

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