

I ♥ MY SUBARU



2004 IMPREZA

WRX
227 HP

STI
300 HP

LIFE IS A BLURR... then the turbo kicks in!

SUBARU
*The Beauty of
All-Wheel Drive*

SPECIALTY SUBARU

"Your All-Wheel Drive Centre"

1235 Marine Drive, North Vancouver 980-2464

www.specialtysubaru.com

D5984

Airtime

BRITISH COLUMBIA'S RALLY UPDATE



Chad Manley Interview

Proving you CAN rally on
a student budget



2003 Year-End Issue

Totem TSD Reports
Scott Trinder Interview
Obscure Rally Cars
Alberta CRC Event Report

Less-Than-Obvious Rally Rides

by Anthony Latham

What do you think is the best rally car ever? Do you favour old school BDA powered Escorts? Group B Lancia Delta S4s? Perhaps the latest WRC spec Subaru? I can hear the arguments starting so let me just say that all the above are excellent choices, each worthy of respect. What about the orphans, all of the challengers that these legends defeated? The results sheets list a huge variety of cars that have pretended to greatness and it is worthwhile to exam them if only to learn from the mistakes of the past. Cut to the new wave era...

1981 was a watershed year for the World Rally Championship. The FIA had decided to allow four wheel drive cars, ostensibly to attract US manufacturers. Well, the world would never be the same again. In Sweden that year Hannu Mikkola won in Audi's revolutionary Quattro and rewrote the rules. Audi showed the world that all wheel drive had a place in the high performance sports car market by proving the real road handling advantages the system could provide. To this day the concept is strong, symbolized by the playstation generation's idolatry of the Mitsubishi Lancer Evo and the Subaru Impreza Sti.

What about the US manufactures the FIA's plan was intended to attract? No lasting effect but there are some interesting footnotes. In 1981 the Safari Rally was epic, over 5000 kms in one week. Chrysler US decided they needed to highlight their Dodge brand overseas and the Safari looked to be the ideal event.



Garth Hales and Mike Palm, Totem 2003 (Photo: Budd Stanley)

MBCU

A historic car, a heavy foot, and LOTS of opposite lock. Now THAT's rallying.

RSport: continued from page 3...

"I set the car up for a fast easy right turn and just at the apex we heard a loud bang. It sounded like the rear wheel had hit a rock and all of a sudden I had to give the car massive amounts of oversteer correction and full throttle just to keep it on the road," related Scott. "It turned out that the rear differential had siezed solid and we slid sideways down the road for about 100 to 150 feet before stopping with the car completely blocking the road at a 90' angle."

Unfortunately, the rear differential could not be repaired in time to have the car ready for the next day's train from Calgary to the final event of the season, the Tall Pines Rally in Bancroft, Ontario. Through an unexpected twist of fate, Trinder would not make it to the final round of the Canadian National and North American Rally Championships. The RSport Rally Team left Calgary leading the 2003 North American Rally P4 Championship, but with no car to drive in defense of his position at the event, Scott's championship result dropped to 2nd.

A true marathon challenge worthy of their attention. What did they choose to enter? 5200 lb. 440 hp Monster Sport Utilities! A team of four Dodge Ramchargers was prepared and shipped to Kenya. Big and heavy, the team expected that their experience in US desert racing events would give them an advantage. They hired both US drivers and European rally hotshoes. Names like Sandro Munari, Robin Ulyate and Malcolm Smith all signed up in hopes of making history at the expense of the European and Japanese teams.

The plan was good but the problems began straight away. Munari's Ramcharger broke its gearbox even before reaching the first gravel sections. The second truck also ate its gearbox later in the event. It was an all hands effort from the US team just to keep the last two entries running. They eventually finished 9th and 10th., more than 10 hours behind the winning Datsun. The lesson was clear. Rally at the WRC level was a much tougher arena than the Americans understood. It demanded - and still demands - a full commitment from the major teams. In 1981, it was a price Dodge chose not to pay. To this day they have not returned.

At the close of 2003, Scott has put the Subaru up for sale that lead both himself and Pat Richard to numerous championship victories. Looking to the future and 2004, next year Scott hopes to drive for a professional rally team while sharing occasional rides in his father's Group 2 Toyota Corolla GTS.

