



Lawless/Sharkey Win International Rally New York

Author: Thomas Barker, Chief Publicity Officer, International Rally New York

For Immediate Release, October 24, 2009

Tom Lawless, the 2005 United States Rally Champion, with the Irish codriver Brian Sharkey (Mitsubishi Lancer Evo 9), emerged as the winners of the International Rally New York 2009, a two-day test where the result was in doubt until almost the final mile.

Going into the second day, an accomplished Finnish crew of Jani Paasonen/Mika Rajasalo (Subaru Impreza), had a lead of 43 seconds. With a competitive car and more experience than their rivals, United States Rally Championship (USRC) regulars assumed that the visiting Finnish team would be able to cruise to a victory. At the time, Lawless/Sharkey were second, 43 seconds behind, despite a bit of turbocharger and fuel pump trouble on the first day. Seamus Burke/John Buffum were third, but would soon withdraw from the rally due to a head gasket failure.

And then the momentum of the event went the other way: Paasonen's car broke an axle during the final morning, which slowed Paasonen enough to allow Lawless a 13-second lead. Paasonen responded by taking back seconds on each special stage – despite heavy rain, mud, and deep puddles which limited his and everyone else's speed. The margin was down to about three seconds at lunch time. But as Paasonen should have surged ahead on the final two or three stages, the Subaru broke a differential. Paasonen/Rajasalo decided to pace themselves and finish, falling to 1 minute and 17 seconds behind the winners.

Martin Donnelly/Stephen Duffy (Mitsubishi Lancer Evo) placed third. They were far enough behind the leaders, 6-3/4 minutes, that Donnelly joked afterward that they became spectators in the rally. United States Rally Championship hopefuls Daniel O'Brien and Brendan McCabe finished under Super Rally rules. This was not enough to secure the Championship title. Keith Jackson/Marra Estep (Subaru Impreza) took fourth, garnering enough points to wrap up the United States Rally Championship in the All-Wheel-Drive category. Shawn and Jennifer Hudspeth (Mitsubishi Eclipse) placed fifth overall and secured the USRC All-Wheel-Drive Production Cup for the season. Both teams traveled to the final round of the 2009 USRC season in New York from California.

Like the overall victory, the Two-Wheel-Drive win was not settled until late in the rally. United States Rally Championship contenders Josh & Jeremy Wimpey (Volkswagen Golf Mark 2) and Dan Brosnan/Shane McCann (Nissan Sentra) both suffered mechanical breakages on the first day, broken suspension and steering, respectively. Likewise, the very rapid Ken Block/Alex Gelsomino (Ford Escort Mark 2) were stopped by a broken differential. And so, in the heavy rains of the final afternoon, Wojtek "Al" Kulpa/Adam Pelc (Volkswagen Golf Mark 3) raced with the father-son team of Simon & Kieran Wright (Ford Focus ZX3). Kulpa/Pelc reached the final control with an advantage of 39 seconds for the trophy.

Dan Brosnan and Shane McCann finished under the Super Rally rules, which was enough for them to secure the United States Rally Championship in the Two-Wheel-Drive category. It might have been a golden opportunity for the up-and-coming team of Michael Reilly/Josh Benthien (Ford Focus SVT), but they were delayed by an off-course excursion while leading the Two-Wheel-Drive classification. In the end, they finished tenth overall and won the 2009 USRC Two-Wheel-Drive Production Cup.

The International Rally New York 2009 was broadcast live on USTREAM TV. Hours of recorded live broadcast may be viewed at <http://www.ustream.tv/discovery/live/all?q=irny> . More information on the International Rally New York 2009 is available at <http://www.rallynewyork.net/irny2009.html> . Information on the United States Rally Championship is at www.usrallychampionship.com .

International Rally New York 2009

Car-by-Car Results

(each listing is: driver/co-driver, car and team/sponsor, summary, results in USRRC event, NYRC event #1, and NYRC event #2)

(cars are in order of finishing position in the USRC [national] event, with non-finishers listed in numerical order)

2 Thomas Lawless / Brian Sharkey

Mitsubishi Lancer Evo 9 (AWD), sponsored by Kiss Construction

Turbocharger losing oil on Friday morning, signaling impending failure; crew changed turbo at first service stop; went off from special stage 11 Friday evening, with little or no loss of time; fuel pump failure on special stage 12 Friday, but Lawless switched to backup pump; took first on Saturday morning when Paasonen lost a driveshaft; studs on the turbocharger were loosening on Saturday afternoon, causing the boost to drop, but the mechanics eventually resolved this; lost rear brakes on Saturday evening, which the mechanics traced to a broken rear brake line and fixed; third win for Lawless in Rally New York events, and he called it his most satisfying of the three; finished 3rd in the AWD category of the U.S. Rally Championship.

