR	Morecambe	Ford Fiesta R2T	A4
28	Int	Marty Gallagher	IRL	Letterlenny	Dean Osullivan	IRL	Raphoe	Ford Fiesta R2T19	A4
29	Int	Jordan Hone	IRL	Claudy	Aileen Kelly	IRL	Rosscarbery	Opel Adam R2	A4
30	Int	Ruairi Bell	GBR	London	Darren Garrod	GBR	Gwynedd	Ford Fiesta R2T	A4
31	Int	Finlay Retson	GBR	Blairgowrie	Richard Crozier	GBR	Kinross	Ford Fiesta R2T	A4
32	Int	Johnnie Mulholland	IRL	Randalstown	Charles Gallagher	IRL	Termon	Ford Fiesta R2T	A4
33	Int	Eamonn Kelly	IRL	Dublin	Conor Mohan	IRL	Balinode	Ford Fiesta R2T	A4
34	Int	John O'Sullivan	IRL	Boherbue	John McCay	IRL	Naas	Opel Adam	A4
35	Nat	Rupert Flynn	GBR	Hawkhurst	Peredur Davies	GBR	Wales	Ford Fiesta	B4
36	Nat	Alan Atcheson	GBR	Strabane	Keith Curley	IRL	Limerick	Ford Fiesta	B8

#		Driver	Nat	Driver Town	Co-Driver	Nat	Co-Driver Town	Car	CL
37	Nat	John Morrison		Conon Bridge	Peter Carstairs		St Andrews	Mitsubishi Evo 9	B8
38	Nat	Simon Chapman		Burton In Trent	Peter Foy		Bingley	Proton Millington	B8
39	Nat	Liam Egan	USA	New York	Patrick Brides	IRL	Roscommon	Ford Fiesta	B10
40	Nat	John Devlin		Banbridge	John McCarthy		Dublin	Ford Escort	B6
41	Nat	James Kennedy		Antrim	Heather Kennedy		Antrim	Ford Escort MK2	B6
42	Nat	Adrian Hetherington		Donaghmore	Ronan O'Neill		Moy	Ford Escort RS1800	H3
43	Nat	Stanley Orr		Killinchy	Graham Henderson		Londonderry	Ford Escort RS 1600	H2
44	Nat	Ray Cunningham		Galway	Jared Gill		Foxford	Morris Mini Cooper S	H1
45	Nat	Simon Webster		Norwich	Jez Rogers		Bridgnorth	Ford Escort RS 1800	H3
46	Nat	Rudi Lancaster		Woolacombe	Guy Weaver		Wolverhampton	Ford RS 1800	H5A
47	Nat	Joe Price		Ludlow	Chris Brooks		Birmingham	Ford Escort RS MKII	H3
48	Nat	Rikki Proffitt	GBR	Rhuddlan	Graham Wild	GBR	Market Rasen	Porsche 911	H1
49	Nat	Paul Smith		Welwyn	Tba		Tba	BMW M3	H5B
50	Nat	David Armstrong		Newry	Ashley Trimble		Lawrencetown	Ford Escort	H3
51	Int	John Coyne	USA	Laguna Beach	Stephen Joyce	IRL	Craughwell	Porsche 997 GT3 Cup	A2
52	Nat	Fintan McGrady		Belfast	Cormac McGrady		Belfast	Ford Escort	B7
53	Nat	David Condell		Carlow	Paul Kelly		Monaghan	Ford Escort	B7
54	Nat	Barry Morris		Dungannon	Denver Rafferty		Dungannon	Ford Escort MK2	B7
55	Nat	John Gordon		Newry	Thomas Wedlock		Cootehill	Ford Escort	B7
56	Nat	Bryan Jardine		Aughnacloy	Declan McKenna		Drumbriston	Ford Escort	B7
57	Nat	Christian Cochrane		Seaforde	Martin Lynch		Ardglass	Ford Escort	B6
58	Nat	Oran Donnelly		Ballymena	Mo Downey		Scarva	Ford Escort MK2	B6
59	Nat	Ashley Dickson	GBR	Drumquin	Tba	GBR	Tba	Ford Escort	B6
60	Nat	Alexander Cochrane		Bushmills	Chrissy Johnston		Ballymena	Ford Escort	B6
61	Nat	William Armstrong		Enniskillen	Paul Mulholland		Newtown-hamilton	Ford Escort	B5
62	Nat	Marty Toner		Armagh	Sharon Clarke		Bundoran	Ford Escort MK2	B6
63	Nat	Gerard McQuaid		Monaghan	Gary Quinlan		Monaghan	Ford Escort MK2	B6
64	Nat	Gareth Black		Armagh	Connor Dunlop		Portglenone	Toyota Starlet	B6
65	Nat	Seamus Branniff		Ballynahinch	Darren Curran		Donegal	Mitsubishi Evo 9	B2
66	Nat	Robert McKelvey	GBR	Castlederg	Declan Campbell	IRL	Dungannon	Mitsubishi Evo 8	B2
67	Nat	Matthew McGaffin		Gilford	Ben Taggart		Scarva	Mitsubishi Evo 8	B2
68	Nat	Chris McGurk		Portglenone	Liam McIntyre		Donegal Town	Mitsubishi Evo X	B2
69	Nat	Norman Savage		Banbridge	Robert Williamson		Banbridge	Subaru Impreza 555	B9
70	Nat	Craig MacWilliam	IRL	Dublin	Trevor Hamilton	IRL	Dublin	Ford RS1600	H2
71	Nat	Adrian Kermode		Douglas	Paula Swinscoe		Withnell	Porsche 911	H5A
72	Nat	Barry Stevenson-Wheeler	GBR	Syston	John Pickavance	GBR	Bingham	Ford Escort RS 1800	H3

