

Airtime

BRITISH COLUMBIA'S RALLY UPDATE

YOKOHAMA **Pacific Forest Rally 2005**

Lights, Camera and ACTION!
As TV coverage comes to the 5th round
of the Canadian Rally Championship



***Faster* but not as exciting**

A look at the rally cars of
today and yesterday

Competitor Report:

NOR'WESTER 2005

South of the Border

Patrick and Nathalie Richard win
the American Rally Championship

Bighorn Rally 2005

WRC
UPDATE
Rallying
around
the World



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Pace Notes



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As the skies dampen and the weather cools with autumn I find the rally tempo heating up as Championships draw to a close. The WRC is decided for this year but the fight is on for Canadian and North American titles. Many of our WCRA members are in fierce contests with neighbours from Alberta for standing in the Western Canada Rally Championship and several prizes will go to the wire before being awarded.

I am struggling to stay on top of news as events unfold, a major home renovation having landed in the middle of fall rally season. My wife observes that rally "season" runs January to January in our household so how could this be possibly be avoided? I am keeping odd hours just to surf the results and read the forum posts and the night animals see a suspicious light in the garage as I tinker with the rallycar, wrenches wrapped to muffle disturbing noises. In the wee hours I tip-toe to the bathroom with pen and paper, making lists of what I need for the next rally.

In a friendly manner, I have been labelled an addict. I prefer the term hobbyist. When consulted, the dictionary reveals the following:

Hob-by = noun. A pursuit outside one's regular occupation engaged in especially for relaxation.

Ad-diction = trans. Verb. The condition of being habitually or compulsively occupied with or involved with something.

PFR was this past weekend and the excitement and adrenalin have left me simultaneously exhausted and exhilarated. Do I want more? Yes. Relaxing? No.

My name is John, and I am a rally addict.

See you on the stages.



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WOTSNU4 Fall???

It seems that we are waiting for several announcements just now. The winner of the WCRA logo contest will be announced at the AGM meeting in December. The proposed CARS rule changes are due out any moment. The television broadcasts of PFR and associated DVD (just in time for Christmas!) are pending release. Oh, finally the SA 2005 helmets are certified and available if you've been waiting to replace your crash-hat.

I thought for this issue I might comment instead on something that is not new. Most of us love rallying for similar reasons. It is fun to drive sideways. We enjoy a carefully selected and challenging road, secured against conflicting traffic. We like the attention to detail that comes with the scheduling and time scoring of a rally. The sport is out in the woods and although we grumble about the weather we actually quite enjoy sloshing about in fresh air and mud. And we all get a charge from the atmosphere and camaraderie that accompanies a big event

I was very fortunate to be a competitor at the recent Pacific Forest Rally. The rally ran on time, the route was fantastic, there were more spectators than I've ever seen at a local venue and they were all well organized. Masses of media people from TV and radio through photographers and reporters were on hand.

As we sat at the finish banquet it was nice to slow down and relax. Awards were presented and thank-yous were given. I was pleased that everyone remembered to thank the volunteer workers and organizers for the job they had just done. As I watched the ceremonies I noticed that there was still the odd person scuttling about in the periphery. Some last minute detail being taken care of and I gradually realized that the volunteers had not finished their work, nor would they for at least another 24 hours. I remembered that several volunteers had come by my home on Wednesday to collect equipment stored in my garage. They were already heading up to Merritt to begin set up. Not all of the event workers were able to get away from their daily commitments for 4 days solid, some worked a full day Friday in Vancouver, then drove like mad to Merritt. They donned bibs and set off into the night to marshal rallycars until the last teams had finished. Then they worked past midnight to collapse the stages and return to town. Up earlier than competitors the next morning to be in position for the rally's first teams. These same people would climb into their cars and drive home the same night to return to "normal" life.

An event the size of PFR requires many, many people to run. In fact only half of the people we see are WCRA members. We are very fortunate to draw offers of assistance from outside our

area of enthusiasm. The radio network is one example, staffed as it is year after year by a local HAM club. A 4x4 club provides the machinery and know how to recover stray rallyists in the role of "sweep". Medical trauma expertise is donated by a sympathetic doctor and some interested emergency workers. The local police are on hand to control traffic at road closures and to explain when necessary why we can drive fast on the in-town stages but the residents cannot. Many competitor teams have friends coerced into repeated volunteer duty, individuals that might never otherwise stand in the rain at the side of Helmer road mid October.

From our own ranks there are many familiar faces each rally but there are also members who I swear only come out to work, never as competitors. They come because they like to help, they enjoy hours of planning and attention to detail, friends and fresh air do go together, and a bit of sideways driving is worth watching. All of the volunteers are offered accommodation if they want it, lunch if we can provide it, and a dinner ticket for the banquet. But they pay their own gas and tolls; they buy pens and batteries and raingear, risk their own vehicles or lose income by skipping work. Just so I can enjoy my hobby. It hardly seems adequate... Thank you all very much.

By John McLaren

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Bighorn Rally '05

Western Canada Rally Championship:
Bighorn Rally 2005

September 17 saw the fourth round of the series underway in Edson, Alberta. Hosted by the recently formed Edmonton Rally Club the event was an all gravel blast on some of the best roads the foothills can provide. Eleven teams took advantage of the opportunity to clinch more points in the steadily heating battle for Championship standing.



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Seeded first and leading from the start were Scott and Bob Trinder in the exciting right hand drive Subaru WRX RA. They pulled a 25 second lead on the first stage and set the standard they would press with for the rest of the rally. The next 6 teams were separated by only 14 seconds so the promise of fierce competition was clear. Unfortunately the first casualty of the rally was the Armstrong/Walker pairing whose VW engine gave up the ghost after only 12km.



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Stage 2 was a reverse of the first and every team was faster second time through bar one. Another run up and down Mitchell Creek for stages 3 and 4 and the Rsport team were picking up speed with each pass. While Scott and Bob were stretching their lead the battle was on for second place with the Machnik's VW swapping times with Warren Currie and Robin Chapelsky in the Talon. Quietly the little white Civic of Aaron Neumann and Graham Coates had snuck in amongst all the 4WD cars to take hold of 4th position. Sadly, stage 4 saw more retirement, this time the



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orange Golf of Chad Manley/Jaclyn Schofield suffered engine faults. Stage 5 "Dennison" claimed the Mitsubishi of Szewczyk/Karzynski for reason listed as "mechanical".