USRC – **1st overall**, 1st AWD

NYRC 1 – 2nd overall, 2nd AWD

NYRC 2 – 1st overall, 1st AWD

1 Jani Paasonen / Mika Rajasalo

1994 Subaru Impreza (AWD), NC Rally team, sponsored by North Coast Subaru

Paasonen and Rajasalo are both successful in their native Finland (Jani was Finnish Group N champion), but this was their first rally together, and first rally in the U.S.; untroubled run for most of the day on Friday, but the transmission started to pop out of 4th gear just before the end of the leg; mechanics changed transmission and differential at the end-of-day service point; car broke a driveshaft on special stage 15 on Saturday morning, and having a temporary 2WD Subaru cost about 50 seconds – which put them in second overall, about 13 seconds down on Lawless/Sharkey; spent the rest of the day taking back a few seconds at a time until the gap was only about 3 seconds; team decided to settle for second place when 4th gear and rear differential failed.

USRC – **2nd overall**, 2nd AWD

NYRC 1 – 1st overall, 1st AWD

NYRC 2 – 2nd overall, 2nd AWD

8 Martin Donnelly / Stephen Duffy

Mitsubishi Lancer Evo 9 (AWD) sponsored by Eire Concrete

USRC – **3rd overall**, 3rd AWD

NYRC 1 – 5th overall, 5th AWD

NYRC 2 – 3rd overall, 3rd AWD

7 Keith Jackson / Marra Estep

Subaru Impreza STi (AWD) sponsored by JacksonRally and DirtyImpreza.com
This team from California came East seeking a top placing in the U.S. Rally Championship.
Hit a rock on special stage 18 on Saturday, breaking a suspension arm, but the crew fixed it and continued; drove to finish and get championship points – clinched the USRC AWD championship.

USRC – **4th overall**, 4th AWD

NYRC 1 – 6th overall, 6th AWD

NYRC 2 – 5th overall, 5th AWD

14 Shawn Hudspeth / Jennifer Hudspeth

Eagle Talon (Production AWD) sponsored by ADI

This husband/wife team from California came here in order to wrap up the AWD Production class title; Shawn reported that he was “having a blast” on the Catskill roads on Friday morning, and found rallying in the rain on Saturday interesting, since they don’t get much rain in his neighborhood; won 4WD Production Cup in U.S. Rally Championship.

USRC – **5th overall**, 5th AWD, 1st Production AWD

NYRC 1 – 10th overall, 9th AWD, 1st Production AWD

NYRC 2 – 7th overall, 7th AWD, 1st Production AWD

22 Matt Gottlieb / Austin Gager

Subaru Impreza WRX (Production AWD) sponsored by Team Broken and Hartwood Appraisals

Hit bridge with left rear door on Friday evening, denting the door but not causing structural damage; continued to a top-10 finish without further drama.

USRC – **6th overall**, 6th AWD, 2nd Production AWD

NYRC 1 – 11th overall, 10th AWD, 2nd Production AWD

NYRC 2 – 8th overall, 8th AWD, 2nd Production AWD

30 Wojtek “Al” Kulpa / Adam Pelc

Volkswagen Golf Mark 3 GTI (2WD)

This was only Kulpa’s third event after a long retirement from the sport; hit rock on special stages 2 and 4 on Friday morning; intercom cutting out occasionally from Friday onward; inherited first in 2WD and calmly drove home for the trophy.

USRC – **7th overall**, 1st 2WD

USRC 1 – 14th overall, 3rd 2WD

USRC 2 – 11th overall, 3rd 2WD

10 Simon Wright Kieran Wright

Ford Focus ZX3 (2WD) entered by USUK Racing

Lost right front fender liner on Friday morning (special stage 1) and the left front later in the day, but someone found and returned the parts, and the crew re-installed them; penalized 1 minute on Saturday for clocking into a control at the wrong time, but otherwise a good day’s performance, which they apparently enjoyed.