#		Driver	Nat	Driver Town	Co-Driver	Nat	Co-Driver Town	Car	CL
73	Nat	John Adams	GBR	Armoyn	Noel Watt	GBR	Ballymoney	Ford Escort	H3
74	Nat	Duncan Williams		Bridgnorth	Llion Tractor Williams		Caernarfon	Ford Escort RS	H3
75	Nat	Robert Erwin		Drumbo	Jimmy Graham		Ballymena	Toyota Corolla	B4
76	Nat	Niall Branniff		Dromara	Declan Casey		Banteer	Ford Escort MK2	B5
77	Nat	Steven Armstrong		Newtown-hamilton	Tba		Tba	Ford Escort	B5
78	Nat	Gerry McPolin		Banbridge	Rory McPolin		Castlewellan	Ford Escort	B5
79	Nat	James Wylie	GBR	Bushmills	Tommy Speers	GBR	Ballymena	Ford Escort	B5
80	Nat	Quentin Park		Newtown-hamilton	Tba		Tba	Ford Escort MK2	B5
81	Nat	Phill Greenlee		Tamnaghmore	Domhnall Lennon		Ardee	Ford Escort	B6
82	Nat	Michael McGarrity		Newtownabbey	Damien Garvey		Newry	Ford Fiesta R2	B4
83	Nat	Richard Moore		Wexford	John McCabe		Cavan	Ford Escort	B7
84	Nat	Dean McDowell		Gilford	Dessie Wilson		Banbridge	Vauxhall Nova	B4
85	Nat	Keelan Maguire	GBR	Dromore	Tony McGovern	GBR	Enniskillen	Honda Civic	B4
86	Nat	John Joe Williams		Midleton	Meg Brady		Cork	Ford Escort MK2	J2
87	Nat	Des Moore		Carnagh	Tba		Tba	DMRR RS1600T	B7
88	Nat	Eamon Doherty		Garvagh	Damian McAuley		Loughgiel	Ford Escort	B7
89	Nat	Gavin Devlin		Rathfriland	Tba		Rathfriland	Talbot Sunbeam	B3
90	Nat	Eamonn McGuigan		Draperstown	Jane Collins		Draperstown	Ford Escort	B5
91	Nat	William McClurkin		Antrim	Damian McCann		Antrim	Ford Escort	B5
92	Nat	Alistair Haw		Paisley	Stephen McTiernan		Ennis	Peugeot 205 GTI	B6
93	Nat	Cian Walsh		Midleton	Derry Long		Millstreet	Toyota Corolla RWD	J2
94	Nat	Simon Gordon		Lisburn	John Henderson		Portadown	Vauxhall Astra	B6
95	Nat	Oliver Benton		Solihull	Tba		Tba	Ford Escort MK2	B4
96	Nat	Nicky Caghey	GBR	Comber	Graeme Stewart	IRL	Newtownards	Citroen DS3 R3	B6
97	Nat	Philip Hamilton		Armagh	Damian Kelly		Moy	Ford Escort MK2	B5
98	Nat	Richard Somerville		Dungannon	John Nicholl		Moneymore	Ford Escort	B6
99	Nat	Steve Benton		Birmingham	Tba		Tba	Ford Escort	B6
100	Nat	Jason Dickson	GBR	Drumquin	Martin Brady	IRL	Carraroe	Ford Fiesta R2	J2
101	Nat	Ben Friend	GBR	Suffolk	TBA		TBA	Ford Escort Mk2	H3
102	Nat	Paul Street		Mansfield	Ian Jones		Abergele	Ford Escort	H3
103	Nat	Peter Heatherington	GBR	Morpeth	Chris Heatherington	GBR	Daventry	Talbot Sunbeam Lotus	H3
104	Nat	Malcolm Pedlow	GBR	Belfast	Billy Regan	GBR	Belfast	BMW 2002 TII	H2
105	Nat	Paul Mankin		Newcastle Upon Tyne	Peter Scott		Leeds	Lotus Elan	H1
106	Nat	Malcolm Mounsey		Egremont	Ron Mounsey		Carmarthen	Talbot Sunbeam TI	H3
107	Nat	Lee Ashberry	GBR	Granby	Terry Mallin	GBR	Motherwell	Ford Escort	H3
108	Nat	Allan Mackay	GBR	Brora	Tba	GBR	Tba	Ford Anglia WRC	B5

#		Driver	Nat	Driver Town	Co-Driver	Nat	Co-Driver Town	Car	CL
109	Nat	John Paterson		Salen	Scott Paterson		Isle of Mull	Vauxhall Corsa	B4
110	Nat	Malcolm Johnston		Castlewellan	Sam Magill		Banbridge	Skoda Felicia	B3
111	Nat	Niall Creighton		Moir	Gregory Roberts		Hillsborough	Ford Cortina Lotus MK1	H1
112	Nat	Martin Taylor		Dublin	Peter Gallagher		Dublin	Proton Satria	B4



You should always keep your own safety in mind and follow marshals' instructions when spectating. Please observe and obey all event signs (just like the ones shown here) and stay within the official spectator areas listed in this programme.

