

Airtime

BRITISH COLUMBIA'S RALLY UPDATE



2004

Triple-Crown Champion:

Interview with Pat Richard

THUNDERBIRD '05

IN THE TRUNK!

What to pack for a Winter TSD

SCCA CircuitRally Concept!

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Pace Notes



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Welcome to 2005! The new year is underway at every level with local and regional TSD rallies, the Perce-Neige round of the CRC, and two WRC events already completed. There is exciting news from our existing teams and sponsors as well as lots of new irons in the fire this year and I'm looking forwards to what takes shape.

Speaking of new, there's a bigger crowd at Airtime this year. Warwick Patterson did an amazing job last year and really raised the bar in terms of polish on how the newsletter looks and reads. He has several projects on the go himself this year (good for you, WI) and will continue to contribute articles and photos as possible. Thank you for your effort. Fortunately, I have the promise of much help to carry on building the magazine with several writers offering regular features. Look for constant reports from the Island Rally Club, the World Rally Championship scene, new developments in the US and Canadian rally organizations, and a blow by blow of the WCRC season!

We plan to bring this to you in five issues throughout the year and you can look for the next one the first week of May. If you are a current member of the West Coast Rally Assoc you will get a copy in the mail, if you haven't renewed for 2005 then maybe its time to drop Betty a line. For any non-members interested in keeping up with the BC rally scene you can find us on-line at www.rallybc.com or you can now subscribe directly to Airtime, you'll find details in this issue.

Any way that you get it, I hope you like what you see. If you want to let me know your thoughts you can catch me at airtime@rallybc.com and I'll thank you for your feedback!

See you on the stages,

John McLaren



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WOTSNU405??

What is new for 2005? Lots of stuff and it looks to be a promising year. We have returning favourites as well as many exciting new developments. Some are of local interest while others are of national significance. Here in BC, the year 2005 brings some new faces to the executive positions of the West Coast Rally Association and Island Rallysport Clubs. The new leadership will face some challenges not experienced in recent years.

As reported at the end of last year, Subaru Canada have chosen not to function as sponsor to this year's Canadian Rally Championship. They have also withdrawn the Subaru Rally Team Canada from competition for the upcoming season and this helpful and highly professional group of enthusiasts will definitely be missed at rallies across the country. Despite the Subaru development, CARS has committed to a 6 round national championship even if no organization is found to sponsor the entire series. There is much speculation as to how rallying in Canada will cope without the huge support that Subaru has provided in the past but event organizers across the country have stressed that although some of the frills and flash may be diminished, the roads are as good as always and National calibre events will take place.

A key item of safety equipment on performance events is the helmet and when I tried to replace my aging crash-hat with a shiny new '05 model I found myself in a jam. No new helmets available. Normally, helmets must bear the Snell SA certification and the date of issue. This date refers to the age of the safety standard and not the date of manufacture and is good for ten years. As of Jan 01, 2005 all of the "old" SA 95 helmets would no longer be permitted and SA 00 or SA 05 would be required. Unfortunately Snell will not be issuing any of the new decals to the helmet manufacturers until June 30 2005 and none of the new helmets will be released until October 1st. With this in mind, CARS will permit SA95 helmets to be used on performance events for the 2005 calendar year. Look for confirmation of this fact in the 2005 CARS regulations when published.

WHICH ONE IS IN YOUR HELMET?



Snell SA95 certification decal

Away from the TV cameras and high speeds of the special stages, much quiet work has been done in the interest of improving safety on BC's TSD rallies. This discipline has always provided challenge and excitement to drivers of all abilities even while maintaining low average speeds during the event. We have avoided sensational headline garnering crashes but for years there has been a steady flow of competitor and organizer vehicles that have found themselves very much astray and in many cases terminally damaged. Fortunately to date, there have been no serious injuries to any of the occupants but the obvious concern is what happens when we do have an accident in any of the very remote locations favoured by these events. At the beginning of 2004 it was decided that a review of the safety measures in use at each event would be beneficial and a small group came together to formulate and trial recommendations throughout the year.



Snell SA2000 certification decal

New for 2005 will be a detailed minimum standard of equipment for the first aid kit carried in each vehicle. For details of this kit go to the TSD regulations area of the rallybc website. Further, in addition to the traditional Driver's Briefing at rally start, there will now be a Safety Briefing to remind everyone of their responsibilities and to provide specific information relevant to each rally. As well, there are now printed additions to the route book reviewing basic first aid techniques and establishing a standard protocol to use for controlling the rescue and evacuation of any injuries. It is hoped that the heightened safety awareness might make competition attractive to a greater number of enthusiasts.

by John McLaren

05 CLUB EXECUTIVES

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Doug Tewnton
Chi Tsang
Dennis Wende
Kevin Holter

President
Vice-President
Treasurer
Secretary
Director at Large

Island Rally Club

Brian Carriere
Christa Monasch
Gil Stuart
Bart Vogelzang



2005 L-HANSEN'S FORWARDING - CP RAIL TRANSPORTATION PROGRAM

December 24, 2004

CARS is pleased to announce the continuation of the special travel program designed to help national licence holders who will be competing in the 2005 Canadian Rally Championship. The program has been put together by L Hansen's Forwarding and Canadian Pacific Railroad. The travel program is open to all CARS licenced competitors in order to help promote participation in the events of the Canadian Rally Championship. The program will be in effect for 2005 and details of the program are as outlined below.

Basic Outline: CARS have made arrangements with Hansen's and CP to transport competitors' small service vans, rally cars and, if small enough, trailers from Toronto to Calgary and from Calgary to Toronto before and after each of the six events in the 2005 CRC. The program allots us fifty (50) spaces in enclosed rail cars for our use. If there are more registrations than the allotment provides, additional spaces will be available at a discounted rate.

Damage Liability: Since there will be no charges from either Hansen's or CP for the service, neither company will be responsible for loss or damage during transport. Competitors wishing to take part in the program will have to sign a waiver when leaving their vehicles with Hansen's.

Size Restrictions: The maximum height that will fit in the enclosed rail cars is 7 feet (84 inches) while the maximum width they can take is 7 feet 8 inches (92 inches). If your rig is less than 7 feet tall and the trailer is a maximum of 92 inches at its widest point, then your rig can be shipped. The tow vehicle and rally car can go separately without the trailer if your trailer is too wide.

Time Lines: Normal transit time for a trip between Calgary and Toronto is about 10 days however time of year, weather and traffic demands can either increase or decrease the length of time normally required. In order to allow for contingencies in the transport of the vehicles, the rally car and service van will have to be delivered to the Hansen's facilities in either Toronto or Calgary according to the timetable provided. (Information on Hansen's yard locations can be accessed through their web site: www.lhf.com.)