USRC – **8th overall**, 2nd 2WD

USRC 1 – 15th overall, 4th 2WD

USRC 2 – 10th overall, 2nd 2WD

23 Michael Hall / Dave Stockdill

Mitsubishi Mighty Max pickup (2WD)

Hit rock on special stage 6 Friday, bending wheel rim; Hall and Stockdill took a hammer to the bent rim; taillights and wipers failed on the Friday night stages.

USRC – **9th overall**, 3rd 2WD

NYRC 1 – 13th overall, 2nd 2WD

NYRC 2 - 12th overall, 4th 2WD

27 Michael Reilly / Josh Benthien

2002 Ford Focus (Production 2WD) sponsored by Synaptic 3

Mechanics changed a ball joint on Friday, but no other problems; took the lead in the 2WD category on Saturday morning but took a corner too fast (the team is still relatively new to rallying) and went off, hitting a tree; only minor body damage, but this put them at the end of the running order; cheerfully continued on to the finish; won the 2WD Production Cup in the U.S. Rally Championship.

USRC – **10th overall**, 4th 2WD, 1st Production 2WD

NYRC 1 – 8th overall, 1st 2WD, 1st Production 2WD

NYRC 2 – 14th overall, 6th 2WD, 1 st Production 2WD

12 Michael O'Leary / John O'Leary

Mitsubishi Lancer Evo 4 (AWD)

Broken driveshaft on Friday morning; mechanics replaced it and the brothers restarted on Saturday.

USRC – **11th overall**, 7th AWD

NYRC 1 – DNF

NYRC 2 – 6th overall, 6th AWD

20 Justin Carven / Robert Baker

Volkswagen Rabbit (2WD) sponsored by Greasecar Vegetable Fuel Systems

Yes, this Volks is fueled by vegetable oil; went off from special stage 6 on Friday, which cost about 35 minutes, but they got going again; suffered from windshield fogging on Saturday morning, but the #21 team loaned them a fan, which helped; best-placed 2WD car in the Saturday regional event.

USRC – **12th overall**, 5th 2WD

NYRC 1 – 15th overall, 5th 2WD

NYRC 2 – 9th overall, 1st 2WD

19 Michael Cosgrove / John O Reilly

Mitsubishi Eclipse 1997 (Production AWD) sponsored by T&G Relocation and a few more
Four flat tires on Friday, but they reported no other problems; contact with several rocks caused body damage, a broken driveshaft, and a damaged fuel line on Saturday morning.

USRC – **13th overall**, 8th AWD, 3 rd Production AWD

NYRC 1 – 12th overall, 1st Pre-modern AWD, 3rd Production AWD

NYRC 2 – DNF

6 Daniel O'Brien / Brendan McCabe

Subaru Impreza (AWD) sponsored by Midtown Concrete Corp and MC&O Contracting
The team arrived having won the previous USRC event, the Prescott Rally in Arizona, with a good shot at the AWD national title; suffered flat tire on special stage 6, O'Brien limped to finish, costing about 50 seconds (a tire change might have taken 2 min.); engine overheating on Friday evening; shift linkage broke, leaving transmission stuck in 2nd gear on special stage 12 (final stage Friday); transmission broke on special stage 13 Saturday, but O'Brien managed to limp the car out of the stage; placed second in the AWD championship for the season.

USRC – **14th overall**, 9th AWD

NYRC 1 – 4th overall, 4th AWD

NYRC 2 – DNF

33 Tom Barton / Brian R. Barton

Mazda 323 (2WD)

Went off, special stage 4, Friday morning, but got back on the road; lost all but 5th gear later in the day, forcing them out; crew fixed the transmission in the evening, restoring all but 2nd gear; motored on without further drama.

USRC – **15th overall**, 6th 2WD

NYRC 1 – DNF

NYRC 2 – 13th overall, 5th 2WD

21 Dan Brosnan / Shane McCann

Nissan Sentra (2WD) sponsored by the Mayo Group

Broken right front steering tie rod on special stage 6 on Friday morning; crew replaced it, and the team restarted on Saturday, but the handling was not right, causing them to suspect that other damage had been done; restarted on Saturday night to check in at final control and be declared a finisher (dead last but finished, or "DLB"), thus taking the USRC 2WD championship.