On the stages, please do not enter any prohibited areas and always keep off the road or track. Finally, you should listen to official announcements.



MICHAEL
DUNLOP



JONATHAN
REA

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the Beast!

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BLOCK



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Driven Ambition

Written by **Jamie Arkle** with photographs by **Rally Retro Irish Rally Photos - Rallyretro.com**

Ulster's F2 era lasted for a handful of years yet the memories from that time remain both undiminished and evocative.

Group B aside, no era from rallying's recent past has proved as evocative as that of F2. You could make a solid case for the two-wheel drive 'buzzbombs' being a better spectacle on Ulster tarmac than pretty much anywhere else, what with the county's pockmarked lanes asking serious questions of late '90s suspension, brakes and Limited Slip Differentials.



Ulster echoed to the shrill, off-key wail of highly strung sixteen valves for just a handful of years, beginning in 1995 and ending in 1999. Five years and five rallies, hardly an elongated span of time yet one which saw F2 cars evolve from out-gunned also-rans (if winners in the BRC history books), snapping at the heels of the Group A 'big boys,' to outright winners.

1995, and the first, tentative inroads made by the two-wheel drive brigade. A glance at the cars present that year tells you a great deal about how rapidly F2 cars evolved, with the likes of Alister McRae's Nissan Sunny and Gwyndaf Evans' Escort RS2000 looking positively tame compared to what was to follow. Lacking power and traction they might have been, but even in their formative years the F2 cars made for compelling viewing, McRae eventually the

leading car home in fourth overall, just ahead of his Welsh rival.

The two-wheel drive tide had ebbed one place higher by the following year, and though a pummelling drive in the Tough Mac Impreza 555 ensured first place went to Bertie Fisher once again, the Megane Maxi of Robbie Head was a mere 3 seconds behind him. The Megane was always a potent if mind-focussing proposition on British sealed surface events, as while it had been designed with tarmac in mind from the get-go, the tarmac its maker's envisioned was the billiard table smooth variety found in its native land. The comically wide Megane was certainly quick, but it took a driver with reflexes like Head's to tame its more wayward moments.

Group A domination was finally broken in 1997, and in some style. Head and the Renault Maxi would again prove both quick and spectacular, though the Scot had his thunder somewhat stolen by Evans. The Welshman had been handed the keys to Ford's ultimate front-wheel drive Escort, the Maxi, and the wide arched car proved a suitable visual foil to those of his rivals, the Sunny of Mark Higgins and the Golf of Alister McRae.

Yet it would be the Manxman in the low-key Nissan who'd emerge triumphant that year, benefiting from the retirement of Head's Renault on the opening stage of the final leg to take a famous victory. It would prove to be a significant



result for driver and team and acted as the perfect springboard to overall British Rally Championship honours.

Come the following year and things looked rather different, Evans having opted to decamp from Ford to SEAT at the end of the previous year – and it wasn't long before his decision was vindicated. The Welshman's pace in the F2 Ibiza was mighty that year and a savage squabble between Ibiza and Megane (Martin Rowe's) soon emerged. But Evans was not to be denied again and would emerge as overall victor, driving through sodden conditions and slick tarmac to put the result beyond doubt.

F2's final flourish came in 1999, and while the overall title would go to Tapio Laukkanen in the Megane come the end of the year, the Finn was made to work hard for it in Ulster. Going off the road and ripping the rear suspension off the Renault was far from an ideal start, and it was only the retirement of his team mate and title



pairing of Evans and Howard Davis. They were in an F2 machine which rather proved how far the category had come in the space of a few short years, the Vauxhall Astra. The driven axle opposition had hardly been idle, either, but there was still nothing the likes of Derek McGarity or Jonny Milner could do to depose Wearden, Evans and co.

Five short years, five eventful rallies. Not a great span of time by anyone's standard, least of all an event with as long and momentous a history as the Ulster Rally...yet that scant half decade is among the most significant in its existence. Proof, if it were required, that you needn't have all-wheel drive and forced induction to deliver a compelling spectacle.

You can read more of Jamie Akrle's captivating rallying tales on *The Gravel Crew* page on Facebook:

www.facebook.com/WorldRallying



rival Rowe on the McGaffins stage which caused momentum to swing back in the moustachioed Finn's favour. Laukkanen would conclude the rally a lowly 10th overall, just enough to keep his title hopes alive.

The real stars of the event were Neil Wearden and Trevor Agnew though, and they drove a superbly measured event to deny the Welsh

