

Airtime

BRITISH COLUMBIA'S RALLY UPDATE



The Days the Rain Came

Mountain Trials 2005

South of the Border

Rally America Series - Richard VS. Blomquist

The AIRSHOW

Rallye Baie de Chaleurs

PLUS REVIEWS OF:

WCRA Golddigger Rally 2005

2005 Coast to Coast Rally

Novice Rally Workshop

WRC

UPDATE

Rallying

around

the World

FREE

SUMMER '05

VOLUME 8, NO. 3



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Pace Notes



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British Columbia's rally community has been very busy these past few months. We are beyond the halfway point in many of the rally championships which means that we can start laying our bets on the likely winners. And we have plenty to choose from. At the start of the year I wondered if the reduced sponsorship presence on many rallies would see diminished entry lists. But that is not the case as Rocky Mountain Rally enjoyed a very healthy turn out and Mountain Trials started the largest field of competitors the WCRA has had so far at a Regional. As well as new (to many) names at upper levels on the National circuit, there are a lot of first season novice teams doing battle at the back of the pack, and several that are regularly turning up in the top ten! And we aren't really lacking sponsors, as many of those who generously supported last year have returned and a couple of new companies have joined the programme, providing the necessary materials to allow organizers to make rallies better and better.

It's not just performance rallies that are getting all the attention. Both WCRA and IRC are offering frequent Novice TSD Workshops and the effect is an increasing novice presence at the top of the results page on events like Coast to Coast and Golddigger. Both rallies also enjoyed many more competitors than last year.

As you read through this issue of Airtime you will notice we've got people competing or working on the ground at events across the country and across the waters! We are also increasing our network of out of club contacts that help us with technical expertise or services. Out of the car, club members have been flying the flag at the annual Kitsilano Soap Box Derby and the Merrit Mountain Music Festival. With more displays coming in the near future, the WCRA image is getting well exercised. I better go scrape some of the mud off the car...

See you on the stages,

John McLaren



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Wotsnu4 Summer ??

In the Spring column we announced Merritt's Active Mountain developments were underway. The project to build a motorsport complex has moved into the early stages of construction with work begun on scraping the 2.6 mile racetrack into the hillside. There had been promotion of WCRA utilizing some of the new course for the recent Mountain Trials stage rally but it was decided that the incomplete foundation materials of the new race course would not stand up to the abuse of repeated exposure to rally cars. There would be significant repairs needed to restore the circuit before construction could continue so the decision to postpone a "maiden voyage" around the track was made.

At present it looks hopeful that the track may host spectator stages for this fall's Pacific Forest Rally by which time the track should be graded to near full 60' width. To this end AMR and WCRA manned a promotional display complete with rallycar during the recent Merritt Mountain Music Festival at which venue thousands of inebriated cowboys were exposed to the concept of driving sideways on gravel roads. There are also strong rumours circulating that PFR will incorporate a tarmac stage around the streets of Merritt

that would provide huge exposure for our sport. To make this a reality will require considerable organization and volunteer manpower so start canvassing your friends and families to work off the Thanksgiving turkey by marshalling some corners for us October 14-15.

WCRA has been offered the opportunity to promote itself and the Pacific Forest Rally at this year's PNE in Vancouver on Saturday, Sept 3 2005. There will be at least 4 (perhaps as many as 7) rallycars on display from 10:30am to 10:30pm to show the public what co-drivers have known for years. That the "Hellavator" is not the only way to generate screams and adrenalin! Volunteers are needed to talk to the public and answer questions.

Stage rally competitors should be aware that the opportunity to suggest rule changes to the CARS regulations has already reached submission deadline. Any ideas that were put forward by July 15 will be discussed at a meeting of the Rules Committee on Aug 15. After considerations and wording are finalized the sport in general will be able to read and reply to the new proposals as of Oct 1. Decisions will be made by the board on Nov 30 as to what will be implemented/amended for the 2007

season. Many competitors are waiting to see what is coming in the way of requirements for "stump bars" in roll cages. These are the pieces of tubing that run across the ceiling of the car and prevent intrusion of big things into the cockpit area during a crash. For cars that are being constructed from new it is "relatively" simple to incorporate into the building of the roll-over protection. On cars that are already built it is much more difficult to add to an existing cage as there is very little access for welding to existing joints with integrity. For occupants of very small rally cars there is also the concern of where to put your head after the stump bar has been added.