USRC – **16th overall**, 7th 2WD

NYRC 1 – DNF

NYRC 2 – DNF

74 Viorel Dobasu / Christopher Duplesis

Subaru Impreza (AWD)

This team started only the Saturday regional event, but quietly put in a very good performance.

NYRC 2 – 4th overall, 4th AWD

3 Seamus Burke / John Buffum

Mitsubishi Lancer Evo 9 (AWD), sponsored by Shamrock Building Systems Inc

Burke reported that the car was "down on power" in the early stages, which the team eventually solved by adjusting the engine's electronic controls; ran a solid third through Friday; head gasket failed on the final transit Friday, and the team withdrew from the event.

USRRC – **DNF**

NYRC 1 – 3rd overall, 3rd AWD

NRRC 2 – DNS

5 Enda McCormack / Tommy Doyle

Mitsubishi Lancer Evo 9 (AWD), sponsored by McCormack Contracting

Left front wheel came off during special stage 6 on Friday; restarted on Saturday but the car suffered a bent tie rod on special stage 17.

USRC – DNF

NYRC 1 – DNF

NYRC 2 – DNF

9 Maciej Przybysz / Kristin Przybysz

Subaru Impreza (AWD) sponsored by Somerset Subaru

Blown right rear axle on special stage 2, fixed; broken right front wheel bearing on special stage 6; broken trunk lock at some time on Friday – crew fastened it down with a bungee cord; mechanics changed brake rotors on Friday night service stop; hit small tree on special stage 13 on Saturday morning, breaking a left front suspension arm.

USRC – DNF

NYRC 1 – 9th overall, 8th AWD

NYRC 2 - DNF

11 William Petrow / Jeremy Neyhart

Subaru Impreza WRX (Production AWD), entered by Broken Motorsports & Team Broken Racing

On special stage 6 (Friday), Petrow was running in 4th gear (3rd had broken), went into a corner too fast (80-90 mph), went off into ditch, rolled; Petrow and Neyhard walked away.

USRC – DNF

NYRC 1 – DNF

NYRC 2 – DNS

15 James McKiernan / Damien Treanor

Subaru Impreza STI (AWD) sponsored by Midtown Concrete Corp

Brakes going away on special stages 9 to 12 Friday evening, but the crew changed the brake pads at the Friday night service stop.

USRC – DNF

NYRC 1 – 7th overall, 7th AWD

NYRC 2 – DNF

16 Josh Wimpey / Jeremy Wimpey

1984 Volkswagen Golf Mark 2 GTI (2WD) sponsored by Delta-V and NGP Racing

Retired early on Friday, reportedly due to a broken suspension strut.

USRC – DNF

NYRC 1- DNF

NYRC 2 - DNS

17 Greg Healey / Brian Johnson

Datsun 280Z (2WD), sponsored by Stahlman's Auto Repair

Withdrew Friday after a broken suspension strut on special stage 4; team replaced the strut and restarted Saturday; troubled by a fogging windshield on Saturday morning; withdrew again later Saturday after the strut broke again.

USRC – **DNF**

NYRC 1 – DNF

NYRC 2 - DNF

18 **Robert Martai / Zsanett Fabian**

Mitsubishi Lancer Evo 10 (Production AWD)

Had a score card problem on Friday morning; withdrew on Friday afternoon due to a problem with the engine's electronic control unit (ECU).

USRC – **DNF**

NYRC 1 – DNF

NYRC 2 - DNS

26 **Paul Ferreira / Oscar Simsek**

Volkswagen Golf Mark 2 (2WD) sponsored by Performance Friction, UUC, and Gear X

Out on Friday due to an unspecified mechanical problem.

USRC – **DNF**

NYRC 1 – DNF

NYRC 2 – DNS

29 **Jason Smith / Erika Detota**

Subaru Impreza (AWD) sponsored by Pitcrewskateboards.com

Team reported that the car was “down on power” on Friday, which indicated a serious, but not terminal, engine problem.

USRC – **DNF**

NYRC 1 – 16th overall, 11th AWD

NYRC 2 – DNF

43 **Ken Block / Alex Gelsomino**

Ford Escort Mk II (2WD), sponsored Monster Energy and DC Shoes

The 2-time overall & AWD winners of the (paved) Rally New York USA decided to compete in this even (which is loose-surfaced, remember) in a rear-drive car. The weekend started badly, with an alternator failure during shake-downs on Thursday which caused them to incur a penalty for missing the ceremonial start that evening; broken differential on Friday morning, and no spare.

