

# Airtime

BRITISH COLUMBIA'S RALLY UPDATE

**WRC**  
UPDATE  
Rallying  
around  
the World

## 2005 WCRA TSD Championship

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settled at Totem

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remembering Richard Burns



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# THE STORE FOR DRIVERS.

# Pace Notes



## Editor

John McLaren

## Layout & Design

Kevin Holter

Ken Jeffery

## Contributors

John McLaren

Ron Sorem

Geoff Gauthier

Shawn Edstrom

Brian Carriere

Ken Jeffery

## Photos

Warwick Patterson

Paul Westwick

swrt.com

## 2006 WCRA Executive

### Executives

John McLaren

john@rallybc.com

Kevin Holter

kevin@rallybc.com

### Treasurer

Ryan Matthews

ryan@rallybc.com

### Secretary/Webmaster

Dennis Wende

dennis@rallybc.com

### Director at Large

Shawn Edstrom

shawn@rallybc.com

### Member Services

Jen Holter

### CARS Rep

Paul Westwick

paul@rallybc.com

This is the end of season issue for the 2005 year. We took a brief fifteen-minute rest from the world of rallysport to enjoy some holiday cheer and celebration and now we launch into the West Coast Rally Association's 10<sup>th</sup> season of motoring!

At the recent AGM the calendar for 2006 was being discussed and many who have barely finished the work of organizing this year's action are already turning their minds to events for the future. We are very fortunate to have these tireless people in the club, toiling away to make sure that rallying in BC is an active sport and not just a topic of conversation and I for one cannot thank them enough. It takes energy and time to arrange so much recreation and we owe them a great deal. I hope we can spread the load and allow some of the organizers to once again become competitors over the next 10 years!

It is now a year since I became involved with the newsletter and I have enjoyed it thoroughly. It has brought me into contact with more information and rally people and my past 12 months have flashed by in a flurry of anecdotes, headlines, and images. Thank you to everyone who has assisted with stories or photos, editing or printing. Thank you also to all those whose actions gave us something to write about. And thank you to all the people and companies that have supported or sponsored our events during the 2005 year. Without everyone, we would be sitting on the couch watching rally on TV instead of living it ourselves!

Best Wishes for an exciting '06 to all, from all at Airtime!

Ps. This issue is somewhat delayed in it's arrival as I wanted to do something creative over the holidays but you have been spared a Christmassy poem because I can't rhyme anything with "sequential gearbox"...

# WOTSNU??

It's the end of the year and all the rallies have ended and the points have been assigned. The dust has settled and the cars are put away. We have a new parade of Champions at every competitive level. Here in BC we say congratulations to all WCRA members who topped their classes (for a complete listing of all results see the [www.rallybc.com](http://www.rallybc.com) website):

*Driver*                      *Co-Driver*

## British Columbia TSD Rally Championship.

<b>Unlimited:</b>	RJ Carroll	Ren Carroll
<b>Calculator:</b>	Martin Chung	
<b>Novice:</b>	Stephen Ban	

## Western Canada Rally Championship.

<b>Overall:</b>	Scott Trinder	Bill Westhead
<b>Open:</b>	Scott Trinder	Bill Westhead
<b>P2:</b>	Aaron Neumann	Graham Coates
<b>Novice:</b>	Aaron Neumann	

## Rally America National Rally Championship.

<b>Overall:</b>	Patrick Richard
<b>Grp N:</b>	Patrick Richard

Announced at the December 10th AGM is a fresh new logo to represent the West Coast Rally Association as it enters its 10<sup>th</sup> year of being. This was selected from submissions received during the fall contest hosted on the rallybc website. The logo will soon be available in sticker form and also in a media transferable to hats or t-shirts so go find a colourful toque and prepare to advertise our success!

The CARS Rules amendments for stage rallying have been decided upon and are currently being released. There are little bits of interest here and there depending on your area of involvement but one thing that most people are excited about is Group 5 is coming to Canada! This is a class for 2 wheel drive cars with larger engines and very free modifications allowed. The bigger cars with less grip should make things fun to watch and the opportunity to "Macgyver" under the hood is always entertaining.

There are also some new faces in executive positions at all levels. Long time CARS president Terry Epp has retired and our own Paul Westwick has taken the mantle. This has left a vacancy at Rally Pacific Motorsports and Ken Kwong has resigned as WCRA pres to take the president position over there. The dust is currently settling but for the time to follow John McLaren will be filling the hot seat at WCRA.