Mark Jennings-Bates put in a good time with his Talon on Stage 6 and climbed to fifth but the order was pretty much set from here to the finish. On the podium for champagne were 1st Trinder/Trinder, 2nd Currie/Chapelsky, and 3rd for Tom and Amy Machnik.

After 4 rounds, the top of the Championship leaderboard for overall drivers belongs firmly to Scott Trinder but Warren Currie is ahead of Aaron Neumann by only five points. Two more WCRC rounds to go so there is still plenty of battle to be had. Next event is Pacific Forest Rally in Merritt, BC.



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CANADIAN CHAMPIONSHIP

(After Defi)

1. P. Thomson	60
2. A. L'Estage	40
3. J. Cassidy	30
4. M. Iorio	25
5. F. Sprongl	25
6. J. Levac	23
7. W. Bacon	16
8. J. Pilon	15
9. G. Olsen	13
10. JP. Perusse	12

WESTERN CHAMPIONSHIP

(After Big Horn)

1. S. Trinder	83
2. W. Currie	40
3. A. Neumann	35
4. C. Armstrong	27
5. N. Leblanc	23
6. Z. Szewczyk	18
7. G. Olsen	17
8. M. Burnley	15
9. M. Jennings-Bates	15
10. S. Martin	14

Competitor Report

Nor'Wester 2005

Ron Sorem © 08-19-2005

Totem Lake WA, to Williams Lake, Bella Coola, and Victoria BC. August 15-18, 2005. Rainier Auto Sports Club presented a 4-day TSD Tour in preparation for the 40th Anniversary **Nor'Wester** running in 2007, and as an Alcan5000 Rally School for prospective 2006 Summer Alcan entries.

Day One began with a quick 65-mile odo-calibration run, north from the Seattle suburb on I-405 and I-5, for the **Mosquito Lake TSD**. The "best laid plans" as they say... The first four checkpoints were placed and ready to receive competitors. However, a quarter mile north of CP4 a paving crew was stopping traffic. NOT a good sign. If that wasn't enough of a frustration, two instructions further along the course, Mosquito Lake Road was closed—bridge out—so after a brief discussion of alternatives between the control crew assigned beyond the bridge (former Alcan winner, Peter Schneider), and the course opening crew, the solution was to ignore the closure, turn the rally around after CP5 (saving a nice little twisty section), draft a solution, and complete the section as a transit. All this was accomplished with less than five minutes before first car. Nor'Wester instructions have no provision for a Route Control, or checkpoint handouts (cars are timed as they pass hidden controls, without stopping), and the improvisation was to place the club president, Marvin Crippen, in a safety-orange vest in the middle of the road as a roadblock, to stop cars, turn them around and send them off to receive "emergency instructions" from me in the course opening car. Relatively seamless for the competitors, but a wee bit tense for the staff.

The remaining miles of Mosquito Lake TSD now became part of the **Transit Though Customs**. The crossing was uneventful for most, however Ken Westfall's BMW R100GS wouldn't restart after clearing the booth and received a welcomed push by other competitors. The rally continued east on Trans-Canada Highway 1, through Hope, and the scenic Fraser Canyon, passed Hells Gate to

Lytton where BC12 turns north, rising and falling along the twisting canyon walls of the Fraser, at a brisk pace to Pavillion. The ONLY retirement of the rally occurred leaving downtown Lytton as Glyn Trafford and Bart Vogelzang's Toyota Corolla GTS disintegrated a clutch. Their trip back to Vancouver Island courtesy of a U-Haul and trailer.

Pavillion Mountain TSD climbed steeply from Pavillion Village through three miles of gravel switchbacks to top out at the Diamond S Ranch ("Public Road over Private Property"), with great woodland views contrasted by open plains of grasslands against massive rock faces covered with conifers. Ten miles into the section the route drops quickly through two miles of tight hairpins, some covered by ankle-deep dust, to the pavement near Kelly Lake and a short transit to Clinton for gas and snacks. All of the motorcycles elected to bypass the dusty hairpins (spooky enough on four wheels by the way) and regroup at Clinton, taking a minor time penalty but remaining upright!

Dog Creek TSD started ten miles north of Clinton on BC97. Meadow Lake Road took the competitors westward over wide, smooth, rolling, gravel roads. The route passed scenic woodland lakes, scattered cabins, and a spectacular log-home manufacturer, before a gradual descent through Canoe Creek valley. Hard Right, Exposures! Dropping steeply to Hairpin Left, then dropping further to Hairpin Right. The route skirted the upper edge of a gently sloping bench above a sheer drop-off into the river. Several switchbacks and cattle guards later, the TSD section ends with an overlook of the Fraser River Suspension Bridge to Gang Ranch (whose roads were a bit too rough to rally this summer).

A Transit to Williams Lake began with three miles of hairpins and exposures climbing out of the canyon, and another two miles twisting down to the village of Dog Creek. A wide smooth gravel track twisted west into a blazing sun, then north passed Alkali Lake to pavement and Springhouse, where several lightning shows finally resulted in a major downpour. Dropping down the paved slalom into Williams Lake, the sky cleared

and Day One finished in bright sunlight after 434 miles in 11 hours.

Day Two began with the **Soda Creek TSD**, immediately out of the hotel parking lot, winding north on city streets and BC97 to Soda Creek and west toward the Fraser Canyon and gravel. Soda Creek Road hugs the edge of the Quesnel Highlands, first above Williams Lake River, then turning north, far above the Fraser. At 12.9 miles the route crosses a railroad and drops through hairpin left, long hairpin right, hairpin left, and a long 90-right into the single lane Fraser River Bridge. CP crew, Ken and Sue Lingbloom, at the west end of the bridge commented on the humorous antics of nearly every competitor trying in vain to "zero" at the CP car, only to find later that they'd been timed at a sign before the bridge. One mile further along, another hidden CP caught several off the pace, with no workers in sight. Bear Left, Keep Left, and Left, were instructions on the early drafts, however, part-time CP crew and part-time Sweep, Joe and Shirley Gardner were the first on the scene of a missing final version "Left". Again, the alert Rainier staff had one person direct traffic and another continue on, to work a nearby control. Arriving at the end of the TSD, everyone had survived the freshly graded mud, and both graders, in between the trees. Most were able to maintain the 36-mph average, including the Mustang of Frank McKinnon and nephew John Putnam, from Oregon, who are more adept at the 100-plus averages in Nevada's Open Road Racing series.