Armchair competitors are excited that Richard Burns Rally is finally emerging onto the Canadian video game market. This product (www.richardburnsrally.com) is highly touted as the most realistic experience of the rally simulation games and it shows Richard's famous attention to detail in every corner. Amazing visual effects and cars that behave like cars set a new benchmark. It is possible to drive demo versions online and Airtime is "working" on a review for a future issue.

Island News

Well it's a belated start to summer this year, but the rallies have been right on time.

On the Island in May, we saw a very successful **Coast to Coast TSD** run with a record 21 cars starting! Maybe the earlier date due to other events overlapping was a good thing. The rally took us as far north as Sayward and as far south as Duncan over 2 days. The top three cars all hailed from the USA with **Jeff McMillen & Marvin Crippen** taking top honors. The route was fast and exciting again this year, keeping it high on the list of recommended rallies to run!

In June was the **3rd Novice TSD** which attracted 9 teams this time around. Overall winners were **Shawn Harper & Donica Fischer** in a Subaru beating 2nd place **Matt Playle & Meaghan Johnston's** Toyota by one second! The 4th and final event in this series took place recently on August 14th starting in Campbell River, BC.

The final all-tarmac rally in BC for 2005 is fast approaching! The 3rd Annual **Tsunami TSD Rally** will be held on August 27th. Check www.RallyBC.com for details on all the above events.



Island People- Stage Rally
Todd Patola, Rocky Mountain Rally, AB
4th Overall, 2nd in G2 (by 2 seconds!)
Baie des Chaleurs, PQ
T-11th Overall, T-1st in G2
Christa Monasch- Mountain Trials, BC
10th Overall, 2nd in P3
Gil Stuart, Mountain Trials, BC
Co-Driver, Car 00 (Course Opening)

Island People- Ambassadors
Glyn Trafford & Bart Vogelzang
No Alibi TSD, WA
Golden West, CA
These events are part of the
"Pacific Coast Challenge" Series

Come rally with the IRC!
Brian Carriere
President, Island Rallysport Club

Novice Rally Workshop

The WCRA novice workshop #2 took place in Kamloops BC on June 4th, 2005. There were 9 cars that made the journey to Kamloops for the event. The TSD classroom session was instructed by John McLaren and was very well received by the attendants. For three of the teams this was their first workshop and event, for the rest it was a great chance to work on their calculations and their gravel road skills. This being the first gravel event of the year in the novice workshop series, it was a very exciting event for all. The roads were a mix of roads used in regional TSD's and new roads that have yet to be used in any event. Ren Carroll did a great job finding and planning these roads. The



winners of this event were Vincent & Julie Peel in their Mazda 3. This was their second event, and a great improvement from their 5th place finish at novice workshop #1. Second place went to Prince George's John Geelen & Peter Adie, and third place went to Jenn Daly & Howard Peng.

Congratulations to all the participants.

The WCRA novice workshop #3 was postponed indefinitely due to the fire hazards in the area. With fires burning throughout the Merritt area it was decided that the event being postponed indefinitely was in the best interest of all parties involved. I want to thank everyone who has taken part in our events this year, either as a participant or volunteer for a great season, which was a success by all standards. See you on the gravel!



Shawn Edstrom & Geoff Gauthier
2005 WCRA Novice
Workshop Organizers

2005 WCRA Novice Workshop #2

Car #	Driver/Navigator	Car	Class	Province/State	Score
4	Vincent Peel/Julie Peel	2005 Mazda 3	Novice	BC	108
6	John Geelen/Peter Adie	1990 Ford Festiva	Novice	BC	172
7	Jenn Daly/Howard Peng	2004 Subaru WRX	Novice	BC	298
3	Jason Mardon/Ken Carroll	2002 Saturn SL2	Novice	BC	425
2	Ken Maydaniuk/Chris Maydaniuk	2004 Subaru WRX STI	Novice	BC	462
1	Steve Anthonson/Bernard Hamm	1986 Chevette	Novice	BC	666
5	Coy McDonald/Nicki Beverly	1980 Mazda RX7	Novice	BC	1259
8	April Oakes/Merv Oakes	1990 Subaru Loyale	Novice	BC	1318
9	Kang Teng/Lawrence Jay	1988 Toyota Corolla SR5	Novice	BC	1413
10	Aaron Wong/Jason Ross	1979 Volvo 240 GL	Novice	BC	DNS
11	Bryan Dudas/Dave Woolam	1999 Subaru 2.5RS	Novice	BC	DNS

The AIRSHOW Rallye Baie de Chaleurs

135 feet... 45 meters, or half a soccer field away, was where the Mitsubishi Lancer Evolution IV of Sylvain Erickson landed after hurling over a crest in the road in front of hundreds of screaming fans. If there is one thing the Rallye Baie de Chaleurs is famous for, it's the horribly large jumps. The rally is also a favourite with drivers, not just spectators. Smooth fast roads, with high speed corners quickly separate the men from the wannabe's who have been watching too much TV.