It looks like the TV coverage WCRA secured for Pacific Forest Rally is going to pay dividends. ATV Productions has announced it has negotiated to cover all rounds of the CRC next season and this may make it possible to see ACP, the Eriksons and others back in our woods before too long.

This issue of Airtime will not be produced in printed form as our long time benefactor, Specialty Subaru of North Vancouver has suffered extreme budget cuts to their marketing fund and can no longer support our club as they have in the past several years. We owe Specialty a huge THANK YOU for the tens of thousands of dollars they have spent sponsoring our club and events.

# Island Report

## The Final Transit

Well, if the year 2005 was a rally, we are in the final transit right now. The competitors are weary but satisfied to finish, the cars are banged up but still running, and the scores are all being tabulated.

And what a great year on Vancouver Island! Here's a quick run-down of all of the IRC events:

2005 started early with Storm the Island TSD in January. It was an amazing turnout of members, friends, and new rallyists—competing and working together to start the year with a bang! Watch for STi to be on the same weekend as Rally School in 2006.

Our again-successful Rally School ran on March 19 with Novice TSD #1 the very next day in Victoria. Both days had higher than expected turnouts and many new Island rallyists showed us their stuff.

April brought Novice TSD #2 in Nanaimo with 10 teams grinding it out until the end. The new teams were improving every rally, and this was no exception.

Coast to Coast TSD was bumped up to May for 2005. Christa Monasch organized the rally which fielded 21 entries. This round of the BC TSD Championship was tough with high CAS's, rough sections of roads, and quite a bit of civilian traffic. But in the end, everyone left with grins from ear to ear from this premier event!

June saw Novice TSD #3 added as the interest was high for more events. The Novice series was heating up primarily between 2 teams. The tone was set for Novice TSD #4 in Campbell River in August. A great event to wrap up the series!

With Tsunami out for 2005, we patiently waited until October with Midnight TSD exceeding expectations as the penultimate round of the BC Championship and followed the next day with a one-off Edge of the Rock Rally-X on Mt. Washington. A full series of Rally-X's are guaranteed for 2006.



As we coast in on fumes into MTC for 2005, I am sure I speak for everyone when I say it was a great "rally" and although it's over, just like a real rally, we learned from the experience, made new friends, and will be back for the next one! See you in 2006!  
Brian Carriere- 2005 President, "Island Rallysport Club"  
brian@rallybc.com

## BC Rally Scene - Calendar of Events



### Looking ahead to 2006...

CARS AGM	Jan 13-15
Thunderbird BCRCTSD Rally	Feb 18-19
Volunteers for Vancouver ½ Marathon	Feb 19
Heart of Darkness BCRC TSD Rally	TBA
Storm The Island TSD Rally (IRC)	Apr 9
Coast to Coast BCRC TSD Rally (IRC)	May 13-14
Mountain Trials WCRC Stage Rally	June
Tsunami TSD Rally (IRC)	Aug 19
Golddigger BCRC TSD Rally	Aug 26-27
Pacific Forest Rally CRC Rally	Oct 14
Midnight BCRC TSD Rally (IRC)	Oct 28-29
Totem BCRC TSD Rally	Nov - TBA

# Kananaskis Rally 2005

By Shawn Edstrom

Kananaskis Rally 2005 in Cochrane Alberta marked the sixth and final round of the West Coast Rally Championship. Saturday November 5<sup>th</sup> 2005 was the opening day of the event and that included a full day of recce and tech inspection. This way, the next day, Sunday November 6<sup>th</sup> 2005, was set fully aside for the race and banquet.

17 cars from BC and Alberta started the wintery Kananaskis Rally 2005 and not all of them were to finish. This event was also going to be the final battleground for the WCRC Novice Championship, with a close battle between BC's Aaron Neumann and Alberta's Colin Armstrong. Warren Currie

was unfortunately out of the three-way battle after his roll at the Yokohama Pacific Forest Rally 3 weeks earlier. WCRC series champion Scott Trinder was also out due to a stray boulder at PFR setting the stage for a great 2wd battle for top spot of the event.

Unfortunately for Aaron Neumann and his Honda Civic an off in the morning looked like the end of his WCRC Novice Championship if Colin Armstrong in his VW Golf was able to keep his car on the road and finish in first or second novice.

