

# Airtime

BRITISH COLUMBIA'S RALLY UPDATE



## FUN IN THE SNOW!

Reviews of Thunderbird 2005,  
Subaru Forester XT and Volkswagen

## Are you covered?

## South of the Border

Nor'wester, Rally America and the SCCA

## Virtual Dirt

Review of Rally Championship for Gamecube

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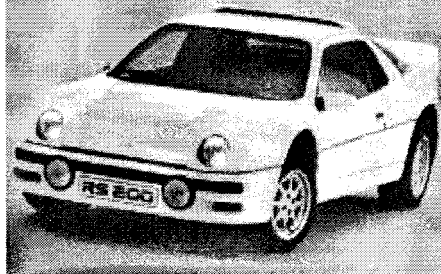
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# Pace Notes



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It's hard to believe we are in the middle of Spring already! It seems like just the other day we were bolting on the studded tires. The winter season is done and I find myself starting to count the workshop weekends left until our first "big" event, Mountain Trials Rally in June. So much has happened already that the calendar is streaming past in a blur.

We enjoyed great conditions at Thunderbird Rally and once again this event has proved to be of "flagship" calibre in the TSD Championship Series. The Barnes Lake Rallycross went off without a hitch and with no requirement for wading-snorkels this year. WCRA Novice Workshop #1 had a fantastic turnout with lots of new enthusiasts asking interesting questions. The rallybug is growing in BC. The Club Executive have been hard at work in a number of interesting areas behind the scenes, trying as **always** to make our sport grow to the next level.

In fact the only disappointment I experienced was that we failed to make a showing at the Vancouver Autoshow this year. I know a display was planned complete with shiny rally cars and glossy handouts. When I visited the show, some of the exhibitors **even** asked me where we were. I remember getting an email hunting for WCRA volunteers to work the display and I remember thinking "there's just so much going on right now." In the end, I guess that all of the usual faces were tied up running the events I already mentioned and no one came forward to fill the gap. Too bad, an opportunity missed and some prep work lost. For next year maybe we can get a team in place a little earlier, maybe coordinate a little better. What I do know is that it won't happen again. There's too much passion amongst our members to let this chance slip by. Think of this as a spin in the middle of Stage 3. Re-focus, re-concentrate and get back on pace. Put it in your pace-notes for next year and don't get caught out twice. In the meantime, look forwards and throw yourself into what is left of the excitement to come in 2005.

See you on the stages,

John McLaren



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# Wotsnu4 Spring ??

WOTSNU4 Spring ??

As reported last issue, the Subaru Rally Team is gone. But it didn't take long for Subaru Canada Inc. to rejoin the rally scene in Canada in another form. The Subaru Canada Contingency Programme is back in place on the Canadian Rally Championship. It is open to all Subarus regardless of home country competing in the National portion of the following 2005 events: Rocky Mountain Rally, Rallye Baie des Chaleurs, Rallye Defi Ste-Agathe du Hammel, Pacific Forest Rally, Rally of the Tall Pines, and Rallye Perce Neige 2006. Awards are for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, in Overall (Open and Gr N) and Production (P4) and pay \$2500, \$1500, \$1000, and \$1250, \$750, \$500 respectively. If you drive a fast Justy, you might get a hat.



On site at each event will be Marketing, Parts and Technical Support vehicles.

More locally there is something astir in Merrit BC. Although moving slowly, there *is* development underway at the Active Mountain location on the southwest area of town. Plans have been made to turn the gentle hillside that has supported PFR spectator stages in the past into a destination motorsport Mecca. Interested parties intend to build on-mountain accommodations and services to host thousands of visitors who they hope to attract by building a Le Mans style tarmac racetrack of suitable calibre to tempt Molson Indy back to BC. The motorcycle racing

press have already announced they would share the paved circuit while elsewhere in the same facility 4x4 manufacturers Land Rover and Jeep are being consulted for off-road driving school designs. Some of the light quad/ATV producers are also interested. But the cool news from where we sit is that the WCRA has already been contacted for design input for a rally venue! What we might see in the not too distant future could serve as both a spectator stage/rally-x site as well as provide scope for conducting rally school type tuition at speed. While the project is still in the early stages of infancy, it is a very positive sign that rallysport may be growing in external interest and marketability and we have been recognized as the local authority.

Recently, many of our members were involved in providing feedback to a survey circulated by the WCRA exploring membership involvement and benefits. The survey has been collected and as this issue goes to print work is nearly complete compiling the results. Once sorted, expect to see them posted on [www.rallybc.com](http://www.rallybc.com) and you can learn what we have discovered and perhaps glimpse what lies ahead. The Club Executive is also trying hard to find ways to improve the personal value of being associated with our organization. At present they are distributing benefit details of arrangements made with Mohawk fuels and Lordco auto parts. The Mohawk program is interesting in that when you swipe your card (at Mohawk or Husky) they record the amount of your purchases and at year end the WCRA gets a cheque for 2% of the total value of purchases made by all members. A great way to line club coffers. As for Lordco, 30% off when you show your card at time of purchase.