A meeting of competitors and staff decided upon the next break location, and everyone was released to either drive straight to lunch, or to explore wildlife viewing or pictographs at Farwell Canyon and Bull Canyon. Wildlife viewing was not limited to the off-highway adventurers, as Peter and Joanne Schneider found a bear and three cubs at a Hwy 20 Rest Area.

After lunch, the rally again split into groups to explore, complete survey work for Alcan, or just enjoy the scenic beauty of Hwy 20 to Anahim Lake. This small resort town was to be the informal regroup point before leaving pavement behind for the gravel across "**The Hill**".

Heckman Pass rises gradually through twisting cattle country, and fly-in-lake fishing resorts, into Tweedsmuir Provincial Park. A set of gates mark the summit at Rainbow Range trailhead and snowmobile area, where the "steep" descent is marked by 12% grade warnings for the trucks. "Steep" is a relative term, not so noticeable with trees on both sides of the roadway. Then, at the first hairpin, no protection at the outside edge and hundred-foot-drops definitely get one's attention. Grade warnings now show 14%. The wide two-lane gravel narrows to an optimistic lane-and-a-half, then sheer wall on the right and just air on the left, a single track with turnouts. No real time to contemplate how many hundreds of feet the drop is now. Overlooks along the descent provide a chance to walk to the edge amid the bluish haze of warm brakes, but photos will never do justice to the extreme elevation changes. "Somewhere" in that chasm there is a stream, and somewhere those little specks in the distance will turn into cars. In less than ten miles the GPS recorded elevation changes from 5000 down to 287 at pavement. In the 45 miles remaining to Bella Coola through a narrow valley of pastures and farms, the rally was treated to views of snow-capped peaks, sheer rock faces, and avalanche chutes topped by blue glacial ice.

Side trips, as time allows, along Hwy 20 include: Farwell Canyon, for California Bighorn Sheep (also nearby Deer Park Reserve and Junction Sheep Range Park); Anahim Lake, home of endangered American White Pelicans; Rainbow Range Trail with dense Lodgepole pine changing to sub-alpine forest, home of one of BC's largest herds of Mountain Caribou; 845-foot Hunlen Falls at the bottom of "The Hill", six miles up Tote Road then a ten-mile steep trail; Fisheries Pool, along Hwy 20; or Alexander McKenzie Heritage Trailhead, honoring the first European to cross North America by land, reaching Bella Coola in 1793.

Day Three was a transit of 1.2 road miles and approximately 200 nautical miles aboard BC Ferries' 376-foot Queen of Chilliwack. There were spectacular views in North Bentinck Arm, with the Captain's commentary on early villages and native clans, recent commercial ventures that boomed then busted, and various whales,

sharks, and dolphins. There are two stops enroute for local commerce, and a stop to drop sea-kayaks into the water for primitive camping and to await the next ferry. During the night portion of the 24-hour cruise, under a full moon, the open ocean of Queen Charlotte Strait had 9- to 18-foot swells and buffeting winds, neither of which helps with sleep. Dawn brings the early-risers to the northern tip of Vancouver Island, a brief mandatory lifeboat drill, and then Bear Cove, near Port Hardy.

Day Four began as we left the ferry. Some well-rested; others definitely not. Nor'Wester Sweep, Kevin Barrows, with Jim and Sue Elder along for CP duties, came upon a vehicle that had left the roadway. Not being one to pass up an opportunity to help, Kevin extracted the errant vehicle in no time and went on down the road to take up another CP location. A turn at mileage, off the highway, with no signage, caught even Rally Chairman Jerry Hines off guard. The narrow strip of pavement marked the entrance to **Gold River TSD**; covering 39 miles of twisting, sometimes rough gravel, with numerous "narrow" and "very narrow" bridges but surprisingly light traffic. Competitors had been cautioned to watch for elk, however only a few smaller deer watched from the tree line.

The town of Gold River marked the return to pavement, and traffic, and construction. Transit speeds were moderate, however delays on route were plentiful until **Campbell River** and the 4-lane. Summer tourist traffic through the "Grove of the Giants" on the 2-lane entering **Port Alberni** brought a shorter than desired lunch break. Very heavy traffic, including one of the island's huge "off-road loggers" taking up most of the road, on the gravel 40-mile **Bamfield transit** necessitated a revised Car Zero Time to regroup the workers and competitors.

Carmanah-Walbran TSD left the busy haul road and gave competitors a feel for Canadian-style "brisk" rallies. (Special thanks to Brian Carriere of the Island Rallysport Club, for writing this section of the rally.) Eight miles of smooth gravel at 42 turned to rocky and rutted with no speed change. Then, very tight, narrow, twisting at 20, before smoothing somewhat

at 42 again. The two cars with 40-series, 17-inch street tires survived the rocks and maintained the speeds. Gravel rally tires on the leading Subaru may have been more of a prudent choice.

Bamfield South Transit led the rally through another 50 miles of twisting, dusty scenery along several picturesque lakes and campgrounds before the welcomed pavement and fuel near Cowichan. Another 58 miles brought the "weary" to Victoria's Traveller's Inn to relax briefly prior to the Awards Banquet at the elegant Canoe Brewpub, overlooking its own marina in Victoria Harbor. The route book called out 1155 miles... Your mileage may vary.

First "Cycle Touring", on his BMW R1150GS was Glenn Parker of Bend OR. "Buddy system" partner on another BMW, and farthest traveled, was Ken Westfall from Port Crane NY. Ken had the most mechanical trouble of all the riders, and came away from it all with the biggest smiles.

First in "Cycle SOP" on his Suzuki DL-1000 V-Strom, with street tires, was Dean Scheel, Lake Oswego OR. Dean chose one of the optional survey routes, with KTM 640 Adventure rider Paul Burke from Abbotsford BC (2nd overall on Day Two), and one of the Rainier four wheel drive Sweep crew. Paul's KTM "supertanker" had plenty of gas left, but Dean was "on reserve" and taking it easy before the pavement at Tatla Lake and fuel. They arrived four hours later than most of the others.