After several other offs by several competitors the day was over and when the snow dust settled North Vancouver (temporarily in Edmonton for school)

resident Chad Manley won his first ever event in his orange VW Golf. Second place went to the only AWD car to finish in the top 5, Kelowna's Mark Jennings-Bates in his Eagle talon. This meant that Colin Armstrong in third place was short of the points needed to take the WCRC Novice Championship, therefore cinching the championship for Aaron Neumann. The next two positions fourth, went to Kris Schofield and fifth to Carl Barrell. It was a great event for novices, as they held all of the top 5 positions and 6 of the ten finishing positions.

For more information on the Kananaskis Rally 2005 check out their website at <http://www.bishop.ab.ca/CSCC/kananaskis/>

# Thunderbird Rally 2006

presented by the  
West Coast Rally Association

Round 1 of the British Columbia TSD Rally Championship  
The 35<sup>th</sup> running of T-Bird takes place  
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 styng 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 navigational equipment. Enjoy friendly competition with teams from BC, Alaska, Alberta, Washington, Oregon and beyond. Thunderbird has been the premier winter driver's rally in BC 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 to stage 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 Lake...you et the picture. Paul Westwick returns as Rallymaster for the 19<sup>th</sup> time and promises new challenges to both drivers and navigators on a 2-day route that begins in Merritt. This will not be a "deceptive" rally; instead it runs on straightforward instructions and relies on careful selection of roads and timing to pprovide the excitement. There is room on the start list for 70 entries and in recent years this has quickly filled up. Specific details are available in the Thunderbird TSD Supplementary Regulations located on the [www.rallybc.com](http://www.rallybc.com) website.



# An Exciting Finish

## WCRA TSD Championship settled at Totem

By Geoff Gauthier

Nearing the end of September it looked like R.J. Carroll's run at a BC TSD hat-trick was over, as Gary Webb from Arizona held a marginal lead. Heading in to the weekend of November 19 at Totem, Webb had 25 class points and Carroll trailed by two with 23. The uncertain weather conditions and stiff competition that showed up for Totem would definitely pose a threat to both teams.

Previously at the Loop rally in Calgary, Carroll and his father and navigator Ren Carroll came up with a lucky win to get back on track and challenge Webb and his navigator John Kisela, who placed fifth in that event.

Webb, not one to be rattled by a shy finish, came back to battle Carroll to a perfect tie at Midnight near the end of October, the Carrolls squeaking out the victory on zeros, but still short of the mark in class points to officially tie the race. It would come down to Totem to see who would be the 2005 WCRA BC TSD Champions; whichever team finished ahead of the other would win.

Day one of Totem began fairly warm and mild for mid November in Cache Creek, especially since rally master Paul Westwick had been reporting heavy snow and cold conditions in the two weeks leading up to the event. But that was at the base of the mountains. Westwick assured all competitors that there were more difficult conditions at the higher elevations. The fog – or “low clouds” – made visibility very poor for the first stage as the cars headed up into the hills.

The second regularity showed Totem for what it really was – a rally in snow and ice. Up into the hills North of Savona the sky was packed with low cloud and the terrain became jammed with reasonably deep, loose snow. This is where Webb's Alcan winter endurance rally experience showed as he and John Kisela pushed ahead of the Carrolls, who were not too far behind.



*Carroll and Carroll on their way to the '05 TSD Title*

During this section of the rally the road conditions were very poor. Car #1, Lee and Rod Sorenson of California in their Subaru Impreza 2.5 RS, ended up going off an embankment, rolling several times. The veteran driver and navigator reportedly understeered the corner and rolled several times, landing shiny side up but quite a few feet down. Both Lee and Rod were fine plus they were able to get the car out of the ravine, drive it home, and get to work on time Monday morning. All pleasantries aside, the crash served as a warning to the other drivers that these roads were to be taken seriously.

Heading back down and out of the clouds there was time for a quick gas stop and on to the next regularity. The cars headed across the North Thompson River and up towards Sun Peaks. It was just starting to get dark. Facing the oncoming traffic of early opening skiers returning home from the mountain, the rally headed east toward Johnson Lake and back into the clouds. The challenging combination of clouds and night reduced visibility to a few scarce metres from the hood. This was the stage that sorted the foolhardy from the brave. In between fumbling with lighting combinations and slowing for blind corners, teams were dropping seconds and even minutes. In this stage, Carroll showed growth as the defending BC TSD champ, coming through in second place (-12 seconds) a full minute ahead of his main competition.