Everyone can make use of that! If you are a WCRA member you should receive your information in the mail. There are also various strategies being discussed to offer membership value to persons not completely involved with rally competition. As these concepts begin to take shape you will read about them here.

Last issue suffered from some small production problems. One of which was the failure to include the offered subscription information for those interested in receiving Airtime by mail but not wishing to take on a full membership.

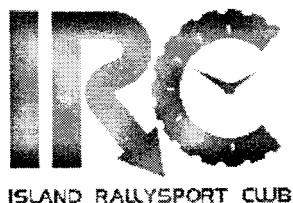
If you would like to receive Airtime by mail and are not a WCRA member, you may subscribe for the 2005 year. Send an envelope marked Airtime Newsletter Subscription to 2065 Alpine Court, Coquitlam BC. V3J 2K7. Enclose in the envelope the address you wish to be mailed to and a \$10 CDN cheque payable to West Coast Rally Association. For this we will send each of the five 2005 issues anywhere in Canada. If you live further afield please contact [john@rallybc.com](mailto:john@rallybc.com) to discuss special rates. Please note that there are a limited number of back issues available and we will not be reprinting once current stocks are used up. Sorry for any inconvenience.



# West Coast Rallying...

## Island Rally Update

2005 has been a model year so far for the Island Rallysport Club in terms of participation with lots of *new blood* trying the sport and honing their skills! With a 4 event Novice Series that is attracting many newcomers, we can look forward to swelling numbers for the big events all over the Province!



And this year is just *flying* by! With 4 on-island events already done, we are in full swing with 5 left to run:

**Coast 2 Coast TSD** May 14/15  
*BCRC & Pacific Coast Challenge Series* (2 day gravel)

**Novice 3 TSD** June 5 (3 hour paved)

**Novice 4 TSD** August 14 (3 hour paved)

**Tsunami TSD** August 27 (6 hour paved)

**Midnight TSD** Oct 29 *BCRC Series* (8 hour gravel)

**DID YOU KNOW:** In all of 2004, the IRC held 4 events. TSD Rally School, Coast 2 Coast, Tsunami, & Midnight for a TOTAL number of 43 team entries!

**SO FAR IN 2005:** With the 4 events so far we have had 52 team entries! (21% more than last year!). And we're less than halfway...unbelievable! Now that's impressive growth!

I am hopeful and excited to think we can accomplish the great feat of having 100 team entries for the current year. *We invite everyone* to come rally on the Island and help us reach this goal!

Brian Carriere  
IRC President

## The Competitor's Review:

### IRC Rally School- April 9, 2005

What does that symbol mean? What time does the Reg. start? WHAT IS A REG!?!?

The Island Rallysport Club's TSD Rally School cleared up all of those questions and more! The instructors did a great job covering every topic that a novice would need to know to be competitive in the sport. The course covered history of the sport, car and crew prep, basic calculations, what to bring, what to do before and during a rally and even 4 Regularities of gravel *mayhem!* The instructors were very patient with the newbies, explaining precisely how to navigate a TSD efficiently and quickly. Everyone in the classroom (except one pair) was brand new to the sport and had never run a TSD event, let alone on gravel. The class had its moments, but the real excitement came when we got to run the Regs.

Starting in Honeymoon Bay at the fire station, the first Reg. was a small loop finishing near our classroom. Everyone made it past the first control, but at the *acute right* 2.76km into the stage, many

people got lost, taking the turn before it and following the next instructions to *bear left*, causing them to turn back onto the main road! A few managed to follow the route properly, but everyone got back safe and sound.

When everyone was **back** at the start point, the instructors took us through an actual Technical Inspection; most people did not have adequate tires for off road and one even had slick performance street tires! After a few cars were "tech'd", the group was given a route book for a second mini TSD. Many teams swapped drivers and navigators so that they could try everything out, one team even changed cars! The rally started with minor problems, a few cars leaving early, but the first Reg. was well done by all. Reg. 2 is where all hell broke loose! Almost every team missed a *SOR* causing them to run off course and missing an *acute left*. The only team that made the turn saw all the cars driving past and turned around to follow them! Eventually everyone got back on track but they were all far behind and had to make up a lot of time. Everyone drove straight through Reg. 2 trying to get to the start of Reg. 3 so that they could start on time again;

which they did. My navigator and I were able to get to the start of Reg. 3 on time but were just a few kilometers into it when my nav. said to me, "I think we have a flat! Pull over!" We pull over and sure enough we had been riding the rim for the past few km's. We hop out and start to fix the flat with the other competitors slowing to see if we need assistance but we wave them on. We end up fixing the flat, but our time is now way off and have no chance of making any good of Reg. 3.

We all meet back at the Fire Station for a debriefing and to tell stories of the great time we just had. All in all, the IRC's TSD Rally School was interesting and very helpful. The instructors were very clear on what we needed to do to be successful in TSD rallies, and were glad to answer questions. A big thanks to all the instructors that gave up their time to come help teach us newbies how to rally, as well as a thank you to the Island Rally Club for putting this event on!