First SOP (cars) on their first rally were Tony and Siobhan Dodge, over from Wyoming, in an Audi A6. Both vowed to do Alcan, but "in a different car!"

First Unlimited went to Steve Richards of Everett WA, and Gary Reid of Olympia WA, in the Subie Impreza Wagon. Steve and Gary have been rallying for nearly 40-odd years each. Nor'Wester was first presented in 1967, and in 1969 the winner was—a much younger Steve Richards. None of us can remember which car he drove that year.

Results, photos, and more at www.alcan5000.com/05NwB

More Rainier event info at www.rainierautosports.com

YOKOHAMA PACIFIC FOREST RALLY

MERRITT, BC

Round 5 of the Canadian Rally Championship

Pacific Forest Rally is the flagship event for the WCRA and not surprisingly every effort is made to maximize success. Hundreds of hours are spent each year building and promoting the rally so that it grows in form from one running to the next. The dedication and attention to detail has become infectious and not only has the core group grown in size but outsiders are taking an interest and bringing new possibilities with them. The host town of Merritt BC is fully supportive; this year closing off streets and a shopping mall on Friday night so the rally could run before spectators on a short in-town tarmac stage. In consideration of the AWD cars, the fire department was on hand to wet the pavement, or maybe they just wanted to see more sliding car action for themselves. ATV Productions was on scene to record the excitement and will broadcast the PFR rally across Canada, the only event in the Canadian Rally Championship to be seen on TV this year. Competitors of ALL levels were



Photo by Dave Harvey

invited to carry in-car cameras and submit footage for the program. The recently created Flat Over Crest website sent reporters and cameras who interviewed and photographed participants for live updates and stories that were posted straight to the net. Competitors

found themselves actually checking the site to see how the rally was going for others.

Some very challenging roads make up the route the competitors must follow. Fast and smooth with many places that can catch-out even the most experienced rally drivers. Word is getting around that this is a great rally to drive. The fact that it is the penultimate round in both the Canadian Rally (national) and Western Canada Regional Championships doesn't hurt attendance either. Teams come to Merritt seeking a fun event that is key to overall standings. Peter Thomson came to defend his lead in the CRC series. His closest rival, Antoine L'Estage came to close the gap. American drivers Matt Iorio and John Cassidy both damaged their vehicles in earlier events but were able to secure rental rallycars so that they could keep the hunt alive. Pat Richard is not contesting the Canadian Championship this year but he came for a fun run on his local event. Scott Trinder has already locked up the Regional title so he was out for good times also but



Photo by Louren Sansregret



Photos by Dave Harvey

behind him in the WCRC there is still much to be decided with an exciting battle for the top position Novice taking shape.

The rain had been falling for a few days in Merritt and when temperatures dropped on Thursday many wondered if it would be a slushy weekend. As it turned out the weather was perfect for October rallying; roads were damp, a little light rain and low cloud at the top of the higher stages but most places received glorious sunshine by mid-day on day 2. One or two stages even improved as the rally ran on.

Friday evening's stages were called "Merritt by Night" as the rally ran twice through the Railyard Mall shopping complex in front of spectators and then out into the hills for Comstock and Princeton Cutoff, the stage with the big exposures where the rally lights shine against the night time clouds. An exceptional turn out of rally fans crowded around the in town stage to watch the action up close. Many people learning the hard way where to stand if



you want to avoid gravel spray. The local video store window succumbed to this but there's no hard feeling and the event is welcome to return. After 60 seconds of battle there was little decided with the 28-car entry spread across 18 seconds on the time sheets. The proper stages soon started to make an impact with most competitors reporting minor dramas on Princeton Cutoff. Aaron Neumann lost brake fluid mid-way through and resorted to the handbrake for slowing the car. Pat Harris underestimated a double caution corner, until her front wheels were hanging over the edge... "Oh, I understand." Colin Armstrong's transmission was beginning to smoke. Comstock also claimed a few victims especially the flying finish,



which concealed a slippery medium right that kept the marshals entertained. The VW Golf of Christopher Galecki took a big hit on the A-pillar when it came to rest against a tree there. They were able to make it to end of Leg 1 and would attempt overnight repairs. With very little drama, the Comstock stage also saw the retirement of Pat Richard with electrical problems leading to turbo failure. The hoped for show between he and Antoine L'Estage was short lived.

With the first part of the rally completed, drivers and navigators headed off to bed while service teams began overhauling cars. Except for the Max Etak Rally Team, whose trusty Justy requires such little attention that the pit crew had long since decided to retire to the hot tub, leaving John and Richard alone when they arrived to top up fluids and dust things off for the next day. Or in the case of the Armstrongs who spent the whole night manhandling a spare transmission into their Golf. Colin and Teresa would wage war the next day on one hour of sleep!



Photos by Dave Harvey

Saturday morning would have the teams rallying around the same Active Mountain spectator stage as previously used on recent rallies. The hoped for blast around the forthcoming racetrack was not possible as construction delays have left the track unready. As it was, the stage had to be shortened at the last minute by organizers when they learned that recce traffic had struggled through the final 600m, suitable only for Tanks.

Scott Trinder's fun run came to an early end when he clouted a LARGE boulder at the left side of the stage. Poor navigator Bill Westhead, the right-hand drive car means that it is still the co-driver's side that takes all the hits in rallying.