At the overnight halt the Carrolls were sitting in second place, six seconds down from the overall leader - Seattle's Eric Horst and Stephen Willey in their all wheel drive BMW - , and roughly one minute ahead of Webb and Kisela.

Day two began early on a dreary Clearwater morning. All of the muddy rally cars in the hotel parking lot were covered in the fresh dew and collected rain of the previous night. The sky was dark and the drivers and navigators knew there would be more snow today, and with that snow more attrition.

Sunday, November 20 saw the cars heading west, back over the mountains towards 100 Mile House via Bowers Lake and Hathaway Lake. The Carrolls were looking to set up for a steady pace and to maintain their position ahead of Webb and Kisela. An unfortunate event saw Webb lose some time behind a truck hauling heavy logging equipment, then a fairly large early penalty shortly thereafter. Trying not to make any mistakes, the Carrolls pulled together a solid second day.

When the final scores were tallied, the Carrolls had won the entire event by two seconds and taken home the hat trick, winning the BC TSD championship once again.

## Totem Rally 2005

November 19 & 20, 2005. Cache Creek to Clearwater, British Columbia. The West Coast Rally Association presented **The 2005 Totem Rally**. Totem was Round 7 of the 2005 BC TSD Championship and Round 4 of the Pacific Coast Challenge, both very, very close in points and Totem may be the deciding factor.

Tech Inspection and Registration went smoothly in the dark parking lot, and in the lodge, at the Bear's Claw Inn in Cache Creek. It seemed as though a greater percentage of the entries arrived Friday night rather than early Saturday, thus giving more time for rest, camaraderie, and good natured ribbing of old friends. Co-Organizers Paul Westwick and Tony Latham assembled five checkpoint crews and one sweep vehicle to take care of the twenty-six entries.

Saturday morning seemed colder, but there was no sign of frost, and still no snow in town. This would change.

Battle Creek Regularity covered 20.48km, beginning at Battle Creek FSR at 55km/h – significantly higher than for '04 T-Bird when snow depth brought a 20% reduction in rally speeds (still too brisk for some). Battle Creek began with an uphill start from the CG, exposure right, crested the back side of a ridge and dropped into a small valley, then narrowed with a couple of twists, before the crossroads. Turning onto Cache Creek-Deadman Road, roughly twice as wide, the speeds increase to 65, including the switchbacks down hill, affectionately dubbed the "Yawning Pit of Death", complete with a CP at the entrance, and photo ops through the big sweeping corners. Back Valley Road took the route out to pavement.

A short transit east on Highway 1 replaced the Barnes Lake/Indian Gardens/Guichon Creek Forest Service Road section, dropping 40km and 30 minutes from the rally. When you wish for snow, sometimes you get more than you want.

Red Lake Regularity covered 49.03km and began with sharp lefts and rights on an easy climb up Sabiston Creek Road, becoming hairpin after hairpin on a very steep ascent into the clouds. Visibility, fresh snow, sharp corners and speed 53km/h challenged all teams, including the workers. Our first

checkpoint was at 10.97km. At as early as 5km, entering a hairpin, my right-seat for this event, Steve Brown (another Subie driver) and I both declared we were more comfortable working than competing in the whiteout. The 10.97 CP was downhill, easy left, into a long hard right. Visibility was so poor the camera wouldn't pull the cars out of the snow and fog. The snow was just at freezing, and a bit slushy. The "line" through our corner was "different" for just about every one of the all-wheel-drive cars, except the BMW 325ix of Eric Horst and Steve Willey. At only 3-late they had the best time, and best line of all cars. Eric's smooth driving, with Steve tweaking the computer, would lead to a First Place finish for Day One.

Sabiston Creek Road dropped steadily to meet Copper Creek Road and another CP. Following 3.5km of gently rising pastureland, a long hairpin right marked the narrow twisting steep hillclimb to Red Lake. **"Caution: Exp R for 1.6km, 1.0mi."** warned the drivers of the danger. Car 1's HAM radio call warned Car 2 **NOT** to follow his tracks. Lee and Rod Sorenson had gone off the outside of a corner and down an embankment, completely hidden from traffic. The excursion would require "professional help", meaning a longer cable than on Sweep's CJ5, manned by Phil Scyner and Tony Latham. While the rest of the rally passed this point, last year's winning crew spent time moving their gear back to the road, where our CP car would take the crew and luggage to the nearest motel – only 88km away. Shaken and stirred, but with nary a bruise or scratch, they would return Sunday to recover the car and drive it home!!