Peter Thompson has been having his way with the championship this year with wins at Rallye Perce Neige as well as the Rocky Mountain Rally. However his winning streak would come to a halt as Antoine L'Estage took a comfortable win. L'Estage took the lead on the first stage of day one, and held position throughout the weekend to put his Hyundai Tiburon on the top podium for the first time this year. The hard charging Matt Iorio put his WRX on the second tier, as he was running for all he was worth, from the Evolution of Sylvain Erickson. At the end of the rally Iorio had just held Erickson off by 9 seconds.

Erickson hasn't competed in the national championship for the last couple of years, when he was a regular contender for the championship and scored a couple of rally wins. He would make his return in the Evolution IV that he competed with in 2003, only with a new co-driver. 17 year old Chloe Erickson, Sylvain's daughter, was charged with calling out the notes. Quite a challenge to jump into the sport at such a



Photo by Ylwick Patterson / FormulaPhotographic

high level, but Chloe was ordering dad to go faster by the final stages. Unfortunately they lost a cylinder part way through the rally costing them second place. The problem was addressed at service, but the damage on the time sheets had been done.

The Erickson/Iorio battle paled in comparison to the Olsen/Lapointe fight. Both driving Group 2 FWD cars, Gord Olsen was sitting second in class after the first leg, one minute up on Eric Lapointe. Class leader Jon Nichols rolled his car out of the rally giving the lead to Olsen. Lapointe would have something to say however, as he started to pull time out of Olsen. After 200km of stages, the VW of Olsen and Honda Civic of Lapointe had

been tied for the class win. Identical times only happen once in a blue moon in rallying, making the battle all the more exciting.

Frank Sprong however made a mockery of all but the top nine, as he drove his Team Suzuki Canada Swift+ to a ninth place overall finish, winning P1. For over a year team Suzuki has been beating cars that just should not be beaten by the production Swifts. This event saw a good team fight as Bill Bacon was with in 10 seconds of Sprong with three stages to go, but the urge to beat his 6 time champion teammate proved a little too much for him, and over shot a corner, launching his car into the bushes.

By Bud Stanley

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South of the Border

By Max Etak

Since last issue the American Rally Championship has completed three more rounds and the leader board for the title is starting to take shape. With five of the eight events finished we see the much speculated battle between Stig Blomquist and BC-boy Pat Richard hotting up. Sure there's other drivers out there but we aren't really interested in Open class or PGT this time around. What we want to know is how our man Pat compares with world level talent and Mr Blomquist has plenty of that so Group N is where the action is.

At the beginning of May Pat partnered with California company Easy Street Motorsports and prepared a 2004 WRX in his Squamish shop liveried in exciting red. The new combination debuted effectively at Rim of the World Rally where they repeated last year's success of first overall. As this was not a National grade event there was no chance to measure the car against the regular competition.

Rally America Round 3 was the Susquehannock Trail Pro Rally in Pennsylvania held the first weekend in June. The roads there are open and very fast and some solid talent turned up in proven machinery. Pat and co-driving sister Nathalie campaigned their 2002 Gr N car but unfortunately it was not long before turbo problems hampered the Richards. They battled on with one eye on the Championship points available from a finish and

Photo by Matthew Simmons



The Richards win Rim of the World, again

Photo by Matthew Simmons

accepted second in Gr N right behind Stig who finished 3rd Overall. Former World Champion or not, the Gr N cars could not keep up to the horsepower of the Open class missiles and at the end it was last year's victors Shane Mitchell and Glen Patterson that conceded the win to the most successful pair in the history of the event, Paul Choiniere and Jeff Becker with their Hyundai Tiburon.

Just two weeks later the teams were facing off again. By now the 2004 car was back in Pat's hands and with a big number #1 on the doors they were the ones to beat. The rally started and fast out of the blocks were last minute substitute driver Stephan Verdier in an Open class WRX and Doug Shepherd in a blistering quick front wheel drive Dodge STR-4. By the start of final stage 7 the Dodge had faded and Verdier led second place Richard by almost a minute but Stig was only ten seconds further back. Part way up the mountain a halfshaft broke in Pat's car but he was determined to press hard to the finish. Just seconds from the finish the overworked engine

gave up and their speed was lost. Stig Blomquist took Gr N honours by .6 of a second but a strong last stage effort by Leon Styles saw him squeeze through to second overall in his Open class Evo 7. The Rocket Rally team hung on to fourth overall and second in class.