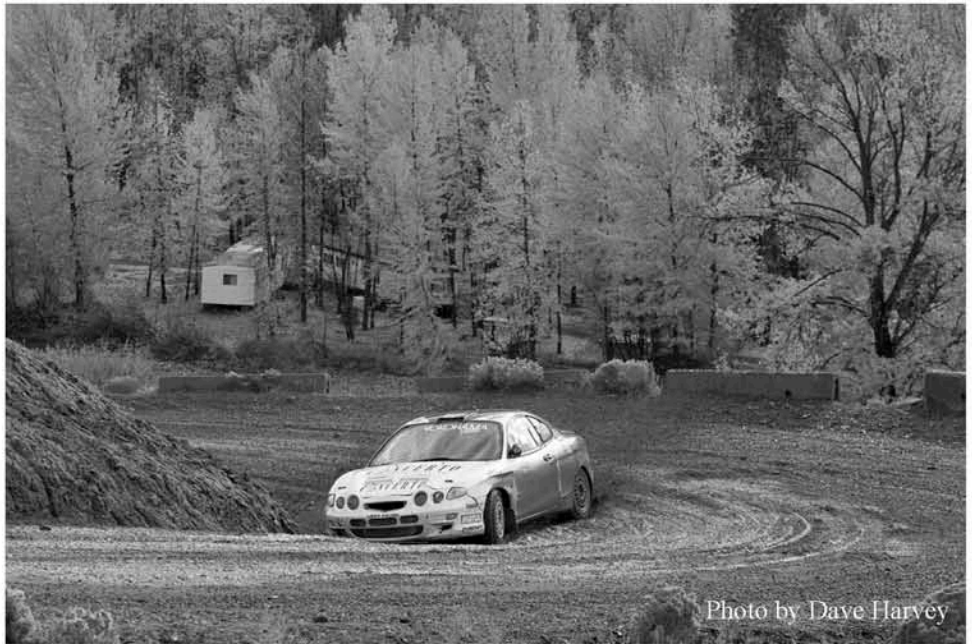


Photo by Dave Harvey



Photo by Dave Harvey

were the Armstrongs who went off in front of spectators that were unable to get the car back on the road. Eventually the team was tugged back into motion by car #28 as it passed. Less lucky was Chad Manley when his Golf exited the road onto a pile of rocks in a series of tight bends. He was eventually extracted by organizers but retired with damage on the subsequent road transit. Norm Leblanc was competing again for the first time since a heavy accident earlier in the season. He knows these roads well and as the day progressed you could tell his former speed and confidences in the rebuilt car were returning. Some quick times were putting him into the pack of leaders.

Pacific Forest Rally ended as it had

If PFR is the flagship rally, then Helmer Lake must be the flagship stage. A wonderful 23km run downhill that is great fun to drive and good fun to watch. The top drivers need only 13 minutes to get to the bottom and with the road a little slick, the plentiful spectators were given a great show. The big drama on Helmer would go unwitnessed though, Warren Currie slid wide on a downhill left and rolled heavily, the car coming to rest upside down against a tree. Both crewmembers were OK and kicked their way out through the windshield. A disappointing and rare accident for the team but they demonstrated excellent sportsmanship by cheerfully accepting the misfortune as "that's rallying". Other victims of Helmer



Photo by Louren Sansregret

Photo by Louren Sansregret



Photo by Dave Harvey

Thomson's points scoring hopes, Norm Leblanc's steady charge had pipped him to third place on the podium. Also earning Norm first in the WCRC portion of the rally ahead of Nat Stow and Gary Cavett. As none of these drivers are in the running for the WCRC awards, the significant result is Aaron Neumann's 6th place will score him enough points to move him into second ahead of Warren Currie in the regional drivers standings. For the National prize, Peter Thomson now leads Antoine L'Estage by only ten points with Matt Iorio moving up to third. It is going to be a nail biter at Tall Pines Rally, November 26.

begun with the final Mab Lake stages being run in darkness. Another brilliant driver's road with cars exceeding 150kph near the end. Spectators lining the ridge above the road for much of the last kilometre to see who would bring it home fastest. Antoine L'Estage had been running at the front all day with a comfortable 5-minute lead built up. With eyes on Championship points he could have backed off to preserve the car but that is not his style and he continued to push hard, eventually winning the rally with a 6 minute gap to second place Matt Iorio. Matt's plans had been to learn the powerful rental car carefully while staying in front of Peter Thomson, and this he had done. Unfortunately for

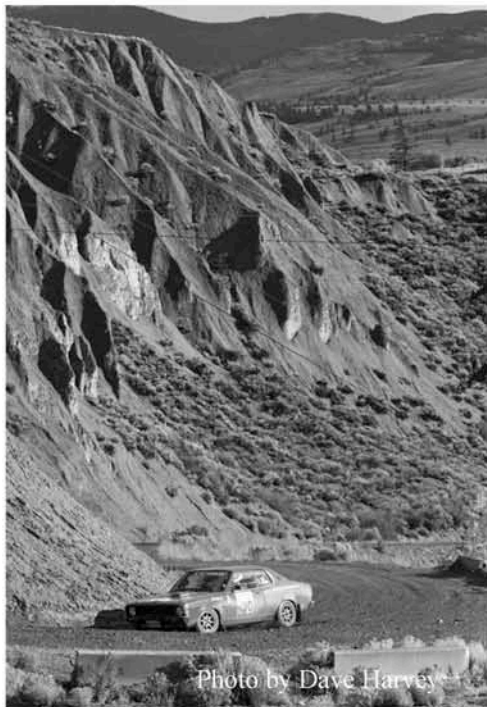


Photo by Dave Harvey

The Pacific Forest Rally is Sponsored by:



South of the Border

The final round of the North American Rally Championship, the Lake Superior Pro Rally has concluded. Unfortunately the much-anticipated duel between defending Champion Pat Richard and experienced challenger Stig Blomquist did not materialize. Citing over spending at the beginning of the season, the David Sutton Motorsports Team chose not to enter the final rally, instead gambling on Stig's 18 point lead in the standings to be sufficient to hold the lead. But suddenly the Italian duo of Alfredo De Dominicis and Massimo

Daddoveri were on hand, a team very capable of matching Pat's pace and perhaps deny him the First Overall finish he would need to take the title at the last moment...

Congratulations Nathalie and Patrick Richard on winning LSPR and successfully defending your status as North American Overall Champions and North American Group N Champions. Well done for 2005!

Rally Team News : Patrick and Nathalie Richard - American Rally Champions - again !



This is a press release reproduced from the RocketRally Team Website.

Houghton, MI, Oct 24, 2005 - Canadian rally driver Patrick Richard clinched the Rally America National Rally Championship in style this past weekend, by taking victory at the Lake Superior Rally held in Houghton, MI. In total control for the entire event, Richard and his co-driving sister, Nathalie Richard, led the high speed rally from start to finish, with the resultant victory giving them the overall Rally America Driver's and Co-driver's Championship titles.

"This is an exceptional result for the team, one which we had to fight tooth and nail for all year," explained Richard. With former World Rally champion Stig Blomquist featuring as a regular in the Rally America championship, as well as a pair of factory backed Subarus for motocross star Travis Pastrana and Ken Block, the brother and sister team was under-funded by an order of magnitude but demonstrated sheer determination and outright speed to win the championship.