Our taxi duties precluded running the remainder of Red Lake and also 67.22km Watching Creek Regularity (longest of the rally), through Tranquille Plateau's snowmobile trails, or twisting along Watching Creek, O'Conner Lake, one BIG hairpin on Rushton Creek followed in 5km by a tricky little hard right over bridge, then a mile later a nearly identical hard right without the bridge. Right at T onto Jamieson mainline and the Westside Transit 23km into Kamloops. This year the section was divided into two sections, but has been run both directions as a nearly 120km TSD.

HAM communications kept us up to the minute on late and missing rally cars. One mechanical retirement – Car 18 fuel pump electrical – and several snow bank "penalties" were logged and double-checked before Sweep left for their next assignment and we rejoined the game for more checkpoints.

The rally went north, then east toward Sun Peaks, and north again for 28.21km Louis Creek Regularity. Beginning with a CAS (the average speed to be maintained) of 65km/h, increasing to 70 at 7km into the regularity, then down to 55 at 17km for houses then 70 again for 8km, ending at 65 over the last 2km.

At this point it was dark, foggy, snow on the road, with "limited" visibility. It would get worse.

The transit along Agate Bay Road led east to 38.60km Johnson Lake Regularity. **"Hairpin L" "Hairpin R" "Hairpin L" "Hairpin R"** climbed into the clouds at 50km/h. Just over 19km later on the long easterly loop, teams encountered **"Hairpin R, Caution! Blind entrance"**, starting the descent through **"Hairpin L" "Hairpin R" "Hairpin L" "Hairpin R"** dropping to Adams Lake. This downhill is scenic in daylight, "interesting" on a clear night with lights from cabins and the mill reflecting off the lake. Perhaps the foggy whiteout was best, with no view of the major exposures.

Another 40km transit along Agate Bay Road led west to Barriere and Dunn Lake Road.

Dunn Lake Regularity ran 58.47km, north, parallel to the Thompson River, and was smooth and relatively straight at 70km/h, dropping to 60, interrupted by a twisty little section through an avalanche zone, then briskly up to speed toward Clearwater. But wait! Dropping to 50. These hairpins were not in the route book – surprise!! Then 60km/h and 72km/h before reaching the Wells Gray Inn and a welcomed finish of Day One, showing First as Horst / Willey, Second as RJ and Ren Carrol (son/father), and Third as Jason Webster / Brandon Harer.

Day Two began climbing west on Camp 2 Regularity, 40.41km in the snow. The first cars were overdue at our CP – then all at once – Car 2 at 62-late, Car 3 at 4-late, and Car 4 at 7-early? Five more cars,



then the mystery was solved by a slow-moving lowboy, followed very closely by a very frustrated STi, half a minute down, also unable to pass. Car 14 is missing, then 93-late, behind Car 15 with the only "zero" on our CP. As we closed our control and rejoined the road, we found a Blue WRX wagon less than 50 meters away, stuck, facing traffic, in the snow bank. A quick tug and we added "Sweep" duties to our rally résumé. While we were pulling onto the road Car 23 rejoined the rally, very late. Sweep and CP duties completed, we chased the rally through the revised Reg One – snow depth on previously used Road 7 forced a 10km shortcut — staying on the Camp 2 mainline.

Catching the last competitor on the road, we followed, slowly at times, with no place to pass until late in the regularity, then quickly zeroed the odo at Canimred Creek Bridge. We sprinted 0.27km (long transit) passed nearly all the cars waiting out their pause, re-zeroed and proceeded as fast as we could to our CP 30km into the 46.43km Bowers Lake Regularity. We were running late after waiting the required ten minutes to close our control, half a minute to extract Car 16, and being slowed by Car 24. Rallymaster Paul Westwick would set up our CP and time the first cars – while we attempted running above the CAS, but not much – another CP crew entered from off-course, just ahead of us, and we both caught Gary Webb and John Kisela in Car 7. Near Wolf Lake, Gary found a wide spot and pulled off in the deep snow to let us pass. Fortunately his Alcan5000 experience put him back on the road with no harm to their time. At 15km the other CP crew pulled into their location, but having missed the first three cars, their control would be dropped. At 16km the first of the speed adjustments took place. Speeds were dropped 5km/h due to snow depth over the next 26km. At Bowers Jim FSR we found the Rallymaster, traded parking spots, did a tag-team switch of CP logs and watched as he disappeared in a cloud of powder snow, before the next rally car arrived. From this point out, the route covered a hairpin right then a sharp left, turned left onto Mahood Lake Road and wound through cabins and lakes to end at Hathaway Lake and pavement.