"I've taken a production car to the limit in all of the major North American Rally Championships," said Scott. "My next goal is to complete a full national campaign in either the US or Canada in an Open class car. However without full financial backing this dream is just not financially viable at the moment. I am currently pursuing a couple of different options, so stay tuned."

Team Sponsors:

Total Autosport, RMT Contracting, AMT Machine Works, Ad-Print, Richmond Auto Body, Dragon Optical, SHIFT, Pacific Parts



EDITORS

Warwick Patterson
warwick@rallybc.com

Fred Wiedemann
fred@rallybc.com

LAYOUT & DESIGN

Warwick Patterson
warwick@formulaphoto.com

CONTRIBUTORS

Brian Wende
Bill Westhead
Warwick Patterson
Ron Sorem
Kevin and Erin Friesen
Anthony Latham
Andrew Tilston
Keith Morison

Airtime is published 4 times per year by the West Coast Rally Association (WCRA). Opinions expressed are not necessarily those of WCRA, its Directors, or members. Subscriptions are free with membership in WCRA.

Want your story heard?

We welcome (and need!) editorial and photo submissions and ideas. Photos will be returned and credit given for all submissions. Electronic submissions preferred.

Deliver submissions directly to us at club meetings, or send to:

WCRA AIRTIME
2369 Gondola Way
Whistler, BC V0N 1B2
warwick@rallybc.com



Pacenotes

Time flies when you're having fun, and as 2003 draws to a close I think it's fair to say that this was a great year for the club. The Thunderbird TSD was another successful winter adventure to kick off the season, and once again the Novice series played a crucial role in introducing newcomers to the sport.

In early summer we saw the long-awaited return of the Canadian Rally Championship to BC in the form of the Pacific Forest Rally. A huge effort was put in by a core group of dedicated organizers to make PFR a national calibre event. The eastern teams who made the trip went home with a renewed appreciation for what we have going on out here, and the amazing roads available to us. With the cancellation of Charlevoix next year, PFR will be running in an October time slot. Will this help us attract more eastern teams in a fight for the championship, or will the additional cross-country tow discourage people? Who knows, but with the increasing number of cars being prepared out west, and more US competitors looking for alternative events, one thing is for certain - rallying in BC is alive and kicking!

2004 is looking to be an exciting year as well, with more members stepping up to help organize events and spread the workload. A revived rallycross series is taking shape, performance organizers have raised the bar to new heights, and the BC TSD Championship is set to be better than ever. Starting with the Vancouver Mini Cooper Club in March, the WCRA will even be hosting contract TSD's for other car clubs!

As always, the club needs all of us to actively get involved and volunteer to help out. If you're a performance rallyist, volunteer to checkpoint a TSD event. If you're a TSD competitor, offer to marshal at performance events. If you do both? Well, then there's always behind the scenes work that needs to be done between events. Remember, this is YOUR club, and volunteers make the rally world go 'round! That said, a huge thanks must go out to all the organizers and volunteers who went above and beyond the call of duty to ensure that events ran smoothly this year. We owe you.

Keep it slideways!

Warwick Patterson
Editor

IMPORTANT!

ANNUAL GENERAL MEETING

December 6th, 2003 - 11am to 4pm
Boston Pizza - New Westminster

(see www.rallyBC.com for more details)



Rewarding Year for RSport Rally



The past year marked another winning campaign for the RSport Rally Team! RSport Rally driver Scott Trinder successfully completed four championships this year and was once again crowned the 2003 Western Canadian P4 Rally Champion. This follows on his success of 2002 when Trinder won both the overall Western Canadian Rally Championship and the P4 class championship.

The year started out on a high note when Scott and co-driver Bill Westhead took the team's 98 Subaru Impreza 2.5 RS to a commanding class victory at the Cochrane Rally held near Calgary, Alberta. This set the tone for the year and from that point forward Trinder absolutely dominated the Production 4 class in Western Canada and the US, winning his class in every event the team managed to finish.

In early May, an expected repeat drive with the Knight Motorsport team immersed Scott in the thick of the SCCA National Pro Rally Championship. Scott and father/co-driver Bob piloted Knight's Open class 450+ Horsepower Subaru Impreza 2.5 Turbo at the 2003 RIM of The World Pro Rally, based out of Palmdale, California. Unfortunately, mechanical difficulties beset them while running as high as 9th overall, resulting in a DNF early in the event.