Kiff Saunders  
[www.usualsuspectsrally.tk](http://www.usualsuspectsrally.tk)  
Car #4

# Review: Thunderbird 2005

On February 19<sup>th</sup> and 20<sup>th</sup> fifty-two cars headed onto the roads between Merritt and Kelowna for the 37<sup>th</sup> running of the Thunderbird rally. A wide variety of vehicles were represented: everything from the expected 2004 Subaru Sti to a 1994 Plymouth Voyager and a classic 1967 Austin Mini Cooper S. The classes were also well represented: 22 unlimited, 13 calculator, 11 novice, 5 historic and 1 paper.

Friday night registration and tech inspection took place at the Best Western Nicola Inn in Merritt. This was the first WCRA event to enforce the new minimum first-aid kit requirements and competitors were happy to comply. Weather was clear and brisk with all signs pointing to a great weekend for competitors and workers.

Day one offered 460 kilometers of roads and spring conditions including everything from dry and dusty to ice and snow at higher elevations. The transit from Princeton to Osprey Lake claimed the first DNF of the event; the Adrenalin

Rally Golf took an unplanned shortcut and suffered a damaged control arm. Osprey Lake regularity provided the second – and final – DNF of the event when a front spindle failed on Dennis Gunn's and Brian Hackney's Audi 4000 Quattro. After the final snow-covered stages through Big White and McCulloch teams retired to the Ramada Inn in Kelowna.

Day two driver's meeting started with the announcement that a repeat run through Big White had been cancelled due to 'road-racing' being reported to the local police – something Kelowna RCMP take very seriously. Paul Westwick and Ken Kwong looked after public relations but competitors were reminded of the importance of being aware of the sports public image.

275 kilometers of roads took competitors from Kelowna back to Merritt through more snow and more offs than day one. A thin layer of snow over frozen ruts kept competitors (and checkpoint crews) on their toes. Quick

rescue by two separate sweep vehicles ensured that there were no more DNFs to report.

The route finished back in Merritt at the Best Western. Prompt scoring showed that the team of Glenn Wallace and Miller Dumaoal finished first overall with only 11 points. Dan and Stuart Fealk claimed first in calculator with 37 points while Larry Lebel and Marcel Chichack took historic with 92 points. Jayme and Ava Franklin led novice with 189 points while Allan Brown and Howard Siemens won paper with 819 points.

Thunderbird 2005 was another superb WCRA event, with rallymaster Paul Westwick laying out the route, a dedicated group of volunteers staying one step ahead of competitors and a fierce group of competitors to bring it all to life. Be sure to check out rallybc.com for event details and photos, and join us at Thunderbird 2006!

By Richard Lynch

## Review: Barnes Lake Rallycross 2005

The 2005 edition of the WCRA Rally X on Ice was a huge success! Unlike the 2004 edition where the ice was melting and puddles were forming all along the track, this year's event was pure ice all day.

Although entry numbers were down a bit from the previous year, this year's ice-x still brought out some great competition and times were being swapped in all the categories from run to run.

The 4 classes were 2wd studded (1 entrant), 2wd rubber (6 entrants), 4wd studded (5 entrants), and 4wd rubber (7 entrants). Between the classes there were 19 total entrants, with two of them,

Pemberton's Norm LeBlanc in his 2002 Subaru WRX, and Oregon's Bill Price in his 1984 Audi Quattro pulling double duty and switching tires between classes to both run 4wd studded and rubber.

Times were scored for a total of all four runs around the frozen Barnes Lake in Ashcroft BC. A lot of the classes came down to the final run to determine the winners, and some great battles ensued.

The results in both 4wd classes came down to a first place battle between Norm LeBlanc and Bill Price, in both of which Norm was able to squeeze out the wins. In 2wd rubber Jared Powell-Williams in his early 1980's VW GTI was able to secure a victory in his class. And in 2wd studded, Paul



Westwick in his classic 1970 Saab 96 finished both first and last in his class, as no one dared to take on the speedy blue beast.

Full results and some excellent photos can be found at [www.RallyBC.com](http://www.RallyBC.com) under the "Rally Cross" heading.