USRC – **DNF**

NYRC 1 – DNF

NYRC 2 - DNS

Note:

AWD = All Wheel Drive
2WD = Two Wheel Drive

USRC = United States Rally Championship
NYRC = New York Rally Championship



**Jani Paasonen and Mika Rajasalo of Finland
to compete in the International Rally New York 2009
October 23 – 24, 2009**

Author: Rally New York Media

Forestburgh, New York (October 16, 2009) A noted Finnish rally driver Jani Paasonen with codriver Mika Rajasalo have entered the International Rally New York. This motorsport competition will take place this coming week in the beautiful southern Catskill Mountains of New York, merely ninety miles northwest of New York City.

The two-day International Rally New York 2009 (www.RallyNewYork.com) with more than 100 miles of special stages is the final round of the United States Rally Championship (www.usrallychampionship.com). Each day is a separate round of the New York Rally Championship.

Jani Paasonen started his rallying career in 1995 and placed second in the Finnish Junior National Championship the following year. In the 2000 season, he won Group N in Sweden and also in Finland and became the Finnish National Champion in the category. Jani's most successful year was 2004 when he won Swedish Rally dominating Group N category and winning 13 out of 19 stages. His greatest success came at Rally Finland where he took the six place in a factory Skoda Fabia World Rally Car, the best World Rally Championship result for the Fabia World Rally Car ever and also Paasonen's personal best result at this level.

Lately, Jani has been competing in the European Rallycross Championship. His manager is Jouni Kunnas. Jani is also the owner and instructor at the DriveX rally school (www.drivex.fi).

Mika Rajasalo started rallying in 1993 with his brother and in 1995 they won the Finnish Junior National Championship. This will be Mika's first appearance with Jani Paasonen. "I am thrilled at the opportunity to participate in the International Rally New York. I have been several times in the US, but never before in a rally event. From what I have seen on the Internet, the roads are quite different from what I am used to. It will surely be an exciting experience" says Mika.

The main sponsor of Paasonen's and Rajasalo's drive at the International Rally New York 2009 is NCRALLY, a racing division of North Coast Subaru. Other sponsors are WordDive (www.worddive.com), a language-learning software, and Robert Cella, a retired metallurgist, a rally enthusiast and a Rally New York radio operator.

The team is managed in the United States by North Coast Subaru with Otis Dimiters as the team manager. The North Coast Subaru Corporation has been serving the tristate area for over 30 years. The racing division of the dealership, NCRALLY (www.ncrally.com), specializes in Subaru performance, rally car preparation and event support.



Sponsorship for Competitors in the International Rally New York 2009

Forestburgh, New York (October 13, 2009) Robert Cella has announced his selection of drivers whose entry he is sponsoring at the International Rally New York to be held in Narrowsburg and Callicoon in Sullivan County, New York on October 21 – 24, 2009. The selected drivers are:

- Thomas Barton and Matt Gottlieb, local Sullivan County rally drivers
- Robert Martai, a local rally driver from New Jersey with previous experience from Hungary
- Jani Passonen, a former Finnish Rally Champion and participant in World Rally Championship

Robert Cella is a retired engineer, a radio operator at Rally New York events (www.RallyNewYork.com) for many years and a great supporter of the sport of rallying and Rally New York events. This is the third Rally New York event in a row when the competitors become the beneficiaries of Mr. Cella's awe-inspiring generosity.

In addition, the total of \$12,000 in subsidies will be distributed to the teams from the Pacific Division of the United States Rally Championship (www.usrallychampionship.com) to assist them with traveling to the final round of the United States Rally Championship in New York - the International Rally New York 2009.

Finally, a prize fund guarantees that each team finishing the Rally in top 30 percent of all finishers, including at least one production car and one two-wheel-drive car, will win \$200 in prize money.

The course of the International Rally New York 2009 is approximately 300 miles long with more than 100 miles of special stages. At the conclusion on Sunday morning, the United States Rally Championship will hold its annual Year-End Awards ceremony and will award separate National Championship titles in the Two-Wheel-Drive Championship and in the All-Wheel-Drive Championship, and declare Production Cup Champions in both categories. Each day of the Rally is a separate round of the New York Rally Championship (www.RallyNewYork.com) that will hold its own annual Awards in the New York City area in December.