Horse Lake Transit took the rally west 42km into 100 Mile House for fuel and refreshments, then 37km Lone Butte Transit south and east for the next regularity.

Checkpoint crews were on their own set of instructions to shortcut the course, leap-frogging ahead of the rally, via oft used rally roads through Bridge Lake and North Bonaparte. Our CP location at 7.68km into Bonaparte Lake Regularity required driving reverse course to beat the first car. The remaining CP cars had a more leisurely drive on course to their locations.

Bonaparte Lake was smooth, 61.73km (second longest of the rally), and CAS 68 was apparently mild, as the first 12 cars logged nine 0s, two 1s, and one 3 under winter scoring's one-second window. At 16km the rally turned southwest toward 70 Mile House, then 3km later due south onto Boule Young Lake FSR, crossed the Rayfield River at 55 and wound onward to a left on Egan Bonaparte FSR running east again with speeds increasing to 68, a brief stretch at 60, then 72 before down to 62 for 5km and "a bit more slowly" through Hairpin R, Long Hairpin Left, and Hairpin Right (none of which were noted in the route instructions).

A short 2.47km transit led to 41.84km Loon Lake Regularity. Beginning with 72km/h nearly due west, slowing to 62 for a bit as the route drops slightly, then a long 90-right, dropping, with big exposure on left. Watch for rocks. Dropping further through Hairpin Left into easy right, climbing, and straightening out for 72 again until the 30km mark. Left toward Loon Lake, passed Brigade Creek FSR (a familiar route to Deadman-Vidette) and dropping to 40 as we entered civilization again at the east end of Loon Lake.

The 51km Transit to Bear's Claw began with 13km at 50km/h (31mph) passed all the cabins, big and small, through the resort area. As speeds increased the route dropped through multi-colored rock walls and into the valley, dotted with small cabin sites and large cattle and horse operations complete with pumped irrigation for their short hay season. South on Hwy 97, into Cache Creek, for dinner and awards.

Totem covered 763.11km, just less than 474 miles, in 15 and half hours. Closer resembling a February Thunderbird than past Totem's, the snow presented a challenging but rewarding weekend.

Having an excellent Day Two (11), RJ and Ren Carroll, 2004 Subaru WRX from Kamloops took First Overall/Unlimited away from Eric Horst and Steve Willey, 1989 BMW 325ix from Seattle, with scoring of 47 versus 49. The win clinched a First Place for the Carrolls in the 2005 BC TSD Championship. First Calculator class and Third Overall went to Vancouver Island's Martin Chung and Christa Monasch with 73 in their 1995 Subaru Impreza. First Historic went to Albertans Richard Childs and Helen Welter in their 1974 BMW 2002 with 302. First Novice went to Kamloops' Jason Mardon and Ken Carroll in their 2002 Saturn SL2, with stock odo, taking 317. First Paper (Seat of Pants, no calculator, pencil and paper only) returning to their 2004 class for this event went to Washington's Steve Perret and Kathryn Hansen, with their 1986 Subaru wagon taking 362 to clinch First Place in the Pacific Coast Challenge series covering rallies in BC-Vanc Is-WA-OR-CA (ahead of the computer guys). First Historic Equipped went to Mike Palm and Garth Hales in the 1974 VW Super Beetle with 545.

Since its move to November, Totem has been described as "a Thunderbird without snow banks – winter roads, summer ditches". Both events now have a snow history and draw large fields from both sides of the border for a fun rally weekend, a "must" on any brisk rallyists calendar.

by Ron Sorem © 11.21.2005

Complete Totem results, photos, and stories at [www.rallybc.com](http://www.rallybc.com)  
This and other rally info at [www.tsdroadrally.com](http://www.tsdroadrally.com)

# World Rally Championship

With it's stages in and around the Tokachi region of Japan's northern Island, Hokkaido, Rally Japan comes back for it's second showing since it's very successful inception last season. As teams were preparing for the fast flowing gravel, Colin McRae was still in negotiation with Skoda. Looking for a long-term commitment, he was preparing to run in Australia, with a possible full time return to WRC in 2006. Daniel Carlsson is expected to do well standing in for Markko Martin, who is sitting out after the horrific crash that took the life of Michael Park.