"At RIM of the World my team boss, Jon Ryther, announced that they would be taking a few years off from the sport, so our fight for the SCCA championship pretty well ended just as soon as it began. However, I'm looking forward to the team's return and, should I get the call, I would gladly drive for them again," remarked Scott.

The next series of events were back-to-back rounds of the Canadian Rally Championship held in Alberta. At the Big Horn Rally near Edson, Trinder set a blistering pace with new co-driver Brian Wende, finishing 5th overall and 1st in P4 - nearly two minutes ahead of his nearest rival. A week later at the Rocky Mountain Rally, Trinder drove a steady, measured race against strong competition from the Open class regulars and wound up 7th overall, again 1st in the P4 class.

However, at the next event, the Oregon Trail Pro Rally in July, drama struck the RSport Rally Team. While again leading the P4 (PGT) class by a healthy margin, the team rolled hard, out of the event, and Trinder's North American Rally Championship hopes suddenly looked grim.



"We were so lucky that there was a month-long break between the Oregon Trail and Wild West rallies," said Scott "Our sponsors did some great work to help us get the car back on form and keep us in the hunt for the championship. We wouldn't have made it if it weren't for Richmond Autobody, Ad-Print "the decal people", Pacific Parts/Auto Parts Plus and Total Autosport."

Going into the Wild West Pro Rally in Olympia, Washington, Trinder desperately needed a strong finish to regain momentum in his title hunt. The two-day event was held in the heat of late summer, in some of the harshest conditions on the West Coast. Against a strong field of championship regulars, Scott and Bob Trinder absolutely stunned their opposition with a winning margin of over seven minutes! Such was Scott's performance that, at post-event inspection, series scrutineers demanded to see the official seal to note that he had been running the proper sized turbocharger restrictor.

"At the inspectors' request I opened the hood to show them the car's engine," Scott said grinning, "Imagine their surprise when I pointed out that the production class Subaru 2.5 RS didn't even have a turbocharger!"

The next round marked a return to the Western Canadian Rally Championship at the Mountain Trials Rally held in Merritt, BC. Reunited with co-driver Bill Westhead, Trinder drove a measured, but quick race until mechanical drama occurred part way through the penultimate stage. The gearbox in the team's car failed, leaving them without second gear for the final 22km long stage...all uphill.

"At Mountain Trials, Scott worked hard to keep the momentum up and, through some very smooth driving, he nursed the car to the finish and the Overall win," commented Bill.

The overall win at Mountain Trials had assured Scott of victory in the 2003 Western Canadian Rally P4 Championship!

Finally, going into the last round of the Western Canadian Rally Championship, the Kananaskis Rally, the team was in an awkward position. Trinder stood 2nd overall to his main rival, who competed in an Open class car with substantially more horsepower.

By my calculations, he would have had to DNF the event and I needed to win overall in order to retain the Western Canadian Rally Championship Overall for a second consecutive year," Scott observed.

Scott was back with father/co-driver Bob this time and were leading the rally overall until part way through the third stage. Unexpectedly, disaster struck when they suffered a major mechanical failure while moving at a very high rate of speed.

(continued page 9...)

Chad Manley Interview

Proving that you CAN rally on a limited budget.

If you've been to a performance rally in BC in the last couple of years, you've probably seen (if not heard) a big black Toyota screaming at the top of its rev-range, pitched sideways, spitting rocks and dust out the back. That was Chad Manley, committed to wringing every ounce of performance out of his car. Over the past year, Chad has shown great potential as a driver, and has a bright rallying future ahead of him. We catch up with the 19 year-old science student as he studies for his exams...

How did you find out about rallying, and get involved in the sport?

Well, it all started when I saw a rally broadcast on TV in 2001, it must have been a WRC event but I also remember seeing TSN broadcasts back then too. My brother Jordan and our buddy Brendan actually took the time to find out if there was a rally scene here in BC. They contacted Martin Wilson of the WCRA and he got us interested in coming out to run a novice event put on by the club in 2001.

What has been your most memorable moment in rallying so far?