blast from the past with... **RR**
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1976 Cathal Curley / Austin Frazer
1977 Derek Boyd / Rodney Cole
1978 John Taylor / Phil Short
1979 Pentti Arikkala / Risto Virtanen
1980 Dessie McCartney / Brian Russell
1981 Jimmy McRae / Ian Grindrod
1982 Bertie Fisher / Austin Frazer
1983 Stig Blomqvist / Bjorn Cederberg
1984 Walter Rohrl / Christian Geistdorfer
1985 Russell Brookes / Mike Broad
1986 Jimmy McRae / Ian Grindrod
1987 Mark Lovell / Roger Freeman
1988 Jimmy McRae / Rob Arthur
1989 Gwyndaf Evans / Howard Davies
1990 David Llewellyn / Phil Short
1991 Bertie Fisher / Rory Kennedy
1992 Colin McRae / Derek Ringer
1993 Malcolm Wilson / Bryan Thomas
1994 Malcolm Wilson / Bryan Thomas
1995 Bertie Fisher / Rory Kennedy
1996 Bertie Fisher / Rory Kennedy
1997 Mark Higgins / Phil Mills
1998 Gwyndaf Evans / Howard Davies
1999 Neil Wearden / Trevor Agnew
2000 Ian Greer / Dean Beckett
(Challenge 2000)
2001 Cancelled / FMD
2002 Andrew Nesbitt / James O'Brien
2003 Tapio Laukkanen / Ilka Riiipinen
2004 Mark Higgins / Michael Gibson
2005 Eugene Donnelly / Paul Kiely
2006 Eugene Donnelly / Paul Kiely
2007 Kris Meeke / Paul Nagle
2008 Eamonn Boland / Damien Morrissey
2009 Eugene Donnelly / Paddy Toner
2010 Derek McGarrity / James McKee
2011 Tim McNulty / Paul Kiely
2012 Darren Gass / Enda Sherry
2013 Garry Jennings / Rory Kennedy
2014 Garry Jennings / Rory Kennedy
2015 Donagh Kelly / Kevin Flanagan
2016 Elfyn Evans / Craig Parry
2017 Keith Cronin / Mike Galvin
2018 Matt Edwards / Darren Garrod

Porsche Carrera
Porsche Carrera
Ford Escort RS1800
Vauxhall Chevette HS
Vauxhall Chevette HSR
Opel Ascona 400
Ford Escort RS1800
Audi Quattro
Audi Quattro Sport
Opel Manta 400
MG Metro 6R4
Ford Sierra Cosworth
Ford Sierra Cosworth
Ford Sierra Cosworth
Toyota Celica GT Four
Ford Sapphire 4x4
Subaru Legacy RS
Ford Escort Cosworth
Ford Escort Cosworth
Subaru Impreza 555
Subaru Impreza 555
Nissan Sunny GTi
SEAT Ibiza
Vauxhall Astra Kit
Toyota Corolla WRC

Subaru Impreza WRC
Subaru Impreza WRC
Ford Focus WRC
Toyota Corolla WRC
Toyota Corolla WRC
Subaru Impreza S11 WRC
Subaru Impreza S12B WRC
Skoda Fabia WRC
Subaru Impreza S12B WRC
Subaru Impreza WRC
Subaru Impreza WRC
Subaru Impreza WRC
Subaru Impreza WRC
Ford Focus WRC
Ford Fiesta R5
Ford Fiesta R5
Ford Fiesta R5

Rally NI
2010 Craig Breen / Gareth Roberts
2011 Garry Jennings / Rory Kennedy
2012 Keith Cronin / Marshall Clarke
2013 Osian Pryce / Dale Furniss
Ford Fiesta S2000
Mitsubishi Evo 9
Citroen DS3 R3T
Citroen DS3 R3T

National Rally
2004 Camillus Bradley / Danny O'Neill
2005 John Price / Caroline Price
2006 Tony Davies / Patrick Walsh
2007 John Price / Caroline Price
2008 David Armstrong / John Rowland
2009 Camillus Bradley / Danny O'Neill
2010 George Robinson / Tommy Speers
2011 Pat Kirk / Peter Ward
2012 Frank Kelly / Russell Harold
2013 Derek McGeehan / Darragh Mullen
2014 Rally cancelled
2015 Derek McGeehan / Arthur Kierans
2016 Alan Carmichael / Ivor Lamont
2017 Camillus Bradley / Crawford Henderson
2018 Kevin Eves / Chris Melly
Ford Escort MkII
Metro 6R4
Subaru Impreza S9WRC
Metro 6R4
Subaru Impreza WRC
Ford Escort MkII
Subaru Impreza WRC
Mitsubishi Evo 9
Ford Escort MkII RS
Mini WRC
Mini WRC
Mini WRC
Ford Escort MkII
Ford Escort MkII

Historic Rally
2010 Category 1 Ray Cunningham / Ross Forde
Category 2 David Stokes / Guy Weaver
Category 3 Connor Corkill / Rab Fagg
2011 Category 1 Dessie Nutt / Geraldine McBride
Category 2 David Stokes / Guy Weaver
Category 3 Tomas Davies / Eurig Davies
2012 Category 1 Dessie Nutt / Geraldine McBride
Category 2 Julian Reynolds / Patrick Walsh
Category 3 Tomas Davies / Eurig Davies
FIA App K Rob Smith / Sean O'Gorman
2013 Category 1 James O'Mahoney / Kerrie Barry
Category 2 Richard Hill / Sam Collins
Category 3 Ryan Barrett / Barry Ferris
FIA App K Rob Smith / Alan Cook
2014 Category 1 James O'Mahoney / Kerrie Barry
Category 2 Stanley Orr / Brian Cairns
Category 3 Shawn Rayner / Declan Dear
FIA App K Rob Smith / Alan Cook
2015 Category 1 Mervyn Johnston / Martin McGarrity
Category 2 Shawn Rayner / Declan Dear
Category 3 Adrian Kermod / Maurice Beckett
Category 4 No Starters
FIA App K Raymond Johnston / David Johnston
2016 Cat 1-4 Richard Hall / Declan Campbell
FIA App K Andy Johnston / Jim McSherry
2017 Cat 1-4 Barry Jones / Iwan Griffiths
FIA App K Keith McIvor / David Burns
2018 Cat 1-4 John Adams / Noel Watt
FIA App K Ernie Graham / Will Graham
Morris Mini Cooper S
Ford Escort RS1600
Ford Escort Mk2
Porsche 911
Ford Escort RS 1600
Ford Escort RS 1800
Porsche 911
Ford Escort RS 1600
Ford Escort RS 1800
Vauxhall Chevette
Volvo 144S
Ford Escort RS 1600
Ford Escort RS 1800
Ford Escort RS 1800
Volvo 144S
Ford Escort MkI
Ford Escort RS2000
Ford Escort RS 1800
Austin Mini Cooper
Ford Escort MkI
Porsche 911
Ford Escort RS1800
Lotus Sunbeam
Vauxhall Chevette HSR
Ford Escort MkII
Porsche 911
Ford Escort
BMW M3