In the final shakedown, it was Chris Atkinson who took his Subaru to top the times, raising some eyebrows as this is his first year at this top level. He was four seconds faster than his teammate Petter Solberg. As the stages progress, Solberg and Gronholm battle neck and neck.

Solberg carries a narrow lead most of the way until SS25 where Solberg hits a rock and damages his car's steering - 25km from the end of the Rally! Loeb moves up into 2nd, and Gronholm takes the lead.

Gronholm tops the times in the final stage to seal his win, while Loeb takes care to

finish. His second place on the podium will be enough to secure the drivers title for the season, and as the rally drew to a close, the Citroen driver put his name in the record books for winning back-to-back titles. A feat accomplished by other memorable names such as Juha Kankkunen, Tommi Makinen and Massimo Biasion.

"I didn't want to get at all involved in the battle with Petter and Marcus." Loeb commented on his 'easy does it' strategy. Chris Atkinson posts an impressive third place finish, drawing easy praise from his team boss David Lapworth.

"Chris put a tick in all the boxes this weekend," Lapworth commented on the driver's strong placing, "He has driven consistently, fast, under pressure and on some extremely difficult roads and I'm sure he'll benefit a lot from the experience."

The circuit moves to the Rallye de France. Nicknamed the rally of 10000 corners, drivers must stay alert; cornering technique is everything! On the Island of Corsica, drivers are navigated between towering cliffs on one side, and precipitous drops on the other. Tire choice as always is critical,

as the abrasive roads are often covered with loose material, causing a threatening lack of grip. Top that off with a rain forecast as the weekend approached.

As the man who would be the 2005 champion, Loeb hits hard from the start, taking stages one after another. Teammate Duval, hoping to help Citroen win its third manufacturer's title, starts well, but exhibits some braking trouble by SS6, where he had dropped to fifth place. Duval continues to work hard until SS9, where, with only a 24.6s deficit, he rolls the Xsara, costing a massive 2m40.3s on the stage. Naturally, the often quote-worthy Frequelin is disappointed by the Belgian's indiscretion. Toni Gardemeister places second. "It's my best asphalt performance. I felt sure I could take a good result because I knew the Focus RS is a great car on asphalt." Petter Solberg takes the third spot, followed by Sarrazin, Kresta and Bengue in fourth, fifth and sixth respectively.

As the teams readied for the Movistar Rally Catalunya in Spain, the WRC news announced the return of Colin McRae, driving for Skoda in a one-off run in Australia. As

well, Citroen confirms their planned return to the circuit in 2007. "The new regulations allow us to meet our budget targets. There is no longer anything standing in the way of our return to the sport." Said Guy Frequelin, team boss for Citroen.

The rally got off to a good start, but SS7 was cancelled due to severe overcrowding. The drivers would receive nominal times.

Markus Gronholm was holding a solid third place, but was forced to retire after puncturing his radiator, and losing power on the way back to service. The engine damage was too severe to continue on, giving Citroen it's third consecutive title. Gronholm's problem also gave him difficulty in securing second place in the driver's standings as well.

With Petter Solberg having gone off earlier, Gronholm would have

liked the points. As it is, the two will move on to the final round in Australia, matched at 71 points each.



**!!! Caution - Kangaroos next 10 km**

Mikko Hirvonen was awarded a 20 second penalty on Saturday night for an overtime service, however was able to beat out Xavier Pons on the final leg, taking third, and relegating Pons to fourth place.