I would have to say finishing at Mt. Trials Rally this October. It was my fifth attempt this year and I finally got it over with. The rally ran so well, my new co-driver Aaron Neumann and I just really focused on getting to the finish, and it paid off. We started the rally in safe mode and as I built up confidence, I built up my speed. By the final stage we were ripping pretty good, but not going over the edge. I really learned a lot that rally, maybe more than I have in any other event I've competed in.

Have you had an big 'moments' you want to forget?

(Laughs) Yeah for sure. Most prominent was my roll at the Big Horn Rally, half way through day two of the event. Not a bad roll over in the grand scheme of things, but it still left a bitter taste in my mouth for that event and I had to spend some time and money to get the car back into shape. But, worse in my mind was my off at the Pacific Forest Rally. I was just going too fast and went off the road early in the rally. There were really no damages to the car, but it could have turned out so much worse. I'm lucky we didn't carry on down the embankment and it's amazing the car stopped where it did.

Tell us about 'The Roach' and the process that was involved in preparing it for stage rallies.

Well, for those who don't know about the Roach, that is the name granted to my infamous rally car. It's your typical 20 year-old rear wheel drive beater, but has been transformed into a rally car. After I found out there were rally events in BC I couldn't help myself, I had to buy a car. I really couldn't afford much, so I settled for a \$300 1981 Toyota Celica rust bucket from a guy at my school. I practically had all the interior out of the thing buy the time I drove it home, I was that stoked to rally. I worked everyday after school to get the car patched up and ready to run. Just basic things like bodywork, rebuilding the engine, bushings replacement! Then after a few TSD rallies, I had to make the step forward to stage rally, so I hired Byron Meston to build a roll cage for the car. After that went in, I installed some shiny new seats and a set of 6 point harnesses, bought some used gravel tires and I was basically set to run stage events. It was really a great experience building the car up. I put a lot of work into it but it was fun. I used to think that it was a poor choice for a first rally car due to its lack of power and handling, but you know it does take most of the beating I throw at it, and that was very important for when I was first learning.

Due to the generous gesture of a fellow rally competitor, you're going to have a new car next year...how did that come about?

Well actually, on my birthday in October, I noticed a post on Specialstage.com about a someone giving away a MkII Golf rally for free! This generous person's name is Derek Bottles and is a fellow rally



Interviewed by Warwick Patterson

competitor just south of the border in Washington State. I made a plea for the car and two or three days later he agreed to donate the car to me. What a good birthday that was! I was ecstatic and still am. It's really the break that I needed this year as I don't have the money to buy a car to replace the Roach. So, thank you very much Derek, you rock. I also want to take the time thank David Hord for donating his time to help me with my rally endeavours this year.

I think you are probably one of the youngest rally competitors in Canada at the moment. What challenges does that bring?

First and foremost, I'd have to say that the biggest challenge up until a month ago, when I turned 19, was not being able to go to bars when all the other rally competitors could. That was tough. (Laughs) No just kidding. I think financially it's tough being a young student and being involved in such an expensive sport. I don't have much time to make money between studying and working on my car.

You're probably an inspiration to many people who think that you need lots of money to rally. What sort of budget did you spend this year on competing in stage rallies?

Haha thanks! I guess you could look at it like that. I don't have exact numbers, but I competed in 5 rallies in the last 12 months and probably spent \$2500 plus-minus a couple hundred bucks in damages. You really can do a season on a minimal budget, one just has to be willing to sacrifice some comforts. Not a big deal though, it doesn't take any of the fun out of it and I still had a blast this year.

What's your advice for other young rally enthusiasts who want to get into the sport?

Well, I want to say to the younger crowd out there that it really is possible to be rallying and still balance school or other priorities in your life, even if you don't have much money. The key is motivation and commitment, and nothing is going to happen if you don't make that first step and jump in. If you want it to happen it will. I'm really quite surprised that so few other young guys my age are competing in stage rallies here out west. Even when I offered to donate my rally car for my buddies to use, they still say they aren't interested. There seems to be a major apprehension about getting into rally like its some unachievable sport. I think we need to be working on breaking down that barrier and inform people this sport is actually accessible. I hope this year brings more young people into the sport.

What are your goals in rallying for 2004?