2018 Ulster Rally, 1st overall Matt Edwards



British Rally Championship tied ahead of Ulster Rally



Matt Edwards

The dramatic British Rally Championship will take another exciting turn this weekend as the Today's Ulster Rally hosts the penultimate round of the closely-fought series. The narrow, bumpy lanes of Northern Ireland have always played a crucial part in the BRC title race and 2019 will be no different, as Matt Edwards and Tom Cave come to Newry, tied on 68 points.



After a Ceremonial Start in the Albert Basin on Friday evening, nine stages will provide the gauntlet for the penultimate round of the series on Saturday. Despite the summer August calendar date, the changeable weather conditions provide the biggest challenge for the crews as the first half of the stage could be bone dry, while the final section could be covered with lashing rain – making tyre choices and driving style, all so important.

2018 Ulster Rally winner and reigning British Champion Matt Edwards will travel across

the Irish Sea in high hopes after his 2018 success and recent BRC win on the Ypres Rally. Along with co-driver Patrick Walsh, the M-Sport pairing will be looking to put their Pirelli-backed Ford Fiesta R5 on the top step to back up their two wins to date so far this season.

Fellow countryman Tom Cave last visited the Ulster Rally in 2016 and will be giving it everything to go toe-to-toe with Edwards on the iconic tarmac. The Hyundai i20 R5 star is putting together a

strong campaign this season with navigator Dale Bowen. Cave has Irish Tarmac form this already as the Michelin-supported driver clinched the BRC win on the West Cork Rally back in March. The title race couldn't be closer, and those keen rally fans will be in for a monumental fight between the two title protagonists.

While the BRC title fight this year looks set to be between two drivers, a whole host of local stars who will be eager to put the cat amongst the

pigeons in order to stamp their own mark on the 2019 Ulster Rally.

Draperstown man Marty McCormack and co-driver Barney Mitchell know the Northern Ireland lanes well and will want to return to the BRC podium in their Skoda Fabia R5. The pair have yet to win a round of the championship, despite coming close on several occasions, and they lead the Irish charge for a home win – something the passionate local fans would dearly love to see this weekend.

Reigning Irish Tarmac Champion Josh Moffett (Monaghan) last won a BRC round back in 2016 and could be a dark horse for honours this weekend. Along with Keith Moriarty, the duo have already clinched a podium in West Cork but on their local BRC round, the pair will be pushing for the outright win this weekend in their Ford Fiesta R5.



Marty McCormack

The Scottish crew of Alex Laffey and Stuart Loudon secured a breakthrough



Tom Cave

sealed-surface podium in Ypres on the last round, and the M-Sport Ford Fiesta R5 crew will be keen to back that up on the Irish Tarmac. Laffey joins McCormack and Moffett in a three-way scrap for the final spot in the overall championship standings as the season starts to come to an exciting conclusion.

Belfast-based driver Jonny Greer with Scottish co-driver Kirsty Riddick are Ulster specialists and with the Ford Fiesta R5 will be ones to watch on Saturday. Greer finished second behind Elfyn Evans in 2016 and pushed for the lead last year before a rare off put paid to his chances. With no title to think about, the Ulsterman will be hungry for his first BRC win – especially on an event less than an hour from his front door.

Local ace Alan Carmichael returns to the BRC after a small break and will be vying for overall points and the National Rally Cup win in his

right-hand-drive Hyundai i20 R5. John Morrison and Peter Carstairs currently lead that category in their Kumho-shod Mitsubishi Evo 9 and the Scottish crew will look to take a haul of points from the Ulster to their home round – the Galloway Hills – the final round of the BRC in September.

Local stars McErlean and Creighton ready for Junior fight

Josh McErlean (Kilrea) and William Creighton (Lisburn) are separated by eight points coming into their home round of the Junior BRC – the Today's Ulster Rally.

McErlean with British co-driver Keaton Williams have had a strong season to date with two fourths and two wins mid-season – putting them in the pound seats for the Ulster bout. William Creighton and Liam Regan are the most consistent pairing in the BRC this season with the Peugeot 208 crew having never been off the podium. The top step may have eluded them so far

this season, but the Irish team won the Junior section on the Ulster in 2017 and be will throwing everything at the event to reduce the deficit to McErlean ahead of the season finale.

Welshman James Williams and co-driver Tom Woodbury dominated the previous event to take their first win of the season and one of the biggest wins for the Ford Fiesta R2T. Despite not scoring on two rounds, the young pairing sit third in the overall standings and are ready to take the fight to the locals this weekend.

Billy Coleman Award winner James Wilson from Armagh will be hoping his home round will stop his run of bad luck in Britain's premier rallying series. Since his win on the opening round with co-driver Arthur Kierans, the Peugeot crew have had a torrid season, but a win on the asphalt will put them closer to the top two in the standings. Wilson like McErlean and Creighton will be vying for a £4,000 prize pot from Peugeot UK and TOTAL – making the fight for the win that little bit more interesting.