Perth is home to the Telestra Rally Australia, where road position is a factor as the early drivers end up sweeping the gravel route for their following competitors. The trees lining the slippery roads punish any who run afoul, and the Bunnings Jumps round out these most challenging stages. This, the last rally of the year, brought us a couple of firsts. Francois Duval captured the first win of his career, while Mitsubishi's Harri Rovanpera grabbed his first podium of the year. At the start, though, it was the hometown favourite Chris Atkinson in an early lead

until a transmission problem cost him two and a half minutes. The pace was picked up, however by his Subaru teammate Petter Solberg. Markus Gronholm encountered unwanted trouble when he hit a rock on SS7, causing suspension and wheel damage, forcing him to retire. The new double champion Loeb made an uncharacteristic mistake in the forest, sliding off the road and into a tree. By the second leg, Duval had advanced past Colin McRae into second place, but was rewarded with the lead coming out of SS14, as Solberg hit a kangaroo, and retired due to heavy damage. Kangaroo? Only in the Telestra Rally. Although fans were expecting an exciting finish to Solberg and Gronholm's "71 point battle", with the two retirements, their season standings would remain unchanged.

Colin McRae lost ground to Harri Rovanpera, who took second position by the final leg, then McRae was forced out after a troublesome clutch change turned impossible. Not to miss out on the spate of retirements, Toni Gardemeister, who would have been on track for a fifth place finish, suffered water pump trouble in his Focus, and retired in the closing stages.

As the 2005 season drew to a close, the final standings would be thus:  
S.Loeb 127pts, P.Solberg 71pts,  
M.Gronholm 71pts, T.Gardemeister 58pts,  
M.Martin 53pts, F.Duval 47pts.

Manufacturer's Title: Citroen 188pts,  
Peugeot 135pts, Ford 104pts, Subaru 97pts,  
Mitsubishi 76pts, Skoda 21pts.

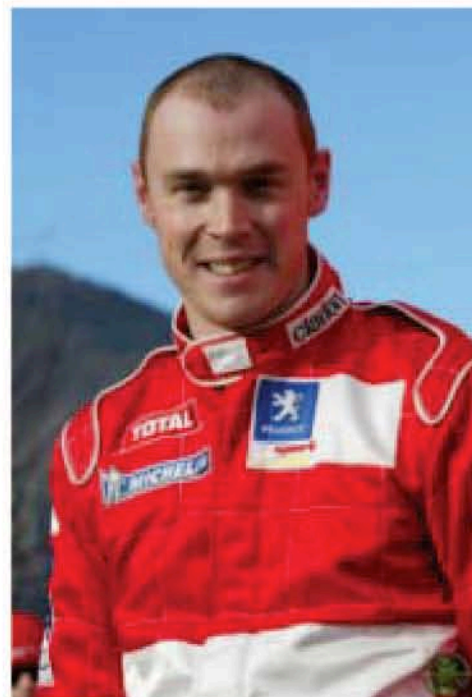
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## **In Memorium**

### **Remembering a champion**

2001 World Rally Champion, Richard Burns passed away on November 25, 2005. Burns was diagnosed with a brain tumour after passing out at the wheel of a car he was driving in Nov '03. He withdrew from the sport and underwent chemo and radio-therapy before submitting to surgery in April of this year. After some initial improvement his health further declined and ultimately he passed into coma from which he did not recover. Burns was 34.

Richard won the British Rally Championship in 1993 at age 22, the youngest person to ever do so. He quickly moved to the WRC and established himself as a top competitor before becoming the only English person ever to win the Drivers title in 2001. His attention to detail and dogged determination set him apart, but his good humour and passion for competition made him a Champion.



# BC Rally Scene

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

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

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

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

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

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

**Rally  
Pacific  
Motorsports**



## How's this for a Boxing Day sale?

Local to Vancouver: 1990 Lancia Delta HF Integrale. Turbo, 16 valves, 4 dr, 4wd, 5 spd, 44600km, 200hp, fully documented, no accidents or rust. \$ 15900. Parts should be available as there were 44,000 cars sold (all models) worldwide. This version has benefited from 4 years of factory development and features the enlarged fenders for suspension clearance and optimized ventilation for the engine. Does it have rally cred? It's a L-A-N-C-I-A! The most successful manufacturer in the history of the World Championship with 10

titles (not including the Fiat years), 6 of them in a row with the Delta from '87-92. Deltas won 10 of 11 WRC rounds in 1988. Juha Kankkunen and Masimo Biasion both won two Driver's Championships in these cars. A fledgling Tommi Makinen cut his rally teeth in a Lancia. And here's some genuinely obscure trivia. The HF designation(also seen on the Fulvia and Stratos competition models) originated as High Fidelity referring to an exclusive club of loyal Lancia racing clients formed in 1960...MBCU



\* may not be exactly as shown

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