In the immediate future I want to learn how to be fast in a front wheel drive car. It's going to be a totally new thing for me coming from rear wheel drive, but I'm confident I can get up to speed quickly. Now that I have a competitive car, I want to be driving up in the field with Gord Olsen and Tom Machnik and go for the Western Canadian Rally Championship Gp2 class win. Gord has been fast for as long as I've known, and Tom is now showing some real speed. Those guys are the ones to beat in Gp2 out west. I think it's going to be a great year with some great battles.

Check out Chad's site at www.DCRally.com

Totem TSD Rally 2003

By Ron Sorem



Thirty-one cars left the Bear's Claw Lodge in Cache Creek Saturday morning, intent on seeing 466km/290mi of varying conditions before dinner in Williams Lake.

The Transit section north on Highway 97 was dry. Turning onto Big Bar Road, teams found that earlier light snows left a thin covering over the gravel. Further into the Regularity fresh deeper snow had covered icy roads, some sanded, some not. Leg One toured through forest and prairie, past working ranches and the Big Bar Guest Ranch, and finished with a loop into Clinton for food and fuel.

"Big Bar" claimed two cars. The Audi 4000 Quattro of Dennis Gunn and Rebecca Rocks was carrying three zeroes when it suddenly lost all coolant and heat. The crew walked, about 6km, back to where one of Clinton's tow-truck drivers was extracting a 2003 WRX from a moderate "off". Also, at 70-odd kilometers into Big Bar, Car 24, Suzuki Swift caught an edge in one of the ruts, got side to side, eased completely over, and with what was described as a pirouette on the hood, regained its wheels and came to a stop within sight of the checkpoint crew. After collecting a detached mirror and clearing the snow from the grille, the teams continued on to complete day one.

Somewhere between the end of Big Bar and the beginning of Meadow Lake, the '69 VW Beetle of William McRae and David Harms suffered a broken throttle linkage. Now being operated with string through the window to the engine, they decided on the prudent route and took the main roads to finish day one in Williams Lake, at the Laughing Loon Inn.

Leg Two left Highway 97 on Meadow Lake Road with smooth gravel, covered with light snow. In the front of the rally, Meadow Lake was fairly clean.

By the passage of 29 more cars, the open areas were loose surface, the shaded areas polished smooth. 25km/15.5mi into the Regularity the route turns onto Dog Creek Road, less traveled, deeper snow. 12km/7.5mi into Dog Creek, Car 3, Subaru RX suffered an "assisted off", courtesy of a big blue SUV traveling against rally traffic, into the right side ditch (Remember: Winter roads-Summer ditches). The detour found a rock and detached the toe-adjustment link on the right rear. Steering was now in three different directions. Navigator Max was already unbelted and running down the road with a triangle in hand as driver Ron grabbed scissor jack, lug wrench, and a big hammer to begin repairs.

After clearing a bit of space between metal and tire, radioing their position to the Zero Car and to Sweep, the crew waited for the rest of the rally to pass, then returned to Clinton for a "real" repair. (Compliments of Wayne Walch at Jim Walch Repair-shameless plug. Thanks Wayne! We were second in line though, he had to finish work on the Clinton Fire Truck before he could fix the Subaru-probably some kind of local rule...) The '87 Subaru RX was able to rejoin the rally, bypassing the end of leg two and the beginning of leg three to check-in on time at the final control, and as Max has stated often, "with numbers instead of letters in our score".

At 63km/39mi a double-90-left brought an increase in the instructed speed, but also a significant increase in the snow depth! Of the first 14 cars, 12 were AWD (and 10 of those were Subaru). The course at this point had recent tracks, probably that of the ever-present F250 pickup, and Paul Westwick's AWD Turbo Impulse opening the route. Car 1, Greg Hightower of Bellevue, with Russ Kraushaar of Battle Ground, said the '98 Impreza RS was "floating" on the skid plate more often than not through most of the deep snow, making steering an adventure. Car 2, Eric Horst of Shoreline and Steve Willey of Seattle in the BMW 325ix fared a bit better given the extra weight of the BMW, and of course Paul and Greg's fine effort at clearing the road. Car 4, Subaru Legacy Turbo with son RJ and dad Ren Carroll from Kamloops were caught by Car 5, '02 Subaru Outback Sport with Steve Richards of Everett and Gary Reid of Olympia, who were in turn caught by Car 6, '99 Impreza RS with Lee Sorenson and Rod Sorenson, managing a mere 19 late at the end of Meadow Lake Regularity. Lee and Rod came up from California for their first Totem, having won Thunderbird '03 in February.