Registration: Space is limited for each train trip, so registration through the CARS' office is required immediately. If you are seriously considering taking advantage of this offer, please send in your registration today. In order to secure your spot(s), there will be a registration fee of \$100 per spot per event. While \$50 of each \$100 fee will be retained by CARS to cover program administration costs, \$50 of the fee will be returned to the competitor if the

registered vehicles go on the train. None of the fee will be returned if the registration is cancelled by the competitor for any reason.

Required Details: When registering, you will need to provide the overall length, width and height of equipment (in feet and inches).

This is the fourth year for the transportation program and the changes outlined above are exciting and should enable more teams to compete in the entire series. In order to maximize the number of teams able to take part, CARS would like competitors to consider grouping together and shipping only one group service van and trailer (with car) and shipping either one or two other cars separately so that four spaces may account for three teams. Another plan that would work would be to drive a larger service truck and trailer (with car) to the event and ship up to four other cars by train. The economies of scale would reduce the costs for all while increasing the number of teams competing in each event.

Registration forms can be downloaded at www.rallybc.com

Timetable: Event Location Drop Off Date Return Drop Off Date

- | | | | |
|--|------------------|--|-------------------|
| 1. Perce Neige
Calgary (to Toronto)
Toronto (to Calgary) | Jan 13
Feb 6 | 4. Defi Ste-Agathe
Calgary (to Toronto)
Toronto (to Calgary) | Aug 18
Sept 11 |
| 2. Rocky Mountain
Toronto (to Calgary)
Calgary (to Toronto) | May 5
May 29 | 5. Pacific Forest
Toronto (to Calgary)
Calgary (to Toronto) | Sept 22
Oct 16 |
| 3. Baie des Chaleurs
Calgary (to Toronto)
Toronto (to Calgary) | June 9
July 3 | 6. Tall Pines
Calgary (to Toronto)
Toronto (to Calgary) | Nov 3
Nov 27 |

West Coast Rallying...

Island Rally Update



Living on the West Coast, you never know what to expect... our foot of snow has been replaced with a foot of rain... literally! The temperature has gone from -12 to +12 in less than a week. The rivers have swelled and consumed the road in numerous places. The forecast? More rain. Excellent.

Why am I talking about the weather? Because I was just thinking how fitting a name "Storm the Island" really is for this rally of the year in BCI. By the time you are reading this, the event will be concluded and through the magic of extended deadlines, the results should be somewhere below.

But as I write this a week before the event, I look ahead:

I see more than 20 rallyists, some from as far away as Prince George, Washington, and even California, in their cars winding

along the very darkened highway towards Long Beach with a waterfall cascading onto their windshields from a rock cliff above, the drivers trying to see past their hoods for the fog, and wondering why they haven't installed better driving lights on their cars...

I see faithful and devoted checkpoint workers sitting in their vehicles, with the heater fan whirling to keep the windows defogged, in some dark, secluded, gravel pullout for what seems like forever, wondering if they are in the right spot and questioning whether they have been given enough time to arrive at their next checkpoint because it's 85 kms away...

I see a very nervous rallymaster, wondering if his first organizing attempt will be a success or a failure... it is there a mistake

in the routebook? ...are the speeds ok? Maybe 72 CAS is too fast for a dark, wet, foggy, twisty road on the edge of a cliff... nah.

But above all I see everyone gathered together at the end of the rally, wearing the usual warm, smiling faces, expressing the camaraderie that this sport is built upon, and of course telling the stories (oh, the stories!), and I look forward to the satisfaction of having organized my first rally!

And the weather? I'm absolutely positive that it will be just perfect.

Storm the Island Rally 2005- Island Series Championship Round 1:

Results: see below

By Brian Carriere
IRC President

The Competitor's Review:

Storm the Island took place on January 29th, 2005. It was a paved TSD rally that started in Port Alberni and ended in Parksville. The route took us through the Alberni Valley and out to the West Coast, as well as around Great Central and Cameron Lakes. It was a six and a half hour event and contained 22 entries. Driver Chris Mah and Navigator Michelle Toffler from Victoria took first place for the Equipped class and were first Overall. Vancouverite James Downing and Lee McNabb from Port Alberni took first for the SOP class, and Colin Graham from Cumberland and Campbell River's Richard Michael from took first for the Unlimited class. It ended up to be an excellent event that got a terrific turnout of teams- the most on Vancouver Island in years! Lots of thanks to Brian Carriere for organizing the event and all the rest of the crew that helped out.

Kevin Marcan

THE EVENT RESULTS:



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Storm the Island Overall Standings									
Overall Position	Class Position	Overall Score	Driver Name	Navigator Name	Car Make	Car Colour	Class	Assigned	Car #
1	1	41	Chris Mah	Michelle Toffler	1991 Eagle Teton TSD	Red	E	4	
2	2	40	Stephen Ban	Chris Pease	2002 Subaru Impreza WRX	Blue	E	8	
3	3	32	Colin Graham	Kathryn Maxwell	1998 Toyota Corolla GT-S	Red	U	2	
4	4	38	David Vandenberg	Kevin Manson	1999 Honda Civic	Blue	E	10	
5	5	33	Pat Sloan	Anna Lang	1987 Volvo 1230T	Blue	E	3	
6	2	105	Oliver Wallace	Miller Dumpane	2004 Subaru WRX STI	White	U	1	
7	3	116	Eve King	Andrew Morrison	1998 VW Jetta	Blue	E	5	
8	1	217	James Downing	Lee McNabb	2004 Toyota Matrix	Silver	S	16	
9	2	208	Mica Roma	Gary Conventional	1995 Jeep YJ	Green	S	12	
10	3	405	Mike Coughly	Sean Parker	2004 Toyota Corolla	Grey	S	20	
11	4	433	Shane Lewiston	Kathryn Maxwell	1998 Subaru GL 1.8	White	S	7	
12	5	674	Melissa Hargrave	Chris Adams	2005 Subaru Impreza Outback Sport	Silver	S	22	
13	1	766	Erik Lyden	Steve Antino	2004 Subaru Forester XT	Green	U	11	
14	6	829	Anthony Gagnier	Dave Nelson	1992 VW Golf IV	Red	S	18	
15	7	884	Shane Lewiston	Colin Graham	1987 Jeep YJ	Blue	S	19	
16	4	586	John Gosselin	Patrice Adin	1990 Ford Festiva	White	E	9	
17	8	1027	Gord Spryell	Ned Kapustin	1984 Toyota Corolla	Silver	S	21	
18	9	1082	Mark Speed	Andy Speed	2002 Mazda Protege S	Yellow	S	13	
19	10	1253	Colin Graham	Sarahanna Boyette	1998 Jeep YJ	Blue	S	23	
20	7	1283	Ted Bellows	Anne Tall	1994 Audi Quattro	Blue	E	6	
21	11	1362	Damon Pruchet	Jay Hickings	1996 Oldsmobile Cutlass	Red	S	15	
---	---	DNF	Mark Sadava	Wynn Parlier	1997 Honda Civic Hatch	Black	S	17	
---	---	DNF	Cyrus MacLellan	Ben Sonnenmetz	1972 Datsun 510	Blue	S	14	

Congratulations to all those that made it out not just to the finish!