Maine Forest Rally is round 4 and is the last weekend in July. The challenge was on but a loose coil wire slowed Stig and co-driver Ana Goni after only a couple of stages. Their service crew were able to make repairs and an impressive string of stage wins saw them clawing their way back towards the leaders from 12th place. The Richards kept things moving to hold their position at the front of the leader board but a broken driveshaft on stage 6 threatened disaster. The shaft was replaced and with memories of Pikes Peak fresh in their head they continued with a gearbox that was less than 100%. Luck held and Pat and Nathalie collected first overall with Blomquist and Goni second while a good drive by Ken Block and Alex Gelsomino made it a 1-2-3 for Gr N cars at the top of the list.

Now we wait to see what happens at Ojibwe Forests August 26/27. We have seen both of our key players really light the fires when needed and as the end of the Championship gets closer the action can only get hotter.

Rallying around the World

2005 FIA Asia-Pacific Rally Championship, Round 4 in Japan

The fourth round of the 2005 FIA Asia-Pacific Rally Championship continued through Asia and on July 22-24 was held on Japan's island of Hokkaido. The FIA Asia-Pacific Rally Championship is one of the premier regional championships in World Rallying. For 2005, the eight rounds will be in Australia, New Caledonia, New Zealand, Japan, Malaysia, Indonesia, Thailand, and China. The event attracted crews from Finland, New Zealand, Australia, Russia, Japan, Great Britain, and Canada.

There were some top drivers there with WRC experience including current points leader of the APRC, Jussi Valmaki and teammate, Taguchi Katsuhiko. As well as current PWRC points leader, Toshi Arai. All stages were completely new except for the 2.7km Rikubetsu Circuit Special to avoid practicing for the upcoming World Rally Championship round in September. Rallying on new stages makes pacenotes that much more important as crews have no prior knowledge of stages. The stages vary from smooth, flat and fast runs



Local boy Brian rallying in Japan

Photo by Brian Wende

through the forests to narrow and technical with no room for error. There was a wide variety of corners, with some flat-out crests.

The rally was great, meeting lots of great people, and like every event was a good learning experience for the team and myself. Like all rallies we had some issues from SS1, coming down hard on flat-out jump, damaging the front end of the car but were able to continue and later in the rally had two punctures, but that's all part of

rallying. The car we competed in was a GrpN, Subaru Impreza STi and it was fantastic. Finishing 18th overall and going over the finishing ramp was very satisfying and I am already looking forward to the next event!

By Brian Wende

World Rally Championship

Five more stops in the World Rally Circuit; victories, upsets, and the return from retirement of a favourite driver. For your Richard Burns update, it is reported that he is doing well after undergoing a recent operation related to the discovery of a brain tumour in 2003, with doctors describing the outcome as "very successful".

First up, the Supermag Rally Italia Sardinia. A departure from the previous Sanremo, the sun drenched Sardinia boasts sandy gravel stages compared to the asphalt of recent years. Loeb takes an early lead as Marcus Gronholm rolls his car on SS3. "We were just too quick - we ran out of grip and rolled. It's a real pity," said Gronholm, taking the blame for the incident.

They made it back to service with only cosmetic damage, but lost over a minute and a half. The big battle, however, was not just between manufacturers, but also between the tire companies. Michelin correctly predicted the hot dry conditions, while Pirelli admitted that it's miscalculation of bringing too soft a tire caused some difficulty for Solberg and Subaru. Solberg takes second to S. Loeb, with Gronholm battling all the way back from 22nd (after his roll) to take the third spot on the podium. Duval, despite early optimism, comes in at 11th, after having to pull out of the event on Friday. Ford gathers some manufacturer's points from Gardemeister and Kresta, in fourth and fifth, respectively.

Off to the Island of Cyprus, and the seaside resort of Limassol, where to the west, near Paphos, some very tough, mechanically demanding gravel stages had been set. Temperatures can soar to over 50 degrees inside the cars, putting added stress on the drivers and co-drivers. Sebastien Loeb consistently took one stage after another, winning SS2 through SS15, in an event where just finishing was a valid goal. Petter Solberg and Marcus Gronholm were both forced out early due to mechanical trouble, while Francois Duval had a falling out with his co-driver, Stephane Prevot after an off that ended the pair's hopes of a finish. Privateer Manfred Stohl takes second, with Peugeot taking third thanks to Markko Martin keeping a cool head, yet pushing hard in the final leg.