As the AWD cars cleared a path, the mid-pack two-wheel drive cars encountered just enough snow, just too little traction, and too little room for passing, resulting in several "groups" forming for the next controls in nearly bumper-to-bumper fashion, the later AWD cars learning the term "force majeure" and eventually accepting their extra points. Recall that Canada recognizes both French and English, but the phrase "time dec" does not appear in either.

Meanwhile, midway through Meadow Lake the '74 VW Beetle of Garth Hales and Mike Palm broke an axle shaft and ended the VW versus Saab competition for Historic Equipped class. The '68 Saab Sonett II of Teresa Davenport and Brian Hackney, and the '70 Saab 96 of Fred Ankeny and Satch Carlson, later recovered from the deep snow delays and finished both days.

Day Two began with the announcement that due to the deep snow problems of day one and additional (continuing) new snow, Alkali Lake and Exeter Regularities would be dropped from the morning activity. Unfortunately this eliminated instructions such as "Caution! Exp L" "Caution: Exp R" "Hairpin R" and "Caution! Exp R for 2km". A 95km/60mi Transit in light snow from Williams Lake to 100 Mile House replaced Leg 4.

Leg 5 began with the Bonaparte Lake Regularity on smooth roads with fresh snow. The twisty little bits were separated by just enough straight roads to make up lost time. One long straight contained a surprise. The week prior to Totem this section had been muddy. It seems the new snow had covered a large rut, in the middle of the long straight, which threw most of the cars sideways at speed without warning. The latter parts of "Bonaparte Lake" became a bit more challenging due to the deep snow, blind corners and crests, and oncoming traffic. At the final checkpoint nearly every car found a different line through the corner sliding through snow banks at the apex left, and also outside right. Car 4 nearly caught Car 3 after a "déjà vu" moment with another truck. Car 9 and Car 8 were bumper to bumper, the checkpoint reporting just a cloud of snow with two cars in the midst, then one red Alan McColl rear-drive RX7 and one white Paul Eklund AWD Impreza TS leaving the corner. The universal comment from drivers was that there should have been video at the checkpoint. (next page...)



Erin & Kevin's Totem Adventure

by Erin and Kevin Friesen #28



Sorem Continued...

Bonaparte II followed a 45 minute re-group break, to allow Saab maintenance, lots of photos and stories, a snack, and time to relocate the checkpoint crews. The Regularity began downhill, into long uphill, into gradual downhill through twisty roads on deepening snow. 18km/11mi into the section, teams encountered "Caution! Exposure L, Watch for fallen rocks next 0.5km, 0.3 mi" and it was all of that. Car 2 and Car 6 caught a much closer view (as well as someone ahead of Car 1, but no one is saying much about that-it could have been a local, right?). The hard right was in sunlight and getting more "slippy" with every car. The following hairpin left was in the shade, could be planned for quite some distance and actually afforded good grip.

Two more checkpoints and a 3.2km/2mi transit brought the rally to "Brigade Regularity". This is the last chance to do well or to do poorly. Speeds of 65k, 70k, and 72k kept drivers' attention, then the path narrowed after the checkpoint, speed dropped to 60k, and some found overtaking a horse trailer to be troublesome. The driver was friendly and willing, just nowhere to pull out. Speeds dropped from 45 to 40 to 30 to 20k for "Caution! Exposure L!" and "Caution!! Car Breaking Cross Ditch" as the rally descended the ridges into the valleys and out of the snow. The wide smooth gravel passed ranches, pasture, and campgrounds.