Heading East...

CARS AGM UPDATE

Day 1

My first trip to Ontario came about none other than to attend the 2004 CARS AGM being held at the Delta Airport Hotel in Mississauga. I left Vancouver on Jan 13 at 09:00 and arrived at the Toronto Airport at 16:30 local in time to catch a shuttle to the hotel and meet with Ken, Dennis, Bill and Paul who had caught an earlier flight. First order of business was of course to visit the lounge for a welcome cocktail and I found the group already there (not a surprise) with drinks in hand.

The second order of business was substance, so I tagged along as the Canadian National Rally Committee (CNRC) headed across the street for a bite to eat and a catch up. For those not familiar with the CNRC, they report to the CARS Board and are comprised of organizers from the Canadian National Championship. Their mandate is to manage the CNC that takes place in 6 cities across the country. One person I had the honour of meeting that needs to be mentioned is Monsieur Jean Chevarier who is the Rallymaster for the 2005 Pierce Neige Rally and has announced his retirement this year. One of the amazing things I learned about Jean is he has been Rallymaster for this event for the past 28 years! Should you ever have the honour of crossing paths with Jean, he will have a few stories for you!

After dinner with good company, it was back to the hotel to attend my first CNRC meeting. The group meets several times throughout the weekend, with their first meeting on the Friday. Due to the distance separating the organizers, face to face meetings are infrequent, therefore any available time together is fully utilized. It was interesting to listen and participate regarding the CNC and how other organizations face the same challenges we do in running a national event. I was impressed with how information is exchanged between the organizers to ensure all events are successful. As with the rest of us involved in the sport, we share the same goal of growing rallying in Canada. I finally tucked myself into bed at 02:00.

Day 2

I woke at 06:30 to the standard annoying hotel alarm thinking the AGM is just like any other rally event with it's long nights and

early mornings. Given the recent news surrounding the national sponsor, it was expected there would be a good turnout! At a quick count, there were 80+ guests from the CARS Board, competitors and organizers in a room that had a comfortable capacity of 60. The meeting started with a count of clubs in attendance which was a strong 21/26 including proxies. Going to the AGM gave me an understanding of how large our organization across Canada truly is!

The Agenda chaired by the CARS President Mr. Terry Epp proceeded swiftly as the AGM was expected to be the brisk meeting with the EGM (Extra Ordinary Meeting) to follow after lunch taking up the majority of the day. Mr. Epp opened the AGM by reading a statement in regards to the termination of RDG's contract, and the subsequent withdrawal of Subaru Canada as sponsor for the CRC. After Mr. Epp completed the statement he informed the quorum that Subaru and RDG were gone with no chance for reconciliation. A discussion relating to the events took place with the end result being that what was done is done, and that we need to move forward.

A change in the agenda was then requested and they proceeded to review the financials that were prepared by Mr. Eric Curtis. There were questions regarding some items that were answered satisfactorily and the meeting moved forward. Other than housekeeping items, the only significant announcement was that there is going to be an increase in performance license rates for 2005 in order to assist making up a shortfall in the budget due to the lack of sponsor. For 2005, increases are as follows:

Single license from \$80 to \$95
Regional license from \$115 to \$130
National license from \$140 to \$170

The AGM was completed and we proceeded to the dining area for the lunch and awards ceremony.

A short reception was followed by a three-course meal that was enjoyed by all with our very own WCRA member and CARS representative Mr. Paul Westwick as the MC. Many awards were given out with the highlight being WCRA's Pat Richard and his co-driver Natalie Richard receiving the honours for winning three

championships including the North American title which has never been won by a Canadian. WCRA's own Norm Leblanc and Paul DeLeeuw were honoured with 2nd place for P4, in addition to Norm Leblanc receiving 1st place for novice driver. As with all ceremonies, speeches were made and thanks given. One such touching memory came from Ms. Trish McGeer as she took the podium to thank Team Subaru Canada for a memorable year, as well as put closure on the team's exit from the CNC. It had been a wonderful four years since the team had come together and it was sad to see it end. The sport is thankful for everything Subaru and the team have done for rallying in Canada. I myself experienced the team's generosity first hand during the Pacific Forest Rally in 2004 and for this, I will never forget them.

Another announcement from the CARS Board was that our beautiful city of Vancouver has been named the location for the 2005 AGM in January 2006! This is the first time in CARS history the AGM will be held in BC and will be our chance to shine and show our West Coast hospitality as we host our rally brothers and sisters from across Canada.

Lunch was followed by the EGM which brought forward accusations as to why the termination of the RDG agreement took place at the 11th hour, and why the agreement could not be salvaged. Part of what came out of the exit of RDG and Subaru was a desire for the members to have more control over the board's decisions and actions which is what sparked the EGM, and several motions to amend the CARS bylaws. In the end, of the 19 motions put forward to be voted on, 6 were defeated, 6 were withdrawn, 4 passed, and 3 were sent to a special committee which once established will comprise of 5 members (one from each region) across Canada that will review bylaw changes prior to vote at future AGMs. My feeling at the end of the EGM was that although not all parties accomplished their tasks set forth, all had an understanding and respect of what needed to be done. I also felt a sense of urgency that 2005 will be a building year with the goal of being in great shape for 2006. Sometimes you need to take a step backward before you can take two ahead.

continued ...



WCRA Novice TSD Series 2005

The perfect chance to see what it's all about!

This year, Geoff Gauthier and I are going to be putting on the 2005 WCRA novice TSD series and we are very excited. Being that we were the 2004 WCRA novice TSD champions, we figure we have an idea of what it is like to be a novice in TSD and hope to get you or your friends involved as well. 2005 marks the first year that the WCRA will have a tarmac novice TSD, and that is how the series will start. April 2nd will be the first event of the year, taking place 100% on tarmac in and around the Maple Ridge area. This will give people who are maybe not yet ready to take their cars on gravel a chance to see what a TSD event is like and get them interested in rally in BC. As with all TSD's, the car must be road worthy and meet road safety standards, but a roll cage, helmets and other safety gear like that are not needed. Later in the spring will be the second novice TSD in the series.

