

The 32nd Thunderbird Rally

February 15/16 2003



Roy Lima and Andrew Dobric, winners of TBird 2002

Presented by West Coast Rally Association

The Thunderbird is a winter driving adventure, round 1 of the BC Rally Championship. The rally follows the current BC Rally Regulations, which are posted on <http://www.rallybc.com> and are available from the BC Rally Director, Paul Westwick (paul@rallybc.com) by calling (604) 682 3296. The rally runs on straight-forward instructions. In addition to the route instructions, maps will be provided. The rally will be about 850km long, entirely within the province of BC, and will start with an odometer check section of about 15km. Roads will be about 30% clear pavement, 70% snow-covered pavement and gravel. Instructions are provided in both km and miles, but the official measurements and calculations are based on the km figures.

Required equipment: 1 self-supporting, reflective warning triangle (30cm per side), basic first aid kit, 5BC fire extinguisher, open cars require a roll bar. If auxiliary lights are mounted, it must be possible to turn them off with one switch, leaving only the standard low beams operating. Recommended

equipment: 4 studded snow tires, map light, driving lights, warm clothing, shovel, tow rope, ice scraper. Some helpful hints: Handbrakes can freeze if left on overnight. Roads are often ploughed off their summer routes, so beware of snow-filled ditches. Maximum distance between gas stops is 250km (150mi) but remember that many cars get worse mileage in winter conditions. BC Highway regulations sometimes require vehicles without 4 wheel drive to carry chains. The sweep truck will have 4 wheel drive and a winch, but may not always be able to extract wayward cars from the BC scenery. Drivers are asked always to drive with their headlights on and to be particularly courteous to traffic not connected with the rally.

The rally will be divided into a number of legs, each leg ending with a meal stop or overnight stop. Each leg is divided into Transit stages and Regularity stages. Transit stages give a stage time that is adequate for completing the stage well within speed limits. Your time will not be recorded in these stages. Regularity stages list specific average speeds, which are below the posted speed limits, which you must maintain in each part of the stage. Your timing in these stages determines your score.

Timing controls will be in regularity stages only, at various unannounced locations, and will not be placed near stop signs or busy intersections. Cars may not slow down excessively within sight of a timing control. At the control official's discretion the time may be recorded early when that happens. Procedure when approaching a control is simply to drive straight past without stopping. The control official will record your time. For double checking the results, you may wish to note the time and mileage at each control, but this is not required.

Winter Timing: Scoring is one point per second early or late, from a grace period that depends on your time at the immediately previous control, but is always at least one second each way. At the first control in a leg, the grace period is one second each way. At each subsequent control in the leg, the grace period is extended to 10 seconds closer to perfect time than your immediately previous time. In other words, you never need to make up more than 10 seconds between any two controls. If you are late x seconds at one control, the grace period at the next control will be from one second early to $(x - 10)$ seconds late, or one second late, whichever is greater. If you are early x seconds at a control, the grace period at the next control will be from one second late to $(x - 10)$ seconds early, or one second early, whichever is greater. In every case, the grace period depends only on the immediately previous control. As long as you are running close to perfect time, this is effectively a perfect time event. If you have a problem, however, and lose some time (e.g. stuck in a snow bank) you don't need to make up all of your time immediately, but you are encouraged to work your way gradually back towards perfect time.

Scoring example: If you are 35 seconds late at the first control in a leg, you are assessed 34 points. If you are then 41 seconds late at the next control, you are assessed 16 more points (grace period was to 25 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was to 31 seconds late). If at the next control you are back to 35 seconds late, you are assessed 20 more points (grace period was to 15 seconds late). If at the last control in the leg you are 18 seconds early, you are assessed a further 17 points, for a total of 87 points for the leg.

Scoring reverts to absolute time at the beginning of each leg. This may require habitually slow competitors to forfeit some of their gas or meal time allowance. The organizers may decide to delay sections in order to keep the competitors together. If so, an information control will be set up to inform all competitors.

The maximum penalty at a single control is 300 points (5 minutes) and the maximum penalty for a regularity stage is 600 points (10 minutes) Control officials will remain in place at least until all remaining cars are beyond 10 minutes later than absolute rally time. Ties will be broken by the most zero scores, then the most 1 second penalties, etc.

Exceptions to scoring: A competitor coming upon an accident is required to stop and render aid if necessary (e.g. in case of injury.) In such cases, the competitor should record the mileage in the section, and the time when they stopped as well as the time they restarted, and give a written declaration of this to a rally official or the event steward. Scoring adjustments will be made in such cases, and the crew should not try to regain the lost time until they reach a sufficiently long break (e.g. gas stop.) Declarations of time lost will also be considered for organizers' errors which make official time unattainable and other discretionary safety concerns. In the case where a competitor is stuck, but not injured or in any danger, they should wave rally traffic past and await the assistance of the sweep truck.