A right turn onto Deadman-Cache Creek Road brought out another "local traffic highlight". The ever-present F250 slowed to 20k, in a 53k CAS and meandered left and right for quite a distance until a point where he could no longer physically block the entire road... At that point, each car passed slowly, waved (right?), and tried to make up a minute, at double the CAS... Later teams encountered firewood across the road, compliments of the F250 and another local resident. These small distractions brought teams up to the "Yawning Pit of Death". YPD is a bit exaggerated but has collected more than a few cars. The "hard left downhill, 180 right, into double apex left", is either fun or fearsome depending on what one has been told of the turn. First-timers were briefed on the corners, cautioned to keep a couple of seconds early so as to be on time for the control surely hidden just beyond... A twist for 2003 was another control just before the turn, as well as after the turn. Next year expect a series of lawn chairs up and down the hill, some checkpoints, some photographers, and possibly some style judges.

Teams finished a short transit into Cache Creek and the Bear's Claw Inn for prime rib and trophies. There was no further attrition on day two. With 26 starters and finishers, Overall scores ranged from 28 to 2856, over 310km/194mi on day two.

From Fair Oaks and Elk Grove, suburbs of Sacramento, California, Lee and Rod Sorenson took First Overall/Unlimited with 28 points. Eric Horst and Steve Willey were second with 33. Greg Hightower and Russ Kraushaar were third with 54 after their snowplow duties. (Our 76 would look OK if it didn't have a 2400 in front of it from the "off").

In the Pacific Coast Challenge standings, series class wins were won and lost at Totem. The overall champions needed only a Third-in-Class to accumulate enough for their win. Running in Calculator class, Jeff McMillen in his WRX and Marvin Crippen, both of Seattle, are the 2003 PCC Driver/Navigator champions.

For full results and more photos - see www.rallybc.com

We had absolute tons of fun at Totem this year. Kevin was a little nervous at first. This time it was NOT because we were wrecking our new car...but now it was because he wasn't driving his own car and he didn't want to total it. MY GOD! After a bit he loosened up and drove well. We managed to stay on the road both days, however we did miss 3 turns.

The first one because we were busy patting ourselves on the back over some decent times and admiring someone's tire tracks up a bank. The second one, because I was momentarily distracted by a checkpoint and Kevin was blindly following the Echo ahead of us (I think they took this checkpoint out). The third one, I just got kind of confused because there were many, many roads and our odometer was WAY off from the last screw up. Kevin slammed the poor car in reverse and backed up FAST (poor transmission)...down the road and right into a snowbank... then we took off again. I thought the snowbank part was intentional, but he tells me that we were actually sliding. I finally got smart and started highlighting these "turny" things.

The other problem was that the Toyota Echo was car 27 (in front of us) and they were sometimes a little behind. They wiped out TWICE right in front of us (we watched the whole thing) and came close once when we were passing them. The rest of the time, we had to pass them. So, in every regularity, about a minute or two in, you could hear a chorus of a drawn out "F#!!!!!!!!!!!!!!!" in our car as we came up on them...even when they started a minute early. They are great guys and I have to give them an A+ for spirit and tenacity - he WAS still laughing after he had beer spilled all over his trunk following a mishap. The guy is a decent driver...the car just wouldn't stay on the road! I'm impressed that they actually finished!

Other than the cows ("Honk the horn, Kev" - scatter, scatter- "oops") and the idiot with the firewood, which both were a problem for probably everyone, it went pretty smoothly.

We are looking forward to Thunderbird - if my dad will let me borrow his car again. In the meantime, we are looking around for a 95 - 2000 Impreza to buy sometime next spring. I'm already collecting stickers for it.



www.FOAMULAPHOTO.com
Professional photography, video, and design.



eautomobilia.com
MOTORING COLLECTIBLES ONLINE

MaxPower Season Review



2003 has been an amazing year for Max Power Rallysport. We've accomplished our biggest triumphs and experienced our biggest failures to date within this all too small window of 12 months. Here are some of the highlights!

*January - SCCA Sno*Drift ProRally in Michigan.* This was the first national level rally the team had competed in and I was VERY excited about the entry list. Names like Laukkanen, Higgins, Lovell, Lagemann, O'Sullivan, O'Neil. You name it, all the big boys were there to play and I was going to be playing with them! Due to some in-car confusion, we parked the Clarkdale-sponsored Audi TT in the woods on the second day after posting a 9th fastest stage time. Our bumper was obliterated by what the locals tell us had to be the only boulder in Michigan, along with the right side intercooler, radiator support and other assorted bits.