This one will take place around the hills of Kamloops, and will be the first gravel event. The third event of the year will be later in the summer and will take place in the Coquihalla region, starting in Hope. All the events will start with a morning classroom session and an afternoon TSD rally. For more details on TSD and how to get involved, check out www.RallyBC.com and stay tuned to the site as new details are posted regularly. If you have any specific questions you need answered please feel free to email me at:

shawn@rallybc.com



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CARS AGM UPDATE Continued...

With the adjournment of the EGM, we grabbed dinner and headed into another meeting to discuss how decisions made at the AGM may affect the CNC and to go over any agenda items that we had not yet discussed. This meeting wrapped up around 11pm and as you can imagine everyone was very tired (of meetings that is). Then as tradition dictates, we headed to the lounge for a few drinks with our counterparts for an hour. The discussions centred mainly on stories of Targa Newfoundland and were very entertaining as it is seldom any of us in the West have a chance to sit with one of the organizers from such a large event and hear their stories and insight.

There was no other way to end a long and busy weekend than to head up to the Team Subaru suite to have cocktails and tell stories. There were approximately 20 people in the suite as Andrew, one of the people from Team Subaru (nickname port-a-party) kept everyone in stitches for hours as he told stories of the team's journey on the CNC and WRC campaign. Pat, Natalie, Tom and Trish and other members of the team would also chime in with their take on the stories only to add to your imagination of what happened during



the road trips. Hearing the tales, and re-living their experiences only reiterated what Team campaign. Pat, Natalie, Tom and Trish and other members of the team would also chime in with their take on the stories only to add to your imagination of what happened during the road trips. Hearing the tales, and re-living their experiences only reiterated what

Team Subaru Canada has meant to the sport and why I love rally and all those who make it what is!

Doug Tewnton
Vice President, WCRA
Driver, AdrenalInRally Golf
www.adrenalinalrally.com

May Be Considered Necessary!

Gearing Up for Winter TSD Rallies

Ah, winter. The snow is falling, the bears are hibernating, and rally enthusiasts from California to Alaska, and everywhere in between, are gearing up for the 34th Thunderbird event on February 19th and 20th.

With the sup regs up and the entries pouring in, teams all over are preparing their cars for two days of rally in the snow and ice of Interior British Columbia. For those new to winter rally, and for those who are well versed in car vs. snow bank physics, I have compiled a list of additional gear that can give you a competitive advantage in winter conditions.

The first thing you need to do is check that you have all of the equipment listed in the sup regs at www.rallybc.com. Check your fire extinguisher to make sure it hasn't gone off accidentally in your trunk or lost its charge in any fashion. Also, make sure your first aid kit is up to par. You can find the new rules for first aid kits at <http://www.rallybc.com/archives/2005/2005FirstAidKit.htm>. Now that you have that finished, let's move on to the additional things you're going to want to have for winter rallies.

Some of the recommended equipment for T-Bird is a set of four studded snow tires, a map light, driving lights, warm clothing, a shovel, a tow rope, and an ice scraper. These are great suggestions, but I'm going to take them one step further.

Chances are, you're not going to be able to fit a full-sized snow shovel into your trunk. There are tons of shovels on the market that are collapsible and some that are compact versions of square snow shovels. The compact shovels can move a lot of snow with each scoop, which is good, but they are often expensive. Most collapsible shovels have weak joints that become loose and are more frustration than they are worth, but they fit easily in the trunk. I found this one at Lee Valley online for \$27.50 CAD, it's tight, solid, and folds up nicely to fit in my trunk box. Best of all, it has a really wide handle at the top so it can be used wearing thick gloves. Check it out at www.leevalley.com under gardening/speciety shovels.

Speaking of thick gloves, make sure you pack a set of them and a toque (a knit cap for our friends south of the border). You won't believe how many teams show up without proper winter clothing.

It's an excellent idea to have good towrope in your car. They're not very expensive and you will need it one day. A quick idea is to purchase a couple of different sized turnbuckles from a hardware store. They are relatively inexpensive, but may get you out of a ditch faster when you find out that your towrope fastens easily to your bumper, but not so well to the sweep vehicle.

If you can afford it, there are lots of things you can pack along to help you in the flat tire department. Most cars come with a stock scissor jack, which is great, but really hard to position in the snow. Last year we invested in a 2000 lbs. hydraulic jack with a wide base that fits in the trunk just fine and makes propping up the car much easier.

Again, if you've got the cash or the hook-ups, a cordless impact wrench is an awesome tire-changing accessory. If you have an impact wrench, a simple trick is to have a lug nut welded onto the cam of your standard scissor jack. If you can get your hands on this setup, you can change tires like a pit crew. Going right along with this, try keeping a full-sized spare instead of a donut. Donuts don't work so well in the winter unless you have four of them.

If you can't afford a hydraulic jack and/or a cordless impact wrench, you should be able to afford a cross lug wrench. You can get these from any automotive retailer for around \$25 bucks. Seeing as there are four different lug socket sizes on these wrenches, we marked our socket with yellow tape. If you use the wrong socket, you could strip your lug nut, and that's bad.



Here is quick list of things to keep tensions down in-car during Thunderbird:

A good flashlight. This is a necessity especially on a night rally or a winter rally when the sun goes down early. It can also help if the wiring on your map light fails.

Gum. Both drivers and co-drivers get the worst "been in a car for 600 kms breath." A little minty freshness goes a long way.

Duct tape. Trust me, you're going to need to MacGyver something in your car at some point, like a muffler or a window moldings.

Visine and antacid. These two companions are small and go a long way to team comfort. After being in a car all day or not sleeping in the day before a night rally, your eyes get dry. Dump a few artificial tears in your eyes to keep them fresh. The antacid is great to have after all the bumping and jostling.

Anti-diarrhea medication. Tempers flare when one of you has to take a time out. Plus, it can get to be around minus 20 Celsius around Merritt in February. That reminds me, pack some toilet paper too, just for safety.

Water, and lots of it. Keep a bottle or a camelback handy at all times, water helps keep you alert.

Napkins/Wet Naps. Some drivers like to eat buffalo wings in the car. Plus, napkins can mop up melting snow from leaky sun roofs or window seals.

Time calculating calculator. You can download and print off the sheet for converting hundredths into minutes and stick it on your clipboard, (which I suggest you do anyway) or you can shell out \$80 for a Time Master II, model #9126. This bad boy calculates time for you and is available in Surrey from Jubilee Rose Enterprises. Check it out on the web at www.jubileeRose.com.