Claudy driver Jordan Hone with Aileen Kelly sat alongside may be in the lone Opel ADAM R2, but that won't stop them from fighting at the sharp-end. We

have yet to see the full potential from Hone this season, but don't discount him from the top of the timesheets this time out as the young-gun beat the BRC regulars last year on the Ulster on his way to top two-wheel-drive crew.

Ruairi Bell and Darren Garrod lead the Ford Fiesta R2T runners in the championship standings coming into the Ulster. Garrod won the event overall with Matt Edwards last year and will be hoping he can guide Bell to success 12 months on. Bell recorded his first podium last time out in Ypres and has his eyes fully focused on the €60,000 Junior WRC prize from M-Sport and Pirelli for the highest placed Fiesta in the series. Finlay Retson and Richard Crozier suffered a sizeable off in Ypres and face a race against time to get their Fiesta rebuilt. Retson won the Cadet Cup category in



James Williams



Josh McErlean



Josh Moffett



James Wilson

Northern Ireland 12 months ago and he believes he has the pedigree to overhaul the three-point deficit to Bell ahead of them.

Letterkenny ace Marty Gallagher and navigator Dean O'Sullivan switched mid-season from a Peugeot to a Ford Fiesta R2T. In

Ypres, the Irishman learnt the turbo-charged machine and set some respectable times, which would have seen him on the podium had it not been for a mechanical failure. On home soil, Gallagher will be let off the leash as he looks to put the Fiesta on top of the podium and record his first BRC win since Rally Isle of Man 2017.

The Today's Ulster Rally will start with a Ceremonial Start at The Albert Basin on Friday evening (16th) before nine stages on the Northern Ireland Tarmac on Saturday (17th) with the winners spraying the champagne at Newry High School early evening.



William Creighton



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Tarmac heros tackle Ulster Rally

The Today's Ulster Rally which takes place on Saturday August 17th is the penultimate round of the Irish Tarmac Rally Championship which is still very much up grabs, writes Kevin O'Driscoll.



Craig Breen - Overall Championship Leader

Championship leader Craig Breen wasn't eligible for points on the last round due to driving a World Rally Car, the tragically curtailed Donegal International Rally, but is still odds on to take the title. Breen and co-driver Paul Nagle are expected to appear in Newry in a Hyundai i20 R5as they bid to

wrap up the series with another strong result. Lying six points behind is Fermanagh driver Alastair Fisher in a Ford Fiesta R5who will be hoping for a Breen slip up to keep the championship challenge going until the last round in Cork. Fisher has been Breen's closest rival all year but is still waiting for his first

outright rally win in the Tarmac Championship.

Callum Devine has been one of the revelations of the year, taking top points in Donegal and getting progressively



quicker with each passing round. Could he finally take an overall Tarmac win on the Ulster Rally? It certainly won't be for the want of trying and he has the talent to do it.



Callum Devine

Mathematically Callum still has a chance of the title but will need a slip up from his rivals in order to head to the final round with a fighting chance. There are others too that are capable of good result, with Sam and Josh Moffett the 2017 & 2018 champions likely to be challenging after a very mixed year by their standards. Jonny Greer will be very much on home territory and can be relied on to put in a strong performance, while Meirion Evans and Daniel Cronin are two others that can mix it with the best. With the BRC also in town, Tom Cave can take points for both series having finished third overall in West Cork.

Willie Mavitty & Andy Davies are locked in battle for Group N honours with Mavitty holding a three point lead. Mavitty has taken top points twice in the category this season and Davies once, but both drivers have a string of runner up points as well, and this will go down to the wire in Cork. William Creighton and Johnnie Mulholland tie for the lead in ITRC 3 with Eamonn Kelly getting quicker on each round and currently in third place.

Damian Toner leads the Modified Championship from David Condell and will be looking to use the proximity to home to his advantage on this round. Condell has been impressive

this season on rounds that he hadn't done before such as Donegal and West Cork. Damien Tourish, Conor McCrossan and Gerard McQuaid complete the top five places with only 1.5 points separating those three drivers.

The Historic Championship sees Duncan Williams lead on 58 points but Craig MacWilliam is only 2.5 points behind. Ray Cunningham in third place is only five points off the lead but has missed two of the last three rounds. Adrian Kermode lies in fourth place on 38 points, nine ahead of Luke McCarthy who in turn is three ahead of Andy Johnson who completes to top six.

The Junior Championship is being led by Cian Walsh on 31 points with John Joe Williams in second place just five points behind. Aaron Browne and Shane Norris are tied for third place with Mick

Lonergan in fifth place and still in with a chance of the title.