February - Rallye Perce Neige in Quebec. Our dedicated crew has discovered the coldest spot on the planet (or so they claim)... the night service park. Brian Maxwell brought a huge amount of professional experience to the team and guided us through the first of the CRC events to a clean finish with only a cracked bumper (big jump this time!)

February - Track Day with Haldex and the Sprongl's. Max Power Rallysport took on a crash course in driving with Dan Sprongl at the ice track in Minden, Ontario. After a day of coaching from Dan, I spent the second day running laps around the track with an engineer from our Sweden-based sponsor Haldex. Haldex is the manufacturer of the AWD system in the Audi TT, and we were working on a new program for the electronically controlled center coupling in order to make the car more consistent while sliding sideways. This has to rank very high on the list of cool things I have done. The results of this work with Dan and Haldex would be tested shortly as another CRC event was approaching. Oh...our cracked bumper becomes deceased bumper number two when I explore and surpass the grip in one of the hairpins on the ice track.

March - Rallye International de Quebec. Our team headed to Quebec City a little earlier this time in order to participate in recce. That's right! We got to write pace notes for the first time ever! This form of noting instantly became my favourite system and during the rally the benefits it gave us were immense for both safety and competitiveness.



During the event I managed to rip a large chunk out of bumper number three, which sealed its fate. We posted another 9th fastest stage time on day two and managed to work our way up to our highest position yet - 2nd in class and 11th overall - only to break our cast aluminum oilpan and DNF.

October - Mountain Trials Rally. The team's first gravel event ever and the first day the TT has been shod in gravel tires. What a learning curve! I was driving as if I was on snow and at every call of a new turn I wasn't retaining the distance as I was used to pacenotes, where every corner is called. "600 hard left" became simply "hard left" and I was looking for the turn at every possible curve in the road, downshifting in anticipation. After some discussion with team codriver Warwick Patterson at the midway point, we started to change our in car strategy and increased our speed considerably. MT turned out just the way we wanted... we learned a whole lot and didn't break a thing!

All in all it was a fantastic year and we are looking forwards to a measured approach in 2004 that will ensure that the team is even more competitive and stable throughout the season.

- Andrew Tilston

Scott Trinder Interview



A North American Champion in the Making - By Bill Westhead

Recently I had a chance to catch up with Vancouver-based rally driver Scott Trinder. At age 28, Trinder is already an accomplished competitor with twelve years of international rally experience under his belt.

So far, his rally career has taken him on adventures from as far away as Panama to national events across the US and Canada. Trinder has earned his place in the North American rally community by developing his talent through low horsepower cars. He has also attended and instructed for internationally renowned rally and race driving schools. Furthermore, he is a proven crowd favourite at events, using the entire road while aggressively sliding his car through the corners at top speed.

Throughout his career, organizers, competitors and spectators have made similar observations about him. Scott is quick—very quick, in fact. Recently, at an international rally in the United States, he won his class by over 7 minutes. Just one event later, Scott won the Mountain Trials rally in Merritt BC overall.

Scott, how would you describe your driving style? (pauses)...I would describe it as committed.

What do you mean by that? Well, I don't hesitate – I have learned in rallying and other sports that hesitation is a very dangerous reaction. You have to go for it, to be successful at this you must understand the workings of your car and how it reacts and most importantly the workings of yourself and how you react under pressure.

What do you think is the most important aspect of rally competition? The mental side is definitely the most important aspect. Understanding the car, being confident, knowing your limits and being able to quickly assess situations.

What do you mean by "quickly assess situations"? Well, if it's super foggy and slippery on the course, these conditions exist for everyone. The key is not to make a mistake, even though you may feel like you're going too slow – everyone else faces the same challenges, so patience and control are the dominant factors, not raw speed.

You say the mental side is the most important aspect. How do you prepare for an event personally? I think the key is not to worry about your competition. A good driver knows their own limits; driving to those limits without making a mistake is what gives me true satisfaction. When you've completed a stage knowing that you couldn't go any faster, it will show in the stage times.

Sometimes at events I've heard you say that you were in a zone. Can you explain this? (laughs)... I can summarize this, but a full explanation would take some time.

OK, how would you summarize it then? I would first define a zone as