By Shawn Edstrom

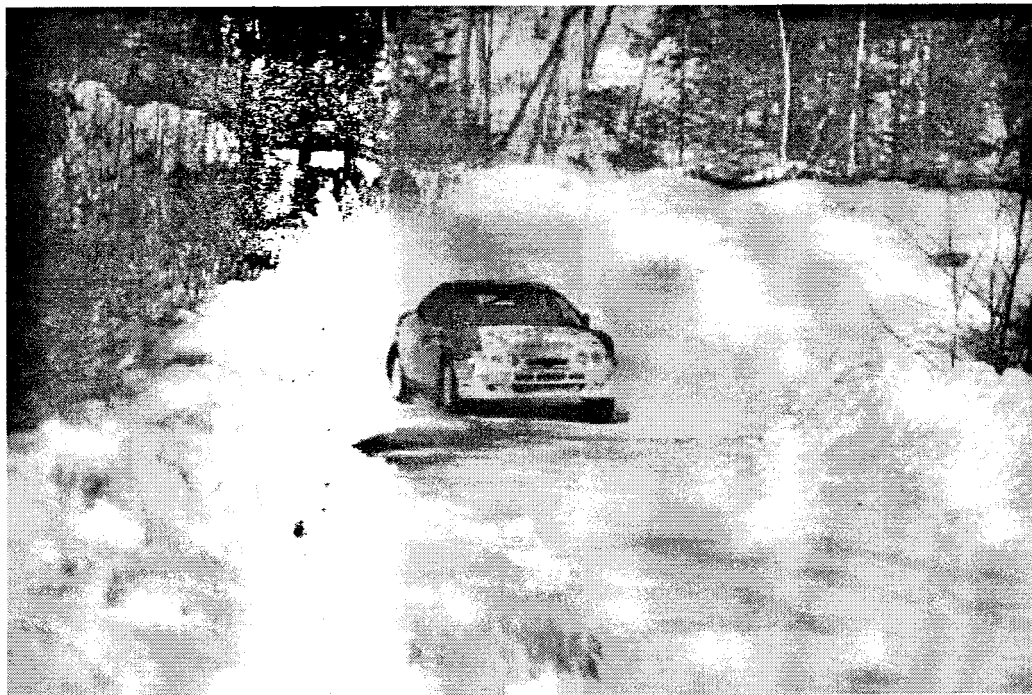
# Review: Rallye Perce Neige

## A Fresh Start.

Story by Budd Stanley.

\*First appeared in rpm Magazine, March 2005. Reprinted here with permission of the author.

Rallye Perce Neige once again signalled a new season of rallying in Canada. The start of the 2005 Canadian Rally Championship saw the noticeable disappearance of the factory Subaru Rally Team, but Subarus were still there in force even if it wasn't Pat Richard or Tom McGeer. Fifteen Subarus in total led the 34 car field, as the privateer drivers now have the honour of fighting for an overall victory. And fight they did.



Early leader Antoine L'Estage

Photo by Andrew Harvey

While Antoine L'Estage was winning the opening stages and starting to pull away from the field in his Hyundai Tiburon, Jean-Paul Perusse was putting in an eye-opening performance in a Mitsubishi Evo VI. Just behind them, Peter Thompson, Joel Levac and Matt Iorio, all Subaru drivers, were locked in a very close daylong battle with no more than 30 seconds separating the trio up until Stage 7.

In the end, the transmission let go on L'Estage's Hyundai, and the Perusse challenge faded as the battling Subarus of Thompson and Levac were able to slip by to take the top two podium places in that order. These performances were career best finishes for both drivers with Thompson getting his first victory and Levac a well-deserved runner-up.

One of the most inspiring performances was once again by Suzuki team driver Bill Bacon. Driving his production two-wheel-drive Swift (front cover), he

outperformed several Group N and Open class AWD cars on his way to a fifth place finish. The success of the Suzukis comes as no surprise, as the team has consistently shown its dominance over much more powerful machinery since its first event in May of last year. Bacon has made a name for himself as a giant slayer, muscling the little Swift past purebred rally cars with incredible consistency. Since May, the team has remained undefeated and recorded a class championship in their first year, with more likely to come.

Not only was this the first rally of the 2005 season, but it also saw the debut of several teams making their first stab at competitive rallying. One of those teams was the Planet Motorsport crew of John Vanos and co-driver Alan Ockwell. Having bought a used rally car prepped for Perce Neige, the team kept a cool head and drove a smart rally,

steadily moving up the leader throughout the day as their confidence grew. Despite an untimely scrap with a snowbank, the team finished second in class, eighth overall in the Ontario Regional portion. To finish your first rally is a victory, but to finish as high as they did is a feat unto itself.



français english

# Review: WCRA Novice Workshop

April 2<sup>nd</sup> marked the first WCRA Novice Workshop of 2005, and what an event it was. 19 teams came from all over BC (some as far away as Powell River, and Kamloops) to attend the first TSD school in the series. This workshop was different from ones in the past; this one was the first all paved novice event that the WCRA has put on as a Novice TSD Workshop.

It started out at the White Spot Restaurant in Port Coquitlam where all the cars and entrants met up for breakfast and a very comprehensive TSD rally school taught by John McLaren. Once John educated everyone about TSD, it was time to go through tech inspection and then hit the road.

The cars did their odometer checks and headed out to Pitt Meadows for the first regularity of the day. After the first 28km section of back roads through the farm lands of Pitt Meadows, the teams transited to the second regularity of the day, "Maple Ridge". The Maple Ridge regularity took the participants along a

19km route through the rural sections of Maple Ridge and popped them out at the Ruskin Gas Station. When the teams arrived at the gas stop, there were instructors ready to answer any questions and enough time to swap stories with fellow competitors before heading out to the last and longest section of the TSD. The Mission regularity took teams over multiple dams, up in to the hills of Mission and through some of the windiest roads in the lower mainland. Once the 45km Mission regularity was over, teams transited back to the Red Robin Restaurant in Maple Ridge for good eats and awards.