"This year we had a few mechanical problems, which were a direct result of our lower budget, but despite that we were as fast or faster than all of the other teams in the championship. We fought for the lead in every event we entered. We had victory snatched from

our grasp not once, but twice, at Pikes Peak and at the Ojibwe Forests Rally, where both times we had last stage mechanical failures while leading over Stig. Nobody has been quicker than us in terms of raw speed, its just been about the funding." With a tall order requiring them to win the last two rounds outright, and with no opportunity for a second place at either event, the team raised their game and defeated Blomquist's highly regarded team, UK-based David Sutton Cars, at the Colorado Cog Rally by a close margin of just 0.4 seconds. This last weekend's victory over Travis Pastrana at Lake Superior sealed the championship.

"Pastrana and his factory backed Subaru have not figured in our results this year," he added. "They have never actually beaten us in a rally, but they have tremendous commercial support for obvious reasons, so its extra satisfying to have beaten both the former World Rally Champion and the team that is drawing the most commercial support from within North America."

This is the second overall American Rally Championship for the Richards, and Patrick is also a two-time Canadian overall champion. Richard started rallying in late 1999, winning his first national class championships in 2000. Between the brother and sister team, they have won over 15 national and

continental rally championship titles in the last 5 years. "This year we demonstrated that we had the determination, the outright pace, and the professionalism to beat one of the best teams in the world. We are in fact the team that can do more with less, and our short-handed crew has worked hard for these victories. We hope that this year's results lead to opportunities for us to get onto the international and world stage in the future, to see what we can do with the right resources in hand."

Richard's British Columbia based team, Rocket Rally, was supported this year by DMS North America, OMP, Globalstar, Compomotive Wheels, Motul Lubricants and NASIOC.com. A multi-race deal finalized mid-season saw Rocket Rally partner up with Easy Street Motorsports / SPT Subaru Performance, which enabled the team to make the high profile events in Colorado and California. "We are working hard to finalize our program for 2006, where we would like to see Patrick back on the World stage at at least two events, and at the same time be back to defend his North American titles."

The Lake Superior Rally and the entire Rally America Championship is televised internationally on OLN, the Outdoor Life Network. Check your local listings for details. Print ready photos and media information is available at

Faster but not as exciting

The other day I figured I would dive into my collection of rally video's and watch some classic rally footage. I was very surprised to see the difference in driving style from 1997 to today's WRC cars. In 1997 the likes of Colin McRae, Carlos Sainz and Didier Auriol were pitching their cars violently into hard braking drifts, shaking the cars side to side entering a corner. After snapping the car fully sideways, they held a steep drift angle through to the corner's exit where the car would pull straight and rocket down the stage to the next glorious corner.

So I figured I'd look at some even older rally videos. Funny thing, the older the video, the more entertaining the driving style was. Many say the 70's were the greatest years in rallying, as fans were treated to a true feat of driving skill as Vatanen, Mikola, Munari, Blomquist, Wilson and Pond danced their Escorts, Lancia's and Fiat Abarths through the stages with absolute precision, commitment and fearlessness. These cars would never be seen straight on stage. Under acceleration, braking and cornering, these cars had two prominently large rooster tails of dirt

being ejected for the rear tires as they danced through the forests.

Not only were these cars visually appealing, but they also sounded glorious. Twin bank side draft Weber carburetors at full song on a Cosworth 1800.....there's nothing like it. True enough modern rallycars emit vicious crackling backfires as the throttle is lifted, which does sound cool, but the quiet turbo engines have nothing on a highly strained normally aspirated versions.

So why are the million dollar WRC cars of today so much more boring to watch than their equivalents 30, or even 3 years ago? Grip! Today's cars have 3 fully active differentials that make the car stay as straight as possible, therefore producing the most grip and speed. Today's top WRC drivers can pick a racing line through even the most slippery gravel road, making the sport



look more like racing than rallying. The only real sideways action can only be seen when a driver makes a mistake. This is all to make driving easier for the drivers and make the cars as fast as possible. Subaru and Mitsubishi even make active center diffs in road going STi's and Evo's

Cars built in the 70's had no electronics and only mechanical rear LSD's. These cars were a lot more of a hand full and specific skills had to be induced to get the most speed out of the car. That meant a car that seemed to the untrained eye to be recklessly out of control, were in reality the driver was getting the most from the cars abilities. Thus being much more interesting to watch.

Ironically in the WRC, it is the slower Super 1600 cars that are more pleasing to watch, in my and many others opinion. Even though they have only 200bhp and are FWD, the effort needed to make these cars fast is clearly seen by the spectator and applauded. The FIA has noticed this and is now considering making the center diffs in WRC cars mechanical, to make the cars slide more, and keep rallying's trademark in the motorsport world. A sideways car, were the driver need to look out the door window to see were he is going.

By Budd Stanley



Crash Course in Pace Notes

The Canadian Rally Championship is currently in a rest between rallies, and there's nothing much going on. So what better time to better explain the inner workings of the sport of rallying. More so, how a car is capable of speeds on narrow twisty gravel roads, that most people would not think to attempt on the same road with a tarmac surface.

It's always amusing to watch the expressions of a person spectating their first rally. To see a crackling, snarling rallycar hurling down hill, into certain doom, only to pendulate several times from one side of the road to the other under heavy late breaking. The driver pitch's the car into a blind hairpin, turning in 5-8 meters before the corner even begins. The car is now 90 degree's to the corners horizon with dust curling up the side of the car, and all the car's turning motion is finish by the time it hooks the front wheel into the ditch on apex. Thus the driver stands on the throttle, the engine skips as the rev limiter screams to save the engine from grenading, he pulls another gear and the rally car is catapulted out of the corner onto its next adventure down the road.

With that, the freshly initiated spectators eye's are bulging and their jaw is hanging open with a hint of drool beginning to peak out. What comes next is an incohearable stuttering gibberish of questions asking who, what, how, why.