Awards and Classes

Prizes and contingency awards have not yet been finalized. Check <http://www.rallybc.com> during late January for details. Trophies will be awarded for overall position and according to the classes laid out for the BC region rally championship: **Paper:** No calculators, rally tables or accessory odometers. **Calculator:** Accessory odometers, non-programmable calculating devices that are not driven by a wheel. **Unlimited:** Unlimited equipment. **Novice:** neither team member having entered more than 3 TSD rallies prior to the start of the competition year and navigation equipment to conform to calculator class. **Historic:** Vehicles manufactured prior to December 31, 1974 as per the date stated on the vehicle registration. Navigation equipment must conform to Calculator class. In addition to the BC championship classes, an award will be given for **Historic Equipped:** Vehicles manufactured prior to December 31, 1974 as per the date stated on the vehicle registration. Navigation equipment is unlimited. Historic Equipped entries will be scored in the championship as unlimited.

Officials of the Event

Route Master: Paul Westwick (paul@rallybc.com) (604) 682-3296

Registrar: Shelley Wiedemann (shelley@rallybc.com) (604) 514-0598

Schedule

Tuesday February 4: Close of early entries. Preliminary start order assigned.

Friday February 14:

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| 4:00-6:00pm | Optional novice training session at rally HQ (Best Western Nicola Inn) in Merritt. This will be a classroom session, based on the WCRA novice rally course. If you wish to attend, please contact Ken Kwong (ken@rallybc.com) to confirm a spot. |
| 7:00-8:30pm | Registration at rally HQ in Merritt. |
| 9:00pm | Final start order posted, based on current paid entries. Any entries received after this time, or without payment yet confirmed, will start at the end of the field. |

Saturday February 15

7:30-9:30am	Late Registration & Buffet Breakfast, rally HQ, Merritt.
7:30-9:30am	Technical inspection, rally HQ, Merritt.
10:00am	Novice drivers' meeting
10:30am	Drivers' meeting
11:01am	First car out
9:00pm	End of day 1, Coast Canadian Inn, Kamloops

Sunday Feb 16:

8:00am	Drivers' meeting, at the Coast Canadian Inn
8:30am	First car out
4:00pm	End of day 2, Best Western Nicola Inn, Merritt,. Dinner & Awards presentation (start making up your stories)

Directions to the rally HQ: The Best Western Nicola Inn is on Walters St, near the north end of Merritt. From the south, take the second Merritt exit, and turn left at the T junction onto Voght. From the north, take the first Merritt exit and proceed south along Voght. Turn right on Walters St, about 800m from the exit, then The Best Western Nicola Inn is on your left.

Fees and Costs

Entry Fee: \$140 (\$90 US) for entries received before midnight February 5, 2003. \$170 (\$110 US) for late entries. Members of West Coast Rally Association and Island Rallysport Club are eligible for a \$30 (\$20 US) discount. Please make cheques payable to West Coast Rally Association.

Maximum entries accepted: 75. Any entries received above the maximum will be notified by phone and held on a waiting list. If entering late, please confirm by phone. Entry fee cheques may be post dated up to the close of early entries (February 4), or current dated, for the entry to be accepted.

Accommodation

We have arranged hotel group rates as follows:

Merritt (Friday Night and/or Sunday Night): The Best Western Nicola Inn: 1-800-663-2830. Double occupancy: \$55 + taxes, Just mention the Thunderbird Rally.

Kamloops (Saturday Night): Coast Canadian Inn: 1-800-663-1144. Double occupancy: \$65 + taxes, just mention the Thunderbird Rally

Both block bookings will be held until February 1, so please book early.

Past Winners

1957	No Records	
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1959	M Proctor / D Halliday	?
1961	B Collins / B Mansfield	VW
1962	D Titmus / J Neilson	VW
1963	T Burgess / W Fane	MGA
1964	B Dunwoodie / J O'Dwyer	VW
1965	B Dunwoodie / J O'Dwyer	VW
1966	B Dunwoodie / J O'Dwyer	VW
1967	B Wilson / A Robitaille	Citroen
1968	tie: S Somerville / R Cook tie: J Bowie / T Burgess	VW Cortina
1969	R von Hertzberg / W Bergelt	VW
1970	B Owen / M Hunter	VW
1971	T Burgess / J Bowie	Datsun
1972	T Heinonen / S Arvonen	Ford Anglia
1973	L Paivarinta / S Arvonen	Renault Gordini
1987	G Reid / J Reinertson	VW Rabbit GTi
1989	J Kingsley / S Tracey	Plymouth Arrow
1990	D Steel / B McGuffie	Škoda GLS 120
1991	G Reid / J Nispel / S Richards	VW Rabbit GTi
1992	D Steel / B McGuffie	Subaru GL
1993	P Hill / W Peterson	Mazda 323 GTX
1994	S Carlson / R Kraushaar	BMW 325ix
1995	J Fouse / D Wende	Subaru Legacy
1996	G Webb / S Carlson	BMW 325ix
1997	P Linde / S Carlson	Coupe Quattro
1998	P Hill / S Bishop	Talon Tsi
1999	P Hill / S Bishop	Talon Tsi
2000	J Nispel / M Nolte	Toyota Celica AllTrac
2001	G Webb / J Kisela	Subaru Legacy
2002	R Lima / A Dobric	Subaru Legacy



Tom Burgess & Bill Fane, winners of TBird 63, pictured in TBird 65



Dave Fairhall, Honda S600, on Mamette Lake Road, TBird 66



Andrew Dobric, post-roll, being chased by Nick Seldon on Robbins Range, TBird 92



Roy Lima & Andrew Dobric
Winners of TBird 2002



Peter Hill & Shawn Bishop
Winners of TBird 99