WRC continued...

At the completion of the Cyprus rally, rumours were flying as to the future of Duval with Citroen. When it was announced that co-driver Prevot had decided not to continue with Duval, it became a waiting game to see who Citroen would nominate to drive the car, a decision that had to be posted by 6:00pm on Monday, according to WRC regulations. In a quick and surprising decision, it was announced that double-world champion Carlos Sainz will make a return in the interim, until a more permanent solution can be found.

After eight months out of the driver's seat, Sainz comes in for a solid fourth in the Rally of Turkey. Another tough, rocky, gravel event, Turkey saw Loeb making his record-equaling fourth victory, followed in second by a frustrated P. Solberg; "Now we need to come back in Greece, because I'm pissed off with finishing second all the time" said the Norwegian. Peugeot was similarly disappointed with their fourth place finish by Marcus Gronholm. Seems Sebastien Loeb is starting to get under everyone's skin. At this point, Sainz will not deny that he may continue on to Greece, although his original intention was to only stay on for the one event.

The Acropolis Rally Greece is one of the longest standing events in the circuit.

More heat, more gravel, and more punishing stages. Carlos Sainz, still driving for Citroen, was almost able to hold off an enthusiastic Toni Gardemeister, but in the end, Ford's flying Finn was on maximum attack, and took second place. Sainz in third, with teammate Loeb taking first again, breaking his previous record of four consecutive wins. Both Subaru's Petter Solberg and Peugeot's Marcus Gronholm suffered from drive shaft trouble, but Gronholm was able to survive to fourth place, while Solberg placed a miserable 9th. Sainz confirms that this is his last event, having accomplished his task of getting Citroen back in the lead for the manufacturers' standings.

Duval returns for the Rally Argentina, with Citroen's "100 percent confidence".

Photo from Rally-Info.com



Citroen Team Boss Guy Frequelin (C) with Sebastien Loeb (L) and Carlos Sainz (R)

The event is well known for its water-filled fords, or "watersplashes". A challenge mechanically, as teams have learned to prepare the cars for flying through the water at high speeds. While the WRC works on a plan to bring back Colin McRae for the Wales Rally GB, the drivers concentrate on getting their points. Loeb drives his "hardest win so far" taking another first place on the podium, joined by Gronholm and Solberg in second and third, respectively. And Duval? Seventh.

Photo by MGR.com



By Ken Jeffery

Current driver standings: 1. S. Loeb (75), 2. P. Solberg (48), 3. M. Gronholm (45), 4. T. Gardemeister (44), 5. M. Martin (42), 6. H. Rovanypera (20)

Current Team Standings: 1. Citroen (96), 2. Peugeot (90), 3. Ford (62), 4. Subaru (54),



Coming soon to a gravel road near you!

**Pacific Forest Rally 2005.
October 14-15, 2005
Meritt, British Columbia.**

PFR 2005 makes use of 165km of Stage roads located conveniently close to the town of Merritt.

This year's rally will offer excellent spectator opportunities at the newly graded AMR race-track and promises a first for BC, an in-town tarmac stage where competitors race on closed city streets. An all paved Service Park adjacent to facilities means mechanics don't have to grovel in the mud and can go for a Latte between clutch changes.

Another exciting addition is the presence of television crews that will air a one-hour special exclusively on the Pacific Forest Rally. This is the only round of the National Championship to offer TV coverage to date this year!

**Round 5 of the
Canadian Rally Championship
and
Western Canada Rally Championship**

All of the above excitement takes lots of effort to arrange. The West Coast Rally Association needs volunteers to staff positions essential to the safe running of this event. The proposed tarmac stage around town will be especially difficult to organize without sufficient manpower to marshal the closed roads. Increased spectator presence at the AMR site will also require additional safety measures. The WCRA will provide necessary training and complimentary accommodations for volunteers. If you are able to help us out, please contact volunteer coordinator Doug Tewnton at doug@rallybc.com or phone John McLaren (john@rallybc.com) @ 604-521-4762 and leave a message.

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The Days the Rain Came

Review: Mountain Trials ,2005

Photo by Shawn Bishop

*It was cold.
It was wet.
It was dirty.
It was FUN!*



Mountain Trials

Twenty-five die-hard pro rally cars turned out for one of the muddiest events of the year at Mountain Trials 2005. It wasn't enough that the roads were all brand new, they were also wet and muddy all weekend long.