Mostly, the first question understood is "how did they get through there so fast without crashing?" As most know, rallying and racing are two very different beasts. Racing takes place on a well known circuit where drivers get several practice laps and the driver always knows what's coming up next. Rallying on the other hand, is run in more of a tour type fashion. Stages are set up on a variety of surfaces and locations, and drivers only get to see these section's of road two times before the rally to produce Pace Notes.

Any one who has watched rallying on TV has recognized the code words that the co-driver yells out as the car is speeding along a stage. These are the Pace Notes that are called to the driver seconds before the car comes upon the mentioned notes. Pace Notes are a description of the roads characteristics that the diver needs to know while the car is at speed. During the recognize runs before the rally the crews will assign a grad to each corner, straightaway, jump, water crossing and just about any other obstacle that the driver will likely need to know, to keep the car on the road. Now Pace Notes are very much like finger prints, no two are the same. Every driver has their own style of notes that they feel comfortable with.


Most common is the numbering system that will grade a corner from 1 to 6. Some drivers like to use the system with a "1" representing a high speed corner where the throttle is held flat, and a "6" represents a second gear corner nearly as tight as a hairpin. This can also be turned around with "1" representing a tight corner and "6" a slight curve, as some drivers like to grade the corners to correspond with the gear that should be used. These notes can also be more specific by adding a "+" or "-" to the corner grade

The notes are then put together with other road conditions such as hairpins and jumps, as well as straights that are called out by their length in meters. So if you have a stretch of road with a hairpin left leading to a 250 meter straight, then a 3rd gear right leading directly into a 2nd gear left that tightens. This would translate to "HP 250 into 3L into 2R tightens."

Now the driver knows exactly what is coming up. He knows the grade of corner and therefore the amount of braking and braking distance. He knows what gear is optimal and depending on the description he will even know how high to rev that gear and the surface condition and fastest line.

By Budd Stanley

The Art of Winning



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World Rally Championship

The teams travel from the previous event in Argentina to Finland, for one of the most popular Rallies in the circuit, the Neste Rally Finland. Fast, tree lined gravel roads with large yumps in this, one of the longest standing rallies in the world. Home to the famous Ouninpohja, a difficult and intimidating section well known for testing even the most experienced drivers.

Gronholm attacks hard from the start, pressing Seb Loeb in almost every stage. On a particularly nasty landing from a yump in SS5, Gronholm's co driver, Timo Rautiainen was left gasping for breath and unable to read the pace notes. Gronholm presses on without them until he can get Rautiainen back for some physiotherapy. Despite his opponent's setback, Loeb realizes that it's better to come in second than to risk an off, so he eases up on Gronholm, preserving a chance for title points. Gronholm really extends his lead out of SS14, topping all 4 stages of the Ouninpohja and subsequently, topping the podium. Toni Gardemeister battles early with P. Solberg, but is soon challenged by teammate Hirvonen, who lands in fifth place after Solberg in fourth. Loeb settles for his second place, beating Markko Martin in third.

From the fast gravel in Finland, it's the OMV ADAC Rallye Deutschland, the first asphalt event the drivers have seen in six months. Tight winding roads through the Mosel region, with kerbstones tight along the edges of some sections that could rip the bodywork off of an errant vehicle.

Duval was looking good as he and Subaru's Stephane Sarrazin led the times in the rain soaked shakedown. Could the asphalt proficient Duval be ready to make a comeback? As the stages progressed, he challenged teammate Loeb to some tight times, and the lead. Toni Gardemeister goes out with car trouble, "About 10 kilometres after the start I entered a right corner and the car just stopped," explained the frustrated Finn. Seems he had a bad relay on the car's main



photo by Warwick Patterson



photo by Warwick Patterson



photo by Warwick Patterson

master switch. Ouch. Teammate Roman Kresta slid off course, and took some time getting the car back on the road. This likely cost him a position to Mitsubishi's Gig Galli, who had passed him by for fifth place by SS17. Duval, urged by his team to ease off on Loeb, finishes second, followed by Gronholm and Martin in third and fourth, respectively. "I am very happy," said Duval after the rally, "there was quite a lot of pressure on me because I had to finish."

On the south coast of the Welsh peninsula, the Wales Rally GB, due to a move in the circuit calendar, promised to be drier than usual, and perhaps the fastest event of the season. Duval arrives with a renewed confidence, and Former champion Colin McRae sits in for team Skoda, reportedly more relaxed, and ready to do battle. But Marcus Gronholm has nothing to lose, and although starting out on maximum attack, loses almost a minute and a half with brake failure on Stage 2, and ends up in 17th place. Loeb leads, with P. Solberg pushing him hard from behind, as Gronholm fights his way back towards third, while Colin McRae struggles with his Skoda.

Then something seemed horribly wrong as WRC released the following unusually short press release during



photo by Warwick Patterson



photo by Warwick Patterson

SS15:

"Peugeot's Markko Martin has gone off the road on the first run through Margam, forcing organisers to cancel the stage. The Estonian has reportedly struck a tree on the co-drivers' side of his car and marshals are attending to the scene... More news to follow..."

It was to not only be the end of the stage, but of the event, as waiting fans were finally given the tragic news. "Michael Park, co-driver to works Peugeot driver Markko Martin, has died as a result of injuries sustained in an accident on the final leg of this weekend's Wales Rally GB."

Markko Martin escaped the crash uninjured. Gronholm refuses his third place finish in respect for his teammate, and Loeb, not wanting to win the event, (nor the title) in such a manner, deliberately takes a 2 minute penalty. His 10 points would have given him the drivers title, and he understandably wasn't keen on winning in such a way. "I could not imagine for one second that it was right to win the championship under these circumstances," Loeb said on his website after the event. Solberg ends up in first, with Duval moving ahead of Loeb to take second, leaving Loeb with third.

There were no celebrations at the podium in Cardiff, and all present observed a minute of silence.

By Ken Jeffery



photo by Warwick Patterson

WRC		
WORLD RALLY		
CHAMPIONSHIP		
DRIVER'S STANDINGS		
1. S.LOEB (F)		127Pts
2. M.GRONHOLM (FIN)		71Pts
3. P.SOLBERG (N)		71Pts
4. T.GARDMEISTER (FIN)		58Pts
5. M.MARTIN (EE)		53Pts
6. F.DUVAL (B)		37Pts
MANUFACTURER'S STANDINGS		
1. CITROEN		178Pts
2. PEUGEOT		135Pts
3. FORD		100Pts
4. SUBARU		91Pts
5. MITSUBISHI		63Pts
6. SKODA		18Pts

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By Warwick Patterson.