Good luck and I'll see you at T-Bird!

By Geoff Gauthier
Novice Series
Assistant Coordinator

'04 Triple-Crown Champion.

An interview with Pat Richard

By Warwick Patterson

This interview originally appeared in issue #2 of Subsport Magazine, and is reprinted here with permission of the author and publication.

So, take us on a brief overview of your rally career so far. It's been a pretty quick five years.

Well, five years is pretty long sometimes too. We started rallying when I lived up in Whistler about five years ago, and we did our first event in Alberta because at the time there were no events in BC. After our first couple of rallies we started to do well. I think in our second rally we came fourth overall at a National. From then on we got hooked up with Subaru and I won the Canadian Championship in 2002 and the North American Championship that year as well. In 2003 we did the Production Car World Championship, and in 2004 we've won the Canadian and American Championships.

You kind of jumped in the deep end when you started rallying and progressed very rapidly. If you were to give advice to new rallyists, how would you suggest they start out?

When I jumped into rallying, I guess I'd always wanted to rally ever since I was

about sixteen and I'd seen it on TV. We had always sort of "rallied" on the backroads and stuff and when I was finally able to do it, I knew it was something I really wanted to do all my life. Everyone's different and has their own way of doing things. Some people like to jump in whole hog and others like to take smaller steps. Generally speaking, I think for most people, until they know that rallying is what it needs to be for them, they should probably try and go in smaller steps. Some people think we went in crazy, but we took smaller steps. Like, we didn't build a crazy car to start with. I spent the minimum on the car and did the most number of events. I think that's better, just to get more experience.

Rallying is tough. You have to stay up all night for weeks on end, and spend money and time, and drive really far. It's like anything, the benefits need to be worth the reward, but if you invest too much of your money and you don't enjoy it, then you'll probably get burnt out. You see a lot of people coming in with these crazy cars and they only do three or four rallies before they disappear forever.

Some people might say that this year has been pretty easy for you. What's this year been like from your perspective?

I think that's not really true. I think that every rally I've had to try pretty hard and we've actually led every rally we've entered this year, but it wasn't like we were just cruising around. All the rallies have had really fast drivers.

In Canada, I've had to beat guys like Frank Sprongl, Sylvain Erickson, Tom McGeer, and Antoine L'estage. Those are all guys whom, rightfully so, think that they can win at the start of every rally. So, they've all been pretty good battles. In the US, we've had to go up against all the top



Photo by Warwick Patterson

drivers that were driving last year and the year before like Ramona Lagemann, Seamus Burke, Lauchlin O'Sullivan. They're all still driving, so it's not like just because the factory teams weren't there the driver's were gone. I've just had to put my head down and do the job because last year was a really tough year.

What was it like running your own program this year in the States?

It was pretty good actually. The sponsorship for the World Championship fell through right at the last minute, so I only had about a week to get a program together if I was going to try and do the US series from the start. So, I just got the car and showed up at the first race not having too many high expectations but just wanting to run it. We ended up winning that race and the next two in the US after that so the year started off well and we've been kind of riding on the coattails of that early success. Running my own car in the US has been not too much different from



Photo by Warwick Patterson



what we did in the WRC the year before, except that we've had success. It feels good to have such a good season after having so many rough seasons prior to that.

What do you attribute to your success this year?

I think in other years I've been just happy to be there and happy to be participating, but this year I was pretty hungry. I set out a goal for myself, and that was I wanted to be viewed as the top North American rally driver. Personally, I wanted to drive against all the top North American drivers. From a driving perspective I've taken every rally as it comes, not thinking about the whole year too much because sometimes you can get stressed out about trying to get points or trying to beat this guy or that guy. We just start every rally realizing that you don't have to win every stage to win the event and we've driven accordingly and pushed when we've had to. I think my driving has matured over 2003. From a monetary perspective it's just a question of trying not to overdrive the car because we're on a budget and I think that helps too. It made it last a lot longer.

So, do you think you've met your goal then?

Well, I think that I can confidently say with a straight face that we've beaten every North American driver. Whether I'm viewed by others as the top North American driver, that's up to them. I'm not afraid to say that I'd be willing to go up against any North American driver in equal machinery and try to duke it out on the stages. And I mean, I'm not trying to be conceited or anything. We might not win; we haven't won every rally this year.

So what's the next goal? Any chance of a return to WRC?

Well, yeah. Right now I'm working hard to try and get a program together for next year that might include some international rallies. I'd like to do some more WRC events. I definitely think we deserve to be in the WRC and North American drivers are just as good as some of the other drivers. Because of the nature of our sport we don't have the resources available to the drivers and teams to participate at the top level, but I think if we had a decent car and a decent program we could do well at any event. It doesn't have to be a whole series but just a few events here and there to get our foot in the door. So, I'm always trying to do that and I've also opened up a rally shop here in Squamish. There's no shop in Western Canada that's focused on rallying and I really wanted to have a shop where we could help people prepare their cars and get things together. I'm also going to try and organize a couple rallies in the next couple years to help bring more people into the sport.

Looking back at your 2003 season on the PWRC, is there anything you wish you had done differently?

It's really hard to go over everything that happened, but to be honest it was just a case of budget. If I was to do it over again I probably would've bailed on the season because we ended up having so much troubles that we dug a deeper hole for ourselves budget-wise. But, if I had bailed on the season I would have been sanctioned by the FIA and lost my license, so I don't think there was much I could have done differently aside from try and get more sponsorship sooner. It's a lot more expensive than you think it is.

You've been a Subaru driver pretty much your whole career except for some Peugeot Cup stuff. If the opportunity came up, would you drive something different?

Yeah, I've been offered the opportunity to drive other cars many times. For me, Subaru has been involved in rallying much longer than I have and they've always been supportive of the sport. For me to want to switch to another manufacturer I'd have to be sure it would be with someone I could partner with for the long term because I'd like to be in this sport for a long time. Subaru's always been good to me, but I've had no hesitation in testing other cars and I've driven many other rally cars just none for a whole championship or that have been written about! But yeah, next year I think we might see some new manufacturers come into the American championship and maybe in Canada as well. As a driver I'm always looking to further my career so anything is possible, but Subaru has been pretty good to me for so long.

continues on the next page...



Photo by Warwick Patterson

Pat Richard Interview Continues...

You and your sister Nathalie seem to be working well together. What's it like working so closely with your sister. Is it easier to deal with problems in the car when you know each other so well?

Well, it's good and it's bad. I mean, you know, it's your sister...sibling rivalry. You always fight and stuff, but in the car it's good because we can get mad at each other and not all freak out about it. It works well, like she knows when I'm about to crash or when I'm just givin'er, and we had a really good season together. She's done a good job.