Overshadowed – literally - by dark and ominous clouds, the first section of the event was held at Active Mountain Speedway in Merritt, a short, barely-over-a-kilometer spectator stage. Rally fans poured into the viewing areas to watch the cars tear around the technical track. The rally cars gave the fans exactly what they were looking for: Loud noise, quick turns, and gravel spitting from burning rubber.

From the spectator stage Mountain Trials headed into the unexplored (aside from the marshals and course

organizers) backcountry around Merritt. This is where it all started to get a bit tricky.

Many cars gave accounts of the muddy roads being slippery like ice, but the majority of them adapted and finished the race. Only seven cars Did Not Finish (DNF) the event, with five cars succumbing to mechanical difficulty, one orange VW Golf with a mangled wheel, and a yellow Mitsubishi Lancer that caught fire but was quickly extinguished.

The winners: B.C.'s own Scott Trinder and Bill Westhead (Cover Photo) finished first overall in a 1995 Subaru WRX-RA (Open), Peter Van Bogart and Alan Perry of Washington State finished second overall in a 2002 Mitsubishi Lancer EVO VII RS (Open), and Terry

Christensen and Terry Woltman of Washington placed third overall and first in P4 Class in their 2000 Subaru 2.5 RS.

Recently being added to the Cascade Cup this year, and of course part of the Western Canada Rally Championship (WCRA), Mountain Trials was a fun event for both our hometown competitors and our cousins from South of the border. Also new this year was the introduction of PIAA as a sponsor of the WCRA, who provided new sets of windshield wipers to the competitors, a much-needed auto part for the duration of this event.

By Geoff Gauthier



Amazing PIAA Wipers were more than a match for the wet conditions



PIAA
RACING PRODUCTS

2005 Coast to Coast Rally

Courtney, British Columbia. May 14 & 15, 2005. The **Island Rallysport Club (IRC)** presented **Coast to Coast 2005**. First Round 2005 **Pacific Coast Challenge** (Vancouver Island-WA-CA-BC Mainland), Round 3 **BC TSD Rally Championship**, and Round 1 **Island Rally Series**.

The weather was perfect Saturday morning as 21 teams take the start. The Odo Check went 36km north, then "Duncan Bay Main" quickly moved to 72km/h, setting the pace for the weekend: Brisk. "Sayward" continued, at 70, then 68 and 63 through some twisty corners, then 45km/h hairpins. Up to 58 for lots of single lane bridges and a few "Rough" callouts, but mostly smooth, flat, and twisty. A recent rain shower turned the dust to mud, more "slippy" than expected. "Tlatlos", was a loop on logging company owned roads. 83km into the Reg we are sliding through a checkpoint in an Acute Right... where was he timing? That was the question for those who did it right. Taking a dotted-line shortcut shown on the alpine, thus missing the acute, caught about two-thirds of the cars. The shortcut offered a quick way through the corner, but the island of trees in the triangle hid the CP, so those who followed the dotted line weren't scored at the control—more on following tracks later.



Photo by Kevin Marzan

"Upper Adam Main" climbs over the ridge to remote and spectacular scenery, with more primitive roads now, some very narrow, with big exposures. "Mohun Lake" brings more areas of active logging: Big log stacks and slash debris piles along and in the road. Speeds cut to 15km/h IF you got the connections at the drivers meeting... If not, 59km/h was do-able, a little rough, but as Car 3's Peter Ryce dryly pointed out: "It's only wood..."

A break in Campbell River, then 68km "Port Alberni" began smooth and brisk, interrupted by tight double-90 turns over bridges, "Caution! Blind Crest into KL", a

recovered "a little way down the road", and took 37 at the hidden control. Car 2, also all zeroes, dutifully followed Car 1's tracks, missed the Acute, recovered earlier, but still took 19. Car 3 followed Car 2's tracks, for 15—sound familiar? The TIE was broken!

"Bamfield", started just off the Island Highway and an Acute Right put us onto the "logging highway". We'd been following the progress of a couple of "off-road" logging trucks. These rigs are much larger than "normal" big-rigs on the highway, and our only option was to get off his road. The topic of conversation with most of the rally became meeting the "off-road loggers".

"Cowichan" included some of the most enjoyable "driver" roads of the weekend. Sweeping lefts and rights. Tight corners, into and out of bridges at 70km/h. A narrow steep hill climb, hairpins and exposures, topping out over the ridge, into a valley and smooth flat running at 72, then more hairpins before the finish after 68.89km. We are both smiling; a very good sign.