First Place went to Luc Girouard & Bernd Schmitzer in their 2005 Subaru WRX. The team took home some great prizes donated by Pacific Parts – Auto Parts Plus that should hopefully have them pretty much prepared to enter full regional TSD's now. Prizes were also awarded to the second place team of Dean Little & Jeff Bachman in their 1985 Toyota Supra and third place team of Jennifer Holter & Kevin Holter in their

1997 Toyota Tercel. Also, Ohan Korfikian & Richard Cox in their 1967 Sunbeam Alpine V were awarded with the Clint Goss book "The Road Rally Handbook", which is a wonderful book full of anything you could ever need to know about TSD and to succeed in it. They were awarded the prize for being the last place team to finish the rally.

Between all the hard work of the volunteers and the wonderful sponsors like Pacific Parts – Auto Parts Plus, Wilkinson's Automobilia, Helius Odometers, and of course, Specialty Subaru, the event turned out to be a huge success that will hopefully continue on for the rest of the WCRA Novice TSD Workshop season. The next event will be held on gravel in Kamloops BC on Saturday June 4<sup>th</sup> 2005. For more information on this event, upcoming events, or just general information on rally in BC visit [www.RallyBC.com](http://www.RallyBC.com) or email [shawn@rallybc.com](mailto:shawn@rallybc.com).

By Shawn Edstrom

## Review: Heart of Darkness 2005

The 5th annual Heart of Darkness rally was held April 30th, 2005 and it started with 11 brave competitors setting out into the night at 11:00pm on the 471km rally. They departed from Rollie's in Hope and headed for the hills! The rally took them from Hope up the Coquihalla Hwy towards Merritt. The first leg of the rally spanned 248kms of challenging gravels roads on the way to the Gas stop. With the only incident being Car#3 of Gary Webb and John Kisela blowing out their rear windscreen on a cattle guard, but they did not let this stop them. They continued on to take Fourth overall. The second leg of the rally saw the competitors head back out into the dead of night shortly after 3:30am for

another 222kms. As the Sun returned to its place in the sky, we all arrived back in Chilliwack for much needed food and rest. With all 11 teams making through the whole rally with no DNF we saw the top four teams only separated by 4 points! The honor of first overall went to team Rycel! Peter and Tim took first with only 11 points and only 2 points separated them and second place finishers Dan Comden and Marvin Crippen with 13. Third place went to the team of RJ and Ren Carroll with 14 points. It was my first rally as Rallymaster and I just have to say thanks to all those who helped out, all the awesome volunteers who took time out to sit around in the dark in the woods all night and Congratulations to

The logo for "Heart of Darkness" features the letters "H", "O", and "D" in a large, stylized, serif font. The letter "O" is replaced by a solid black heart shape. Below the "H O D" is the text "Heart of Darkness" in a smaller, italicized serif font.

all the Competitors who came from far and wide to participate in the event! I have to say that with great competitors and awesome volunteers like I had this year, it makes me hope that I can only make it better for them next year! And just in case you do volunteer for an all night rally and you decide that a portable DVD player is a good idea! Take my advice, DON'T bring a horror movie!!!

By Kevin Holter



# Review:

## Cochrane Rally of the Ranchlands

Held each year at the beginning of March, the Cochrane, Alberta event is notable as being *the* snow rally on the Western Canadian Rally Championship calendar. This year the rally truly fulfilled its reputation.

Running on the weekend of March 12-13, the weather looked set to provide typical spring conditions. During the recce portion prior to rally start, the competitors drove roads and made notes based on the surface of mud with icy patches. Cornering lines were selected and tire choices discussed. Sometime in the small hours of Sunday morning it began to snow. Not much it first appeared but as organizers and competitors made their way out to the hills surrounding Cochrane it was discovered that a pretty blanket of snow was covering everything under nearly 10" of soft powder. Many of the worker crews were seriously challenged just getting to their appropriate locations.

The cars set off to do battle and battle is what they enjoyed. The big scrap was always going to be the one between Norm Leblanc and Scott Trinder. Norm was newly paired with Keith Morrison as co-driver and Scott and navvie Bill Westhead were getting used to sitting on opposite sides of the car than normal. Bill was still the one reading notes but the new RSport rally car is right hand drive and this gave Trinder a lot to think about. Not only must he master smooth shifting with an unfamiliar hand but more importantly he must adjust his perspective when positioning the car on the road. 13 years of reflexes had to be relearned in order to keep the wheels out of the ditches. Perhaps in recognition of this challenge, the Leblanc/Morrison team checked into start control early and gave themselves a challenge of their own. Suffering a



Clearcut Racing plowing the road to victory

Photo by Shawn Bishop

minute in penalties, Norm transformed his driving style and began trying to claw back time.