Do you see a good business model for rallying in north America?

Yeah. I think between myself and a few other folks we've all shared a vision of a business model for rallying that works. The problem is there a lot of people involved in the sport who don't share that vision. So, even if we can see that, there may be a lot of other people who are either new to the sport or have been in the sport a long time that don't want it to change or whatever. It's almost impossible to get everybody on side to go to a common goal, and that's really what's hindered the evolution of the sport, at least in the United States anyway. I definitely believe there is a viable business model, not only for drivers but for teams, sponsors, event organizers. I've seen it work in other countries and there's no reason it shouldn't work here.

So you think there's hope that teams can pay for rallying with sponsorship money?

It's not that I think there's hope, I know it's possible. I've been surviving as a rally driver for three years now so I know it's possible. It's just that people need to do all the things that need to be done, not just two or three things they think should be done and then be all stoked and not follow through with the fifteen other things that need to be done. And that goes for the whole gamut, from event organizers, to promoters, to TV producers, to the competitors, and to the hospitality people hosting the sponsors. Everybody's got to put on

a good experience, not only for the spectators but for the companies involved in the sport so they can ultimately sell their products and so it looks exciting and not just like a bunch of guys going slow. You know, all that kind of stuff needs to happen.

The SCCA just dropped rallying for whatever reason. Do you see this as this a good thing?

I'm actually quite happy that SCCA has pulled out of rallying and I think they've done the sport a disservice by saying that it's exclusively due to insurance concerns. I know that's not the case because we can rally in Canada and we have insurance. One suggestion I gave to the organizers in the States was why don't you just adopt the Canadian rulebook and use our insurance provider and you'll have insurance in two days. It really goes to the point that it's not the issue. It's unfortunate because there are a lot of people who are SCCA members who have put a lot into rallying. It sucks for them to not be directly involved in the sport anymore, but at the same time we had a bunch of people involved in the sport who didn't know much about the sport and didn't care about the sport, and in some respects were mismanaging it. So, I think it's good - and that might be controversial - but I was one of the first people to congratulate Rally America for taking a step forward and taking over. To be honest, I think if the SCCA hadn't

dropped it they were going to be forced to drop it anyway. There were meetings already being held about starting a new series.


What's one of the most important lessons you've learned as a driver? Did someone ever give you a piece of advice that made something 'click' and improve your driving?

Never give up, and the tires will grip. The tires always grip way more than you think they will so just go.

What's after rallying for you? Or is there any "after" rallying?

Well, I don't know. My wife just had a baby and I've got to settle down. I think that's why I opened up the shop, because already I'm traveling too much. I need to hang out and build some cars for other people. So, I don't know if there's an "after" rally. We'll see. I have talked to a couple of people about organizing an International Rally, but I'm not going to get into that until after I'm done driving.

Interview by Warwick Patterson
All photos by Warwick Patterson



The Helius Odometer

"This unit has everything you need to zero every stage."
Peter Parsonage

Helius
Odometer

heliusdesigns.com
Vancouver, BC, Canada

2005 Thunderbird Rally.

**Round 1 of the British Columbia TSD Rally Championship.
The 34th Thunderbird Rally runs February 19-20.**

The Thunderbird Rally is a winter driving adventure through snow and ice covered back roads in the British Columbia interior. Following the Thunderbird route is simple, but staying out of the snow banks is not. This event is suitable for ordinary road cars. There are classes for Historic cars, Novice teams and different levels of navigation equipment. Enjoy friendly competition with teams from BC, Alaska, Alberta, Washington, Oregon and beyond. Thunderbird has been the premier winter driver's rally in B.C. since its inception in 1957. From the mid 60's to the early 70's, it was part of the Canadian Rally Championship, until the format of that series changed from TSD (Time Speed Distance) to stage (performance) events. It was resurrected in its original format in 1987 by members of the UBC Sports Car Club (hence the Thunderbird mascot) and

since then, both organizers and competitors have been leaving car-shaped indentations in snowbanks from Tulameen to Okanagan Falls, Christian Valley to Robbins Range, Tranquille to Green Lake to Beaver Valley... you get the picture. Paul Westwick returns as Rallymaster for the 18th time and promises new challenges to both drivers and navigators on a route that runs from Merritt to Kelowna and back over the course of two days. This will not be a "deceptive" rally; instead it runs on straightforward instructions and relies on careful selection of roads and timing to provide the excitement. There is room on the start list for 70 entries and in recent years this has filled up quickly. Specific details are available in the Thunderbird TSD Supplementary Regulations located on the www.rallybc.com website



Please NOTE there are some subtle changes to the required equipment carried by competitor vehicles on this year's rally in compliance with new safety regulations.



Top 10 Alternatives to a Subaru WRX to enter Thunderbird with...

10. 2005 Smart for Two.

- It's light enough to float over most snow banks.
- It's got traction control for the icy bits.
- If you do bury it in a snow bank you can pull it out without sweep's help
- Diesel is SO cheap!

9. 1980 Mercedes-Benz 500SLC.

- Its got a really good heater

8. 1988 Mazda 323 GTX.

- All wheel drive & a turbo
- Fantastic handling
- Cops don't give you a second look

7. 2005 BMW X3.

- Comfortable, sportscar handling and the smartest centre diff on the road

6. 1979 Ford Escort RS.

- Rear wheel drive and no traction control but that's not the point.
- Just listen to how good it sounds!

5. 1999 Mitsubishi Lancer Evo 6.5.

- If you are reading this list you already know the reasons why the Evo made the cut.



4. 1971 Saab 96.

- Its got a really good heater. Oh yeah, it also goes really well in 2 feet of snow.

3. 1976 Lancia Stratos.

- Triple WRC champion and that Ferrari motor...

2. 2005 Bentley Continental GT.

- Fourteen cows gave their skins for the interior but it does have all wheel drive and turbos so I guess it stays on the list

1. 1980 Porsche 911SC.

- In all seriousness this has to be the best rally car of the pre-group B era. Anyone who has seen one launch from a stage start will testify to the mind-bending traction these cars can generate. They are light enough and powerful enough to win. The electric cabin heater booster means they stay warm in winter. The 911 is a true icon which was only limited by the factory's misguided disinterest in rallying.

by Tony Latham

SS11

Young Gun!

by John McLaren

Congratulations on becoming Western Canada Rally Champion Co-driver at your first attempt. How does it feel to be the youngest ever champion at 17?

OK, I guess. I don't really think about it that much. I stepped in to help Norm out just 1 week before the first event, and it was just one event at a time. I never thought about the championship until we got to PFR and then it was more about keeping Joe's chances alive.