8.88km "Duncan", returns us to the gravel we all want, along a popular scenic park, then a Transit to the finish, after a two-day total of 867.77km (542 miles).

Congratulations to **Jeff McMillen** and **Marvin Crippen** who took **First Overall** and **First Unlimited** (moving up from Calculator last season, but continuing their string, as PCC Champions in 2003 and 2004). Second: **Lee Sorenson** and **Larry Richardson** from California. Third: **Ron Sorem** and **Max Vaysburd** from Seattle. Fourth Overall and **First Calculator** to BC's own, **Doug Tewnton** and **Brian Carriere**, with a very competitive 90. **First Historic** went to BC's **Gil Stuart** and **Arnie Lang**. **First Novice** to **Matthew Glade** and **Kevin Boothroyd**. And **First Paper (SOP)** to **Steve Perret** and **Kathryn Hansen**.

Complete results, links, schedules, and photos at www.rallybc.com

Check www.tsdroadrally.com for more rally stories and a rally search.

HPL for a change of pace, then a triple-caution reconstructed bridge: Big drop in, and bump out. Then back up to speed for more twists and turns.

A 10km Transit to Port Alberni brought a close to eleven hours and 583.92km of beautiful roads.

Day two began with three cars tied for First, with only 12-seconds penalty after 29 controls.

Sunday's opener, "Macktush Creek", ran along Alberni Inlet with great views of rock walls right, water left. Cresting a ridge, now overlooking a lake, with waterfalls all along the route, typical of the views on the western slopes of the Island. The peaks were still snow-capped. The weather was warm, and an occasional shower kept the roads nearly dust-free.

Running two-thirds of Reg One with all zeroes, Car 1 missed an Acute Right,

WCRA Golddigger Rally 2005



Round 4 of the BC Regional TSD Rally Championship, the Golddigger Rally 2005 took place on the overnight of July 23-24. Thirteen teams made it to the new start location in Lytton on the Fraser Canyon where the weather cooperated for a pleasant if breezy outdoor registration and technical inspection.

Odometers were checked on the highway drive to Spences Bridge where the competitors turned into the hills to run on completely new Regularity stages that criss-crossed back and forth over the region of the Hat Creek plateau. A fuel stop in Cache Creek was made before the second leg return on more new roads to rally end in Boston Bar.

The main reason for moving the rally from its traditional Pemberton base was the continuing erosion of the Hurley Pass road and that region's penchant for eating tires. The Fraser-Thompson area promised to be easier on cars while offering to get away from the repetitive stages around Gold Bridge. Unfortunately, scattered rockfalls along the new route provided nasty surprises for everyone and not repeating stages meant you didn't know what to expect. A night rally with very little traffic, the speeds were intended to be interesting. With the addition of rocks the event became extremely challenging and attrition played a significant role in the outcome.

Rallying at O'dark:30

Photo by Warwick Patterson/FormulaPhotographic



Organizers and competitors both relearned some basic rally concepts as the night progressed. Proper car preparation for any rally is a must and the first stage saw retirements when rocks damaged cars with vulnerable underbody bits. The Geelen/Adie Festiva wore out its transmission and tired steering while the Saab 96 of Westwick/Mathews relocated a low hanging exhaust to the area directly beneath the rear tires. Daly/Ustare were dealt a cruel blow mid stage when a simple flat tire turned nasty upon discovering that the key for the locknuts had not been replaced in the car at the last dealer service. With no way to remove the wheel a tow truck was summoned by sat-phone.

The third stage also claimed victims. The Maydaniuks in the Sti were forced to withdraw after puncturing and with only a space saver as spare. The Adrenalin Rally team of Tewnton/Carriere lived up to its name when they failed to follow the Golden Rules of Rallying...*stay on the road, stay on the route, stay on time*. Championship events are tricky to drive at best and I know only two(sic) well how haste makes waste when trying to make up time. Fortunately there was no need to test the rally's safety plan as both crew members were OK.

After the mid-route rest stop the remaining teams seemed to find the rhythm of the event (drive well and watch for rocks!) and the lack of further drama gave the rally workers a chance to scramble back into order.

At the end of the road of the US team of Gary Webb & John Kisela who beat Ren Carrol and stand-in driver John Erickson to the podium for first. Third place went to the Historic Volvo of Gil Stuart & Kevin Marcan who just edged rivals Richard Childs & Helen Welter. First Novices were Stephen Ban & Chris Peake with the only surviving Calculator competitors Martin Chung & Christa Monasch picking up their class win for a finish.