It seems that many teams faced adversity with a **variety** of techniques. Eric Hagerman went into a snowbank headfirst, fortunately(?) there was a stump concealed and it bounced the car straight back onto the road. The RSport service crew were unable to get to the service area through the deep snow and hitched a lift with the crew of Easy Rider Racing. Team driver Warren Currie performed a 360 pirouette at speed between the snowbanks but kept his head and lost little time. Matas and Matas in their Dodge Neon went tobogganing and ended up lodged against some trees, a steep slide below the road and out of the rally. Behind the scenes, Car zero had a big off and a pair of sweep trucks swapped tugs to get each other out of trouble. The team

that seemed to benefit most from all the snow was not equipped with AWD, nor were they experienced winter rallyists. No, it was the brand new team and car of Aaron Neumann and Graham Coates in a P2 Honda Civic that were storming up the leader board. Even when the two final stages were dropped for scheduling reasons, at the end of a very long day it was only three cars that beat them to the podium. Leblanc and Morrison had fought hard enough to get back in front of Trinder and Westhead who in turn got the hang of the strange car well enough to edge the Burnleys behind them into third.

Event organizers at the Calgary Sports Car Club ran a great event where no one got hurt, everyone had fun, and most people made it out of the hills in time for the awards dinner.

# South of the Border

By Max Etak

Just across the line in Washington State, the Rainier Auto Sports Club is celebrating a 40<sup>th</sup> birthday and as part of the icing on their cake they are offering the Nor'wester Auto Rally in a format similar to it's original 1500 mile form from 1967. A TSD event open to any make, model, or vintage car OR motorcycle, it will run on open public roads. This year the rally is scheduled for August 15-18 (Mon-Thurs) and will begin in Kirkland WA before venturing north to our patch of the planet to take advantage of the fantastic roads familiar to many BC rallyists. The route is expected to be approximately 2000km in length with about 80% challenging touring stages and 20% scenic regularities as it runs up the Fraser River to Williams Lake and out to the coast at Bella Coola before crossing by boat to Vancouver Island and the southbound run from Port Hardy to finish banquet in Victoria. For more information visit [www.rainierautosports.com](http://www.rainierautosports.com) and look for Nor'wester!



Nor'wester, a category for all cars

Photo by Dennis Wende

Also not too far from home is the Oregon Trail performance rally. Recently held at the end of April, Round 2 of the 2005 Rally America Championship Series saw tremendous speculation as to possible results at the podium. Last year's North American Champion Pat Richard was there with his sister in the Grp N Impreza we love to watch. Local talent Paul Eklund ran an Open Class Subaru on roads he knows well. There was the Open Mitsubishi of Carl Jardevall who is very quick and rising stars Travis Pastrana and Suzuki Canada's giant slayer Bill Bacon both brought well prepared Grp N Subarus. But the big question was what would happen when the legendary Stig Blomquist was introduced to our usual favorites on an even footing? The result was spectator nirvana.

Pat and Nat hit trouble on the opening spectator stage when a halfshaft let go and they limped around losing mega time. Over the next stages, while Stig worked his way to the front of the pack with Pastrana close behind, the Richards went to maximum attack and clawed all the way back to second place over-all before the transmission failed and they retired on SS 11. From then on the top three held position to the end but WCRA honours were being well-maintained in PGT as Norm Leblanc and co-driver Keith Morrison engaged in a fierce battle with drivers Matt Johnson and Tanner Foust. Norm and the Clearcut Racing Team kept the pedal down and the brains up to fight clear of the others and finish first in class and seventh over-all! Another WCRA team, father/son Bob and Adam

Trinder finished 14<sup>th</sup> O/A and 4<sup>th</sup> in Open class in a right hand drive car that is still new to them.

Organizer Ben Bradley can revel in the knowledge that there is small chance of any other event this year generating as much excitement.

And how is the SCCA doing with their rally projects? The new CircuitRally programme was to provide two National level events in 2005 before moving into full swing in 2006. When I contacted the SCCA Rally Department representative regarding a lack of publicized schedules I was told that just two or three "proof of concept" events were being planned at present and that dates would be announced as soon as possible.

By Max Etak

# Insured?

By Ken Kwong

Recent events have prompted me to write this brief article and share with you some shocking revelations I've discovered about insurance – specifically the contents portion of your homeowner's insurance (for some, it is called the tenant's insurance) and how it may affect your rally related property.

All of us have purchased some form of insurance policy to protect our personal property from theft, fire and damage. A policy normally covers, by definition, "... the contents of your dwelling or unit and other personal property you own, wear or use, while on your premises which is usual to the maintenance of a dwelling or unit...". An average policy is about \$40,000 (per person) in personal property. Is this enough coverage? Perhaps for an "average" person.

Due to our involvement in motorsports (rallying) – some of the personal property we possess is not what an "average" person owns. Most of us have at least a few tool boxes with specialized tools for our vehicle(s) and not to mention a host of other power and air

tools – some of us have enough tools to rival an auto mechanic's shop! You may have 1 or 2 helmets, and a racing suit or two. You might have radio equipment like FRS, VHF and Sat phones. Don't forget about that rally computer we use in events. Some of the property we own, we take with us when attending events.

Did you know that **most** policies offer only up to 10% of the property coverage when stolen / lost while temporarily away from your premises? That is only \$4,000 coverage based on the "average" policy!

If you take a moment and tally up the total replacement cost for all that equipment, we start to see that this could conceivably amount for over 25% of our coverage. The remainder is left to include the rest of our property such as clothes, computers, stereo equipment, TVs, jewellery, pots, pans, etc. And we wonder where all of our money went?