Cian Walsh



Tarmac Championship Overall Points After Round 6

1 – Craig Breen	68
2 – Alastair Fisher	62
3 – Callum Devine	47
4 – Josh Moffett	38
5 – Desi Henry	32



Duncan Williams

TIME SCHEDULE

FRIDAY 16TH AUGUST

Description	Venue	Road Closing Time	First Car Due Time
Start Ramp	Newry	-	20:45

SATURDAY 17TH AUGUST

Description	Venue	Road Closing Time	First Car Due Time
Special Stage 1	McGaffins Corner 1	07:00	08:30
Regroup	Banbridge	-	09:10
Special Stage 2	Bronte Homeland 1	08:00	09:30
Special Stage 3	Shinn Bridge 1	08:30	10:00
Service A	Newry	-	10:30
Special Stage 4	McGaffins Corner 2	-	11:30
Regroup	Banbridge	-	12:00
Special Stage 5	Bronte Homeland 2	-	12:30
Special Stage 6	Shinn Bridge 2	-	13:00
Service B	Newry	-	13:30
Special Stage 7	McGaffins Corner 3	-	15:20
Regroup	Banbridge	-	16:00
Special Stage 8	Bronte Homeland 3	-	16:20
Special Stage 9	Shinn Bridge 3	-	16:50
Service A	Newry	-	17:20
Finish Ramp	Newry	-	17:30



You should always keep your own safety in mind and follow marshals' instructions when spectating. Please observe and obey all event signs (just like the ones shown here) and stay within the official spectator areas listed in this programme.

Today's **ULSTER RALLY**

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OVERVIEW MAP



KDM HiRE

BANBRIDGE Regroup
Sat 17th Aug at
09:10, 12:00 & 16:00
Solitude Park Car Park,
Rathfriland Street

Stages 2, 5 & 8
Saturday 17th
First Car Due
09:30, 12:30 & 16:20

Stages 1, 4 & 7
Saturday 17th
First Car Due
08:30, 11:30 & 15:20

Stages 3, 6 & 9
Saturday 17th
First Car Due
10:00, 13:00 & 17:00

NEWRY

Friday 16th August
Start Ramp - Albert Basin from 20:45

Saturday 17th August
Newry High School:
Service - 10:30 to 17:30
Finish Ramp - 17:30



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McGaffins Corner

SS 1, 4 & 7

No spectator access from
A1 or via Stage Start/Finish

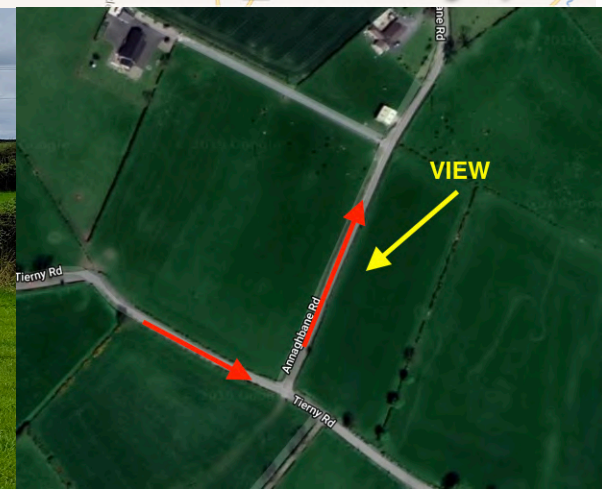


Spectator Area

Saturday 17th Aug
First Car Due
08:30, 11:30 & 15:20

Spectator Area View

Area is on high ground in grass field. Strong footwear
required. Access on foot, no vehicle access.