September 18, 2005
Michael Park dies in Rally GB
accident.

I had the good fortune to go to Rally Great Britain this year, and up until Sunday afternoon, it was the highlight of my year! The speed of the cars, the atmosphere at service...it was all an amazing experience. If you get a chance to go to WRC, do it! The other nice surprise was that, even though this was the top level of the sport, it wasn't that far removed from what we do here. It wasn't an unattainable, elite form of racing like F1. It's just people having fun in the forest. Sure, maybe there are a few more (million) dollars, and major titles on the line, but its still just rallying. Unfortunately, Rally GB this year ended with an event that would shock everyone with a reminder that this sport can still be dangerous.

After being an extremely jubilant and loud venue for the indoor stage on Saturday night, the Millennium Stadium in Cardiff was suddenly the quietest place in town at 2pm on Sunday. Instead of showing up to celebrate and cheer the winners, fans were showing up to remember Michael "Beef" Park, Markko Martin's co-driver, who died in an accident earlier in the day.



Photo: Warwick Patterson/Formulaphoto.com

Flatovercrest.com

With the flags at half-mast, and a silent crowd looking on, the drivers drove their cars into the stadium en masse, and stood for a moment of silence before rolling over the finish ramp into Parc Ferme. No champagne, no announcement of results. At that point in time it didn't really matter who won, because everyone had lost.

Only one stage was run on Sunday, Resolven 1, as Martin's accident occurred in the Margam Park stage, and all subsequent stages were cancelled. Walking out of the stage, it was eerily quiet as the fans walked to their cars in silence, digesting what had just occurred. Back in the service area, the atmosphere was one of shock

and sadness. Gronholms car was sitting idle with a red cover over it, and Martin's service crew were already taking down the awning and packing tools to keep themselves busy and help take their mind off the recent events. The only sounds you could hear throughout the service park were generators and the occasional power tool. Seeing these events on TV, you don't get to see how much of a community the WRC is. Everyone knows everyone else, and many people have even worked for different teams, so they are part of the extended family at each team. Park was a team member of the Subaru and Ford teams before he was at Peugeot, so there were a lot of people who had lost a close friend.

With Gronholm pulling out of the event, and Petter Solberg in second place, Loeb opted to check in late for the final time control, incurring a 2-minute time penalty and putting himself back in third position for the event. Loeb wanted to avoid winning the event, and therefore the overall Driver's Championship on this tragic day.

Rally GB by Warwick Patterson

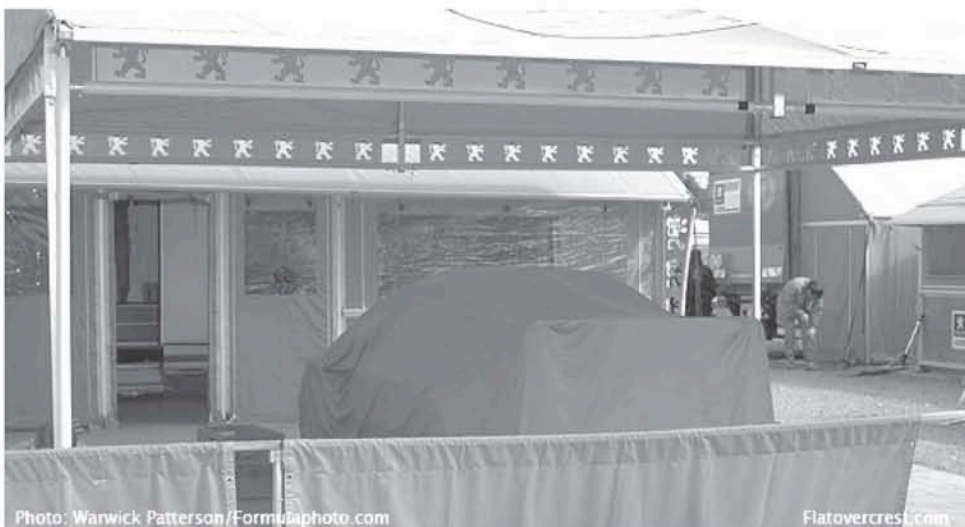


Photo: Warwick Patterson/Formulaphoto.com

Flatovercrest.com

BC Rally Scene

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 conventional racing, rallies are held on closed-access forest roads.

Just in time for Christmas! Spotted for sale in North Vancouver is one 1990 Nissan Pulsar Gti-R (aka Sunny). This little black beauty is a JDM import with only 119K kms and the asking price is \$13,900 CDN. (Terra2 Imports 604-556-6048)

Some of you will remember the little cars from two miserable seasons ('91-'92) in the WRC, driven by the likes of Stig Blomquist and Tommi Makkinen. For the rest, here's a very quick introduction.

Built to beat the all-conquering Lancia Deltas, the Sunny was technologically ahead of the competition but suffered throughout its short career due to poor programme management and lack of development. Using the turbo'd 2.0 litre



16v engine from the Bluebird, the 1210kg car could put over 220hp to all four wheels via three limited-slip differentials controlled through the Skyline GTR's active torque distribution system. (Note: road cars use a viscous coupling instead.) Auto journal-

Western Canada 2005

Still to come...

Oct	29	Midnight TSD rally	Van. Island	IRC
Nov.	5	Kananaskis Stage Rally	Alberta	WCRC
	19/29	Totem TSD rally	Cache Creek	WCRA
Dec.	6	Annual General Meeting	Vancouver	WCRA
Jan. 2006	14-15	CARS AGM	Vancouver	WCRA
Feb. 2006	18-19	Thunderbird TSD Rally	Merritt	WCRA

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.

ists loved it immediately, as everything looked perfect on paper.

When it came to rallying however the state of the art ATESSA equipment proved fussy and gave the little car a weight disadvantage while the big engine caused space problems under the hood. The result being placement of the intercooler directly above the motor and the curse of consistent overheating problems when race engineers demanded more than stock output and drivers ran temperatures to the limit. As Nissans had always performed best on the hot and dusty events this was terrible marketing news indeed. In fact the Sunny Gti-R's best result at world level competition was a third place on the '92



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- Automatic climate control
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