Do I have enough coverage for my personal property? AND does it cover

my motorsport equipment? The answers to those questions, according to my insurance agent are "no" and "no" respectively. *What the...?!?*

Let me explain - due to the fact that the equipment is used primarily for motorsports and the replacement value is "excessive" (according to the adjuster) – our home insurance "technically" does not cover these items. We can purchase additional coverage on our auto insurance to cover those electronics we use in the rally car. We can submit a "schedule" (list) of our tools, helmet and suits for additional coverage under our home policy. However, both these options resulted in premium rates that were difficult to justify.

There are alternative solutions to obtaining insurance for your rally goods – but that is best left for another discussion. The above is open for further debate – but I encourage everyone who reads this to have a good talk with your insurance agent and make sure you C. Y.A.!

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## For Nintendo Gamecube: Rally Championship

So you bought that Gamecube for the kids (at least, that's what you told your spouse), and now you're wondering if there's any rallying goodness to be had. Maybe you're even thinking of buying a wheel and pedals. Well, hang on there, driver, because you might want to do a little research first.

The Gamecube is typically regarded as having received the 'short end' when it comes to racing games, and rallying is no exception. There have been very few racing games actually published, with some titles being scrapped before they could reach the shelves. One title that has survived is last year's Rally Championship.

First off, this isn't a game that will compare to some of the better releases for X-box or Playstation, but this is Gamecube, after all, and for that, it's not bad. I use the words "not bad" because it is adequate in many respects, some good fun, but also some poor aspects as well. 33 stages are available across 6 rallies. There are a variety of terrains, but unfortunately, it's rendered with mediocre graphics, and landscapes a little sparse.

The upside is that the physics model is quite well done. Although the game does exhibit a few 'strange' collisions, there is a real sense of speed, and it won't take long to get a feel for how to

get your car sliding through the corners. There are 25 cars to choose from, and they are fun to drive. Of course, if you've spent some time rallying in the real world, there will be no comparison. This is a game, not a hard-core simulation.

If you are looking for a game to rent, or you see this one in the discount bin, you can't go wrong for a few hours of fun, racing around in the dirt, mastering some special stages, and generally having a good time. If you're hoping for a game like "Colin McRae Rally", or "Rallisport Challenge2" you may be disappointed.

By Ken Jeffery

# 2005 Coast to Coast Rally

Round 3 of the British Columbia TSD Rally Championship  
May 14-15.



The Coast to Coast Rally is considered by many to be *the* gravel event on the TSD calendar each year. Making use of exciting forestry roads running through spectacular scenery, the route crosses the island over the course of two days. About 750 kms in length, the route starts and ends in Courtenay with an overnight stop in Port Alberni. Only 40 teams will be allowed to enter what traditionally proves to be a roller-coaster ride that challenges both novice and experienced teams alike. A TSD rally following straightforward instructions on open public roads, most ordinary cars are suitable for competition. There are scoring classes for all ages of car and competitor with a variety of skills and accessories but make sure you check out the full Supplementary Regulations found at [www.rallybc.com](http://www.rallybc.com) for details on required safety equipment as there have been changes made since last year.



Saab '96 at speed on Coast to Coast

Photo by Roy Lima

## Mountain Trials Rally

Round 3 of the Western Canada Rally Championship

Round 3 of the Cascade Cup  
June 17-18 2005, Merritt BC.

We need volunteer workers to make this event run!

If you are interested by rallysport but are not currently able to compete, please help us make this rally a **success** by getting involved. **NO EXPERIENCE NECESSARY!** We will pair you with experienced workers and provide you with pre-event instruction in the tasks you will perform. We need people to work Time Controls on the stages, control safety and traffic at Service Areas, or act as Spectator Crowd

Marshalls. This is the perfect opportunity to get your foot in the door of this exciting motorsport. The people you work with are helpful and keen to answer any questions on a variety of subjects. We will not pay you but we will provide overnight accommodation if required and you will receive free admission to the post-rally banquet. Transportation to and from the event can be arranged. You cannot get closer to a rally than being part of a rally! Contact [john@rallybc.com](mailto:john@rallybc.com) if interested.

# MBCU



**It is no secret that the winningest manufacturer in rallying is Lancia. Since the WRC for manufacturers began in 1973 they have won 10 titles (not including the 3 titles garnered by parent company Fiat). What is less widely known is that their successes inspired cousin Ferrari to take a go. Unfortunately the best the Prancing Horse were able to manage was a 2nd place on the 1982 Tour de Corse with a 308 GTB.**

# Rallying around the World

The WRC season is fully underway now, with three more events under our belts. Three events that are an exercise in contrast to one another. After leaving Monaco, the first stop is the Uddeholm Swedish Rally, the only all snow event in the circuit. Followed by the desert heat of the Corona Rally Mexico, and then the popular Propecia Rally of New Zealand.