As event operator I take away much to think about. The roads hold promise for return visits if the rockfall hazard can be minimized. The communications net of HAM radios worked well in places and not at all in others so better utilization of resources is needed. The safety plan adopted this year for TSDs would have worked nicely if needed. The people of Boston Bar and Lytton were very helpful to me and this more than anything else will persuade me where to run next year's route. For the small communities throughout BC that our 6 rallies contact, a parade of 30-40 customers in the space on an hour can be a blessing or a curse. I fully intend to support those businesses that have made an effort on our behalf. I don't know how they manage to survive and if they fail their towns will too. Eventually the wonderful roads that link them will become abandoned and we will lose our playground.

By John McLaren

BC Rally Scene

Rallying began in Europe almost 90 years ago and quickly attracted automobile manufacturers as a means of demonstrating their product. Rallying has always been about Real Cars on Real Roads going Real Fast! Beginning with navigational style road rallies that tested a team's endurance, timing skills and driving ability, rallying grew towards the form we see today. Over the past thirty years, rallying has continued to evolve and maintain its traditions, while introducing more high-speed performance events. Today rallying is enjoyed globally as one of the most challenging forms of motor racing in the World.

Canadian rallying encompasses many levels of competition, from entry level navigational, to high-performance rallycross and stage rallies.

Navigational Rallying is an inexpensive form of competition that requires minimal preparation. Events use the Time-Speed-Distance formula to detail a route that teams must drive at a particular average speed. Surfaces are usually gravel or snow and Checkpoints in unknown locations record a team's ability to stay as close as possible to the set speed without being early or late. Scoring is to the second. TSD rallies are fun, challenging adventures and you can even use your everyday car to compete in the BC TSD Rally Championship.

Rallycross events are held on a closed access venue free from hazards to driver or vehicle. Common sites include frozen lakes or gravel lots. A challenging short course is laid out with an emphasis on tight corners and one at a time, competitors must drive as quickly as possible with the lowest elapsed time winning. As the actual speed of the cars is limited by the design of the course this offers an excellent opportunity to drive flat out with maximum safety. Safety precautions permit the inclusion of everyday cars and the action rewards good drivers rather than fast vehicles.

Performance or Stage Rally is a favorite form of motorsport in many parts of the world. Unlike

RallyBC

West Coast Rally Association

Western Canada 2005

Still to come...

August

6	(postponed) Novice TSD rally #3	Hope	WCRA
14	Novice TSD rally #3	Van Island	IRC
27	Tsunami TSD rally	Van Island	IRC

Sept.

11	Loop TSD rally	Alberta	RallyWest
24	Bighorn Stage Rally	Alberta	WCRC

October

15/16	Pacific Forest Rally	Meritt	WCRC
29	Midnight TSD rally	Van. Island	IRC

Nov.

5	Kananaskis Stage Rally	Alberta	WCRC
19/20	Totem TSD rally	Cache Creek	WCRA

conventional racing, rallies are held on closed-access forest roads. The road conditions may vary from loose gravel to mud or snow and ice. Also, unlike racing, the route remains un-practiced until the team has to drive it as fast as possible while listening to directions given by the co-driver. Speeds and action are high, so cars are built to international standards of safety and modification. Regional competitors compete on the six round Western Canadian Rally Championship with two rounds taking place in Merritt BC. Of these, the Pacific Forest Rally also ranks as a round of the Canadian National Championship and regularly attracts TV coverage and manufacturer backed teams.

The **West Coast Rally Association** is a registered society founded to organize and promote rallysport on the British Columbia mainland. It is complimented by the **Island Rallysport Club** pursuing similar objectives on Vancouver Island. Through a variety of events and activities we bring together the organizers, volunteers, experts and novices who support rallying in BC. The clubs host many events throughout the year and welcome new members. Check out the www.rallybc.com website for upcoming events and tips on how to get started.

Rally Stuff For Sale:

Halda TWM-1 Twinmaster

X-gears 119-121,123-126,128-133,135,138-149

Z-gear 35

2 external (wheel hub) L-drives

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2 Cibic Type 175 driving lights

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Powertrain - Manual:

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- Door mirrors: Power adjustable, foldable and heated (black)
- Fog lights: Multi-reflector halogen
- Headlights: Auto-off with ignition switch
- Roof Rack System: Roof rails (black)
- Tire (spare): Full size
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- Wipers (windshield): Variable intermittent

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