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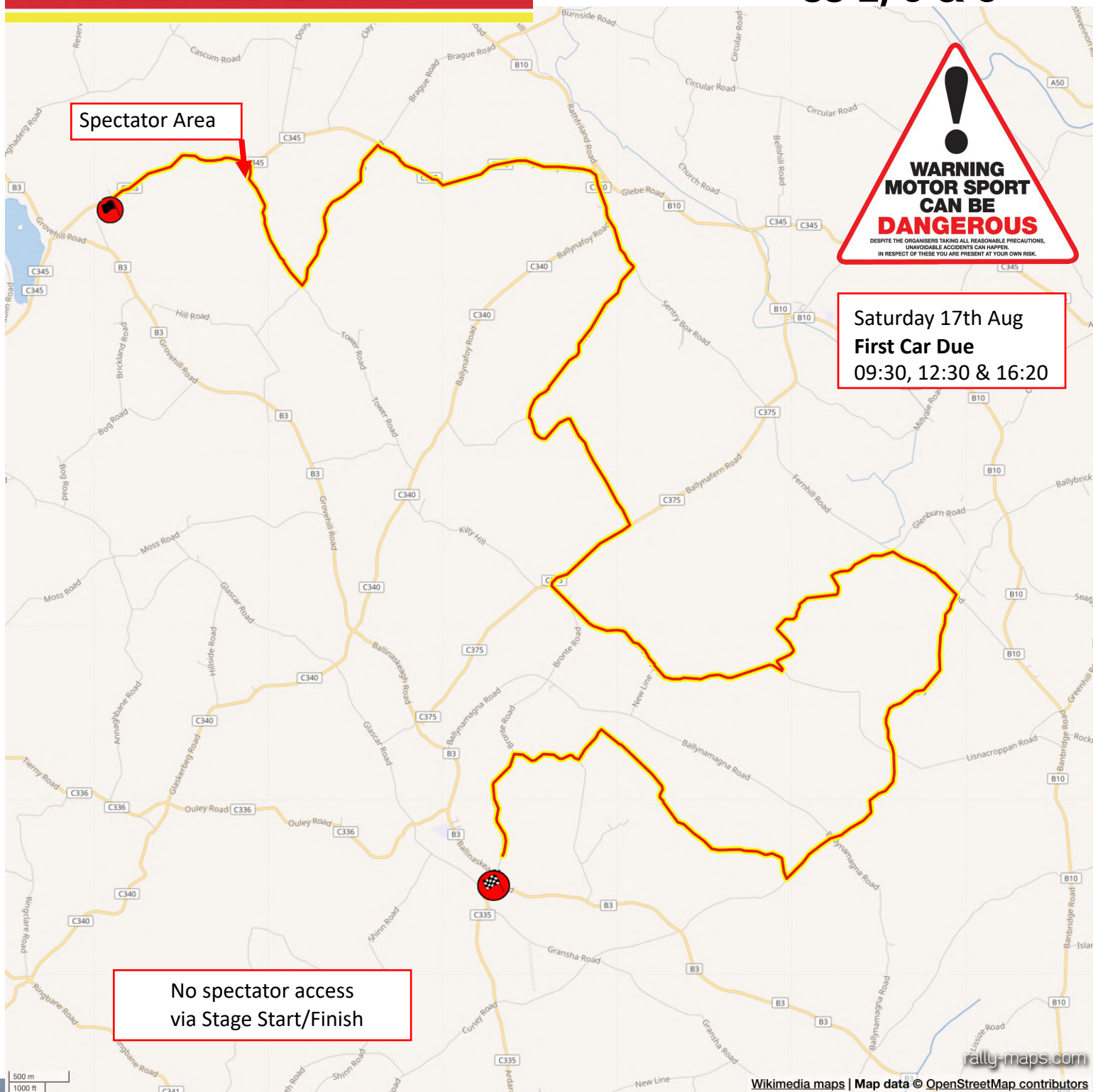
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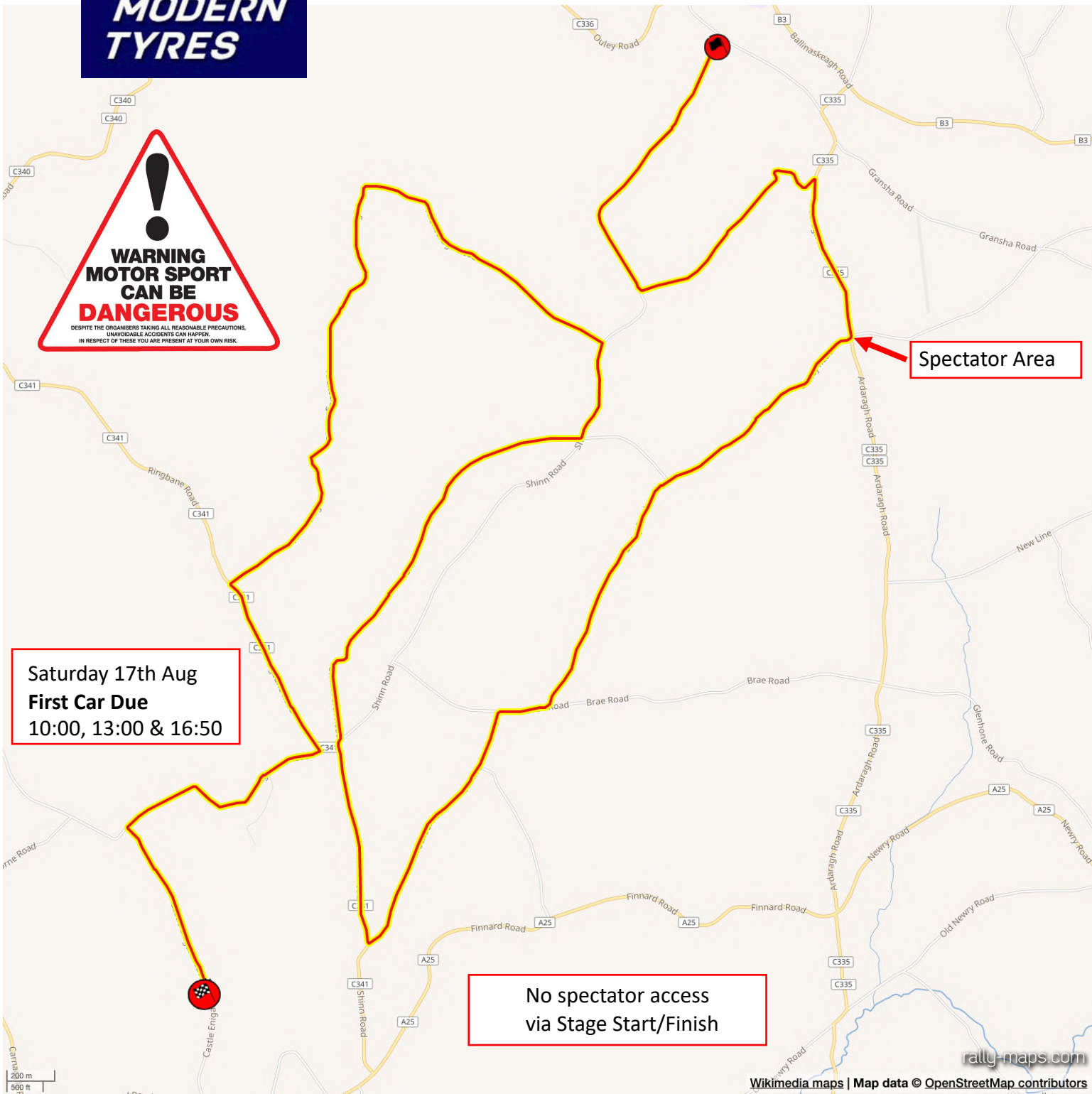
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Alloy Spring Seat (1" deep)	9.00
Alloy Spring Seat (3" deep)	18.00





Shinn Bridge

SS 3, 6 & 9



Spectator Area View

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VIEW



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