When you won your first event outright, you became the youngest ever winner of a regional stage event. How did that feel?

Very cool. Norm & I had such a great time on the event. It was a lot of fun. We only met for the first time, on the morning of the rally. We had a spin on the first stage and were too busy chatting in the car after that on the transit and took a very long detour. We only just made it to the start of the next stage in time. Made for a fun transit. Halfway through the rally, we hit a bridge and ripped a back wheel off. I think we still managed to win that stage, but it looked like we would be going out early. Cody did a great job getting us back in the rally and out of service on time. On one of the next stages, I called a 5 left followed by a long straight and told Norm to floor it. Which he did, only to find a chicane just around the corner. I remember adding "or, not" as we went through it at a lot of funny angles. Norm was fighting to keep control and managed to not hit any of the chicane. We had a good laugh about that afterwards. I remember that event for being relaxed, no pressure, just out to have fun. We laughed a lot that day.

Everyone should get a chance to do at least one rally just for fun.

Then you switched driver, why was that?

The ride with Norm was a one off. Paul, his normal co-driver was on holiday during the first event. I thought the season was going to be just that one event and then Joe asked me to do Rocky in the Specialty Subaru rally car. At first, Rocky was just another one off but we did so well Joe asked me to stay on for the season. We would have done all the other events if the car could have been repaired in time for Kananaskis.

Rocky was your 1st national. You won the regional portion and almost made the podium in the national with 4th overall. Did you go into it thinking that you could do so well?

No. Rocky was the high point of the season. Looking at the entry list, a top 10 place would have been a good result. To get 4th overall with only Pat, Antoine and Andrew in front of us in Open class cars was very special.

If that was the high point, what was the low point of the season?

Watching Norm & Paul go by us at PFR when we were out at the side of the road. You saw us go off on TV but just before that was a jump where I got thrown around in my seat, lost my place in the notes, and didn't give Joe the call in time. We were flying on that stage. The first time through we took 20 seconds off Norm and I could tell that we already 20 seconds faster than our previous time by that point in the stage. I felt really bad for not making the call, and I knew that was Joe's chance for the

This year saw the introduction of reconnaissance and pace notes. You've used the old route book when you did course opening, so how did you get on with pace notes?

Making your own notes is far better, and safer, than using a route book or notes that someone else has made. We used stage notes at Rocky and while the notes are not necessarily wrong, they are still not as good as your own pace notes. It's definitely the way to go and I wouldn't want to go back to the old ways.

As a 17 year old I expect you play a lot of computer games. Do you use any rally games, and do they help?

I have Colin McRae 04 on the X-Box. It's a really good game and I used it a lot early in the season to practice reciting the pace notes. It also helped to keep me fresh between events, as we do not do a lot of testing like the professionals you see on TV.

What advice would you have to young people that want to get into rallying?

Even if you want to be a driver, navigate first so that you appreciate your navigator when you do get behind the wheel. Driving's also way too expensive for a student. I also think that learning to navigate before you become an experienced driver makes for a better navigator. I had confidence in all my drivers. I left them to do the driving and I concentrated on what I had to do.

The most important thing is to get out there and take part. I was at the spectator point in Cache Creek when I was 12. I navigated in TSDs when I was 14, and was a marshal at the spectator point at PFR in 2003. That was when I had to take over navigating in the course opening car and that's how I came to be in a position to be asked to fill in when someone needed a co-driver. You learn a lot from being in the sport at all levels. What are your plans for 2005? Well, this is my grade 12 year and the plan at Christmas was to do no rallying in 2005 until I had finished high school and graduated. Then Joe came really close to securing a major sponsor that would have seen us in a full Group N car for all 3 major championships in North America, and we may even have had Pat and Natalie (Richard) as team mates. Sadly, that did not come off. With the current level of uncertainty with the organizers of the Canadian and US championships the timing was just bad for us. At least this way I don't have to work my provincial exams around my rallying.

Owen Parsonage navigates Joe Battrick and the Specialty Subaru WRX to first in class at Rocky Mountain Rally 2004



Tarun Tuli/JidoshaPhoto.com

Thanks Owen and good luck with grade 12.

South of the Border

SCCA Closed Course Rally Program.

In Oct of 2004, the SCCA's Board of Directors chose to no longer sanction stage rally events in the United States thereby terminating the ProRally Championship and ClubRally programs. Stage rallying will continue in the US but it will be organized and governed by Rally America who has previously provided timing systems to the sport. The SCCA has devised a new program that promises to bring many of the excitement aspects of stage rallying together with some elements found in other forms of motorsport. The aim being to resolve the insurance and liability concerns that led to the Board's decision.

The purpose of the move to closed course format is to develop a venue where a more controlled environment may be established, both for competitors and spectators. The SCCA feels that this will appeal not only to current rallyists but also to the youth

market who may find "an accessible, real world version of video game rallying."

The new program will come about over the next three years and will feature RallyCross, RallySprint, and the new concept CircuitRally. Events will provide for competition at various levels including recreational street cars, hobby level rally cars, and fully professional entries.

There are definite advantages to the new format. I picture this as being similar to the existing "Superspecial" or Race of Champions where two cars compete head to

head around a "rally stage" in a stadium setting. Spectator comfort and safety is high everyone has a good seat and a hotdog and they can watch the shiny sponsorship decals on the cars as they go round and round in front of them. No longer will TV crews have

to trek into the wilds or try to find the elusive best shot for the camera. One location will view the whole thing. The improved visibility should make it easier to lure commercial backing and therefore cheaper for competitors to run a series. Also it is likely that running costs would be lower with events held closer to home and a reduction in seriously big offs. Organizers will not have to secure closure on public roads and workers will be in one location rather than

spread across the countryside. Post event costs to perform rally related repairs to roads and scenery (perhaps fewer damaged fences) will be reduced.

In fact the only disadvantage I can foresee is that they are finally removing the "rally" from rally racing. Traditionalists are proud to tackle a thousand corners once rather than one corner a thousand times. What will become of the co-driver? Relegated to navigating through the pit-lane line-ups? How about tire selection and fuel calculations? No, I think we just need round tires for the stadium.

Proof will be in the pudding, as they say. Rules are planned to be finalized by Feb 1 2005 with the first Rallycross phase underway in March. For more information contact Sue Robinson, Manager of SCCA Rally at srobinson@scca.com.