The Rally takes place in the spectacular southern Catskill Mountains of New York only 90 miles northwest of New York City. The event is headquartered at the modern Villa Roma Resort. All racing will take place on the 12,500-acre Ten Mile River Scout Reservation on new, purpose-built and refurbished stage roads. The Ceremonial Start is at Villa Roma in Callicoon, NY on Thursday evening. The Rally ends with the Ceremonial Finish at Keowa Rally Village in Narrowsburg, NY on Saturday night.

Hundreds of participants, spectators and fans will gather for two days at the exciting Keowa Rally Village on the Ten Mile River Scout Reservation. The Keowa Rally Village includes a Spectator Area with spectator parking, food, lodging and camping, a Service Park with a Vendor Area next to it, and the Rally Control. During the two days of racing, a number of special stages will pass by the Spectator Area both in the morning and in the afternoon. Several special stages start or finish at the Keowa Rally Village.

The United States Rally Championship is taking bold steps to make national competition more affordable and accessible to a larger number of rally teams. This is the third season of the new Championship structure that minimizes or, for many teams, eliminates the need for repeated cross-country travel during the Championship season by providing competition on each side of the country. The final round of the Championship at the end of the year counts both in the Atlantic Division and the Pacific Division and together with the results from all previous rounds decides the top spots in the Championship.



Rally New York, Ltd. constructs purpose-built roads on gated privately-owned property and opens entry for International Rally New York 2009

Forestburgh, New York (August 30, 2009) Entry is now open for all-gravel International Rally New York scheduled for October 23 - 24, 2009. Rally program, [online entry](#), downloadable entry forms, itinerary, supplementary regulations, lodging information and downloadable order form for course notes (can be also ordered online) are available at www.RallyNewYork.net/irny2009.html. Regular entry ends on September 24. The entry will close on October 15.

The International Rally New York 2009 is the final round of the United States Rally Championship. The course is 299 miles long with 104 miles of special stages. At the conclusion on Sunday morning, the United States Rally Championship will hold its annual Year-End Awards ceremony and will award separate National Championship titles in the Two-Wheel-Drive Championship and in the All-Wheel-Drive Championship, and declare Production Cup Champions in both categories. Each day of the Rally is a separate round of the New York Rally Championship that will hold its own annual Awards in the New York City area in December.

A prize fund guarantees that each team finishing the Rally in top 30 percent of all finishers, including at least one production car and one two-wheel-drive car, will win \$200 in prize money.

The Rally takes place in the spectacular southern Catskill Mountains of New York only 90 miles northwest of New York City. The event is headquartered at the modern Villa Roma Resort and Conference Center. All racing will take place on the 12,500-acre Ten Mile River Scout Reservation on new, purpose-built and refurbished stage roads. The Ceremonial Start is at Villa Roma in Callicoon, NY on Thursday evening. The Rally ends with the Ceremonial Finish at Keowa Rally Village in Narrowsburg, NY on Saturday night.

Hundreds of participants, spectators and fans will gather for two days at the exiting Keowa Rally Village on the Ten Mile River Scout Reservation. The Keowa Rally Village includes a Spectator Area with spectator parking, lodging and camping, a Service Park with a Vendor Area next to it, and the Rally Control. During the two days of racing, a number of special stages will pass by the Spectator Area both in the morning and in the afternoon. Several special stages start or finish at the Keowa Rally Village.

The Rally will be conducted according to the international FIA regulations.

After the just completed Gorman Ridge Rally in California, the United States Rally Championship heads to the final round of the Pacific events at the Prescott Rally (www.prescottRally.com) in Arizona before the final round in New York. Pacific Division teams are competing for coveted cash travel subsidies that will be awarded to top six teams in the Division. The total of \$12,000 in subsidies will be distributed to Pacific Division teams to assist them with traveling to the final round of the United States Rally Championship in New York.

The United States Rally Championship is taking bold steps to make national competition more affordable and accessible to a larger number of rally teams. This is the third season of the new Championship structure that minimizes or, for many teams, eliminates the need for repeated cross-country travel during the Championship season by providing competition on each side of the country. The final round of the Championship at the end of the year counts both in the Atlantic Division and the Pacific Division and together with the results from all previous rounds decides the top spots in the Championship.

More information on the United States Rally Championship can be found at www.usrallychampionship.com. Information on other Rally New York events and on the New York Rally Championship is at www.RallyNewYork.com.