The snow-covered stages in Sweden were challenging, as the fight for the title heated up early. Excited fans lined the stages to watch Marcus Grönholm and Petter Solberg challenge each other for first place. The battle moved into Special Stage 15, where Solberg started to extend his lead. Then, as Grönholm tried to make it up in SS16, he suffered a devastating setback, rolling his vehicle and losing a wheel. "The first I knew about the fact that I was leading was when I saw Marcus in front of me with a wheel hanging off," recounted the frustrated Solberg, who lost a lot of time trying to find a safe place to pass the crippled Peugeot car. Not to worry, he was still two minutes ahead of Sebastien Loeb, who was also to retire the event in SS19 due to engine problems. Solberg took Subaru to the podium in first, a great showing by Markko Märtin for Peugeot in second, and Toni Gardemeister in third, putting him in first place in the driver standings.

From the -27C temperatures of Uddeholm, the teams moved on to Mexico. The Corona Rally runs through mountain and plain near the cities of Guanajuato and Leon, about 400 miles north of Mexico City. As Petter Solberg and Marcus Grönholm set up to do battle again, the Citroën Team were concentrating on just finishing.

Sebastien Loeb's win in Monte Carlo gave the only points the manufacturer had so far, as Duval had so far failed to finish. "I explained to my drivers that the objective was to finish the rally" said Guy Frequelin. Unfortunately, Francois Duval went out on the Saturday with engine damage after a hard landing. However, by the end of the event, Loeb, starting from a difficult 14<sup>th</sup> place after suffering suspension damage, had fought his way all the way back to 4<sup>th</sup>. On the podium, Solberg managed to hold off the combined attack from

devastating roll on a 120kph right-hander during the final shakedown, destroying the car and forcing him to sit this one out. An intense battle took place during the stages between Loeb, Grönholm, Solberg and Duval. Each of the drivers posting some great times, but Loeb and Grönholm really pushed during the final stages to get the first and second positions, respectively. Citroën pleased with the result as Duval, posting his first points since joining the team, gains fourth place behind Solberg.



Photo by MGR.com

Peugeot, taking first place over Grönholm in second, and Markko Märtin in third.

Then off to New Zealand, and the Propecia Rally, with open, unpredictable stages around the city of Auckland on the North Island. Adrenaline running high in this fourth stop, as drivers and teams prepare to make a good impact on their standings. Duval, seriously in need of a finish, vows to aim for some points, while Loeb vows to push harder for a win. Ford's Roman Kresta suffers a

As the Championship heads over to the Supermag Rallye d'Italia, the driver standings are tight: P. Solberg (26), S. Loeb (25), M. Märtin (23), M. Grönholm (20), T. Gardemeister (20). Peugeot showing well so far in the Manufacturer's title: Peugeot (43), Citroën (31), Subaru (28), Ford (26), and Mitsubishi (24)

By Ken Jeffery

# BC Rally Scene

West Coast Rally Association presents:  
Novice TSD Rally Workshop #2  
June 4 2005, Kamloops BC

·Are you interested in learning how to participate in rallying?

·Do you need to polish your TSD skills?

·Curious about motorsport at minimal cost?

## DO WE HAVE THE COURSE FOR YOU!

The WCRA is offering a one day workshop to introduce newcomers to the sport of Time-Speed-Distance rallying, the art of driving quickly and accurately over a variety of road surfaces. Scoring is to the second, routes are challenging for driver and car, action is constant, and the experience is unforgettable.

Experienced rallyists will answer all your questions about rallysport in BC and how you can become involved in this fastest growing motorsport. Our course offers a classroom session covering all aspects of TSD rallying from technical inspection to rally math and calculations to proven techniques that will make you competitive on your very first outing. The course also includes on-road action on a specially prepared gravel route suited to practicing the skills required of a novice driver and co-driver team.

The course is intended to be non-damaging to vehicle and any reliable road-car is suitable.

FOR MORE INFORMATION VISIT  
[www.rallybc.com](http://www.rallybc.com) or email [shawn@rallybc.com](mailto:shawn@rallybc.com)

## Rally Stuff For SALE: (this feature may not be returning)

For Sale

Harwood go-kart seat, steel tube frame, fiberglass shell, vinyl cover, \$50.00 OBO  
Malcolm Muir 604-467-6560 Sun-Thu eves.

and

1970 Ford Cortina Mk II two-door rolling shell (no engine or transmission), some rust, good glass, ideal for Historic Rally Class, \$500.00 OBO,  
Malcolm Muir 604-467-6560 Sun-Thu eves.  
e-mail [ecosserallyesport@hotmail.com](mailto:ecosserallyesport@hotmail.com)

# RallyBC

West Coast Rally Association

## Western Canada 2005

Still to come...

### May

14/15	Coast to Coast TSD rally	Van. Island	IRC
28/29	Rocky Mountain Stage Rally	Alberta	WCRC

### June

4	Novice TSD rally #2	Kamloops	WCRA
18	Mountain Trials Stage Rally	Merrit	WCRC

### July

23	Golddigger TSD rally	TBC	WCRA
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### August

6	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

[www.RallyBC.com](http://www.RallyBC.com)

## Additional Web Links

[www.carsrally.ca](http://www.carsrally.ca)

(Canadian Assoc. of Rally Sport)

[www.specialstage.com](http://www.specialstage.com)

(Discussion in the Canada-West Forum)



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