By MAX ETAK

Stadium Stage: Michelin Race of Champions 2004



Copyright: Stade de France, Macary, Zubilla et Nègreball, Constantin, Architects, ADAGP Paris-2004

RALLY X

Rallycross on ice is back! A closed course is ploughed across the frozen surface of Barnes Lake and competitors race the clock, one at a time, to record the fastest laps. Come push yourself to the limit of your skills at a friendly event that caters to all levels. From novice to expert and two or four wheel drive. Cars must be road legal and pass a technical inspection, occupants require suitable helmets and competition licence (available on the day), passengers are permitted. See www.rallybc.com for full regulations and registration information.

Not sure? Come out and work the event as a volunteer! We need lots of help growing this sport and you get close to the action without the pucker.

For volunteer info: shawn@rallybc.com

Feb 26th 2005

Barnes Lake, BC
(near Cache Creek)

Hosted by the West Coast Rally Association





RalliSport Challenge 2 For XBOX

With over a month to go before the action at Cochrane, you're pretty much relying on daydreams for stage rally at this point. If you're jonesing for some competitive rally action, look no further than RalliSport Challenge2 out now on XBOX.

In single player mode you can challenge four different circuits: Amateur, Pro, Champion, and Superalty, each level packed with events, and herein lies the difference from other rally games. The best part of RSC2 is that it has five different rally styles. There's regular Stage Rally, Rallycross, Ice Racing, Hill Climb, and Crossover.

In Rally mode you race flat out for the win on up to five different special stages. Your co-driver barks out simple pace notes that are familiar, but really quite basic. Pace notes can be changed to "advanced" in the options menu, but it's almost too confusing.

Rallycross is very similar to motocross on dirt bikes. Four cars are pitted against each other in head to head fight for the win on a short track. Ice Racing is totally fun. The car slips and spins and reacts with the ice just like a car would in real life. Hill Climb is flat out against one other car point-to-point on a short regularity and has a whole host of different cars to choose from, including some of the most high-performance racing vehicles pulled right from real life. Crossover pits two cars against one another in separate lanes that eventually cross over into the next, both racers using the whole track.

As you advance through the ranks and start winning your licenses, you unlock new cars, old cars, and way faster cars. Also, the more mileage you put on a car, the more colour schemes you unlock for it. A cool feature is the ability to fully customize your chosen rally car. You can alter everything from the tire choice right up to brake stiffness and toe-in and toe-out.

The two-player mode is really the best feature of this game. The competition gets pretty intense and the hours fly by like nothing. Changing tracks, changing cars and rematches are all you will see for about three hours minimum.

The only horrible thing about this game is the soundtrack, but that is the beauty of the XBOX; you can rip your own driving mix right on to the hard drive and play it while you race.

RSC2 is also Online Enabled by XBOX Live, but as a warning, the competition from players all over the world is really tough.

Rating **/5**

By Geoff Gauthier



eautomobilia.com
MOTORING COLLECTIBLES ONLINE

Rallying around the World

A look at the WRC and more...

As we waited for the start of the 2005 World Rally Championships in Monte Carlo, some of us took our entertainment in the form of Dakar 2005; a little bit of guilty pleasure to whet our appetite before the WRC. The Car category was topped by the duo of Stéphane Peterhansel and Jean-Paul Cottret. Sure there were also motorcycles and trucks, but really, don't we love to see those cars going all out across the desert?



Stéphane Peterhansel and Jean-Paul Cottret, Luc Alphand and Gilles Picard on Stage 16 of the 2005 DAKAR rally.

Pondering the upcoming WRC season has been good armchair sport. As usual, drivers shuffling from one team to another, cars being prepared for the next season, and courses 'tweaked'. In the 'guys we can't help cheering for' department, Richard Burns reports on his website that he is "getting physically and mentally much stronger" in his recovery from a brain tumor.

There were driver changes on every team this year, but Ford seems to have taken a big leap. After losing Markko Märtin to Peugeot and Francois Duval to Citroën, Ford puts some faith in two 'less proven' drivers: Toni Gardemeister, and Roman Krešta. Both show great promise, but the WRC circuit is no picnic, so only time will tell. Ford's loss of Duval is Citroën's gain. Duval ran 53 points last year, which put him in 6th place. Along with top driver Sébastien Loeb, Citroën has some impressive talent. Unfortunately that this will be the last year for Citroën and Peugeot, as they have announced



motorsport.com

in third. This year the Monte Carlo was made tighter by setting up the service park in town, harbour-side. Most of the stages were predominantly tarmac, with sporadic patches of snow and ice. Choosing to run racing slicks was really the only option, a situation best described by Petter Solberg as "bloody difficult." Added to this was the challenge created by some spectators throwing snow on the stage, catching both Solberg and Marcus Grönholm by



that they will be pulling out end of year. Citroën had planned on bringing out the new C4 during 2005, but those plans have been scrapped. "For sure, using the Xsara is going to be a handicap," said Citroën Boss Guy Freguelin, in a quote from Autosport. Wasn't that car involved in winning both the Manufacturer's and Driver's titles last year?

January 21-23rd saw the hosting of the opening rally of the WRC season in Monte Carlo. As many expected, Sébastien Loeb made it a hat trick by winning his third Monte Carlo three years running. Ford's new blood Toni Gardemeister impressed many by taking second place, and Gilles Panizzi bringing Mitsubishi to the podium

surprise, and although they both admitted that they should have known better, they were frustrated that they had crashed. Both drivers lost a wheel on the same corner. Peugeot was able to get Grönholm back in it, but the Subaru car was too badly damaged, bringing them no points for this rally.

Next stop: the Uddeholm Swedish Rally, the only 100% snow event on the circuit.

by Ken Jeffery
photos from Motorsport.com

BC Rally Scene

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

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

Navigational Rallying is an inexpensive form of competition that requires minimal preparation. Events use the Time-Speed-Distance formula to detail a route that teams must drive at a particular average speed. Surfaces are usually gravel or snow and Check-points 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. 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 rallying sport 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.



RallyBC

West Coast Rally Association

Western Canada

What's coming in 2005...

January			
29	Storm the Island TSD Rally	Tarmac	IRC
February			
19/20	Thunderbird TSD Rally	Merritt	WCRA
26/27	Rallycross on Ice	Cache Creek	WCRA
March			
12	Cochrane Stage Rally	Alberta	WCRC
20	Novice TSD Rally #1	Van. Island	IRC
April			
2	Novice TSD Rally #1	Lower Mainland	WCRA
9	TSD Rally School	Van. Island	IRC
10	Novice TSD Rally #2	Van. Island	IRC
30	Heart of Darkness TSD Rally	Hope	WCRA
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	Merritt	WCRC
July			
23	Golddigger TSD rally	TBC	WCRA
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	Merritt	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

Additional Web Links

www.carsrally.ca

(Canadian Assoc. of Rally Sport)

www.specialstage.com

(Discussion in the Canada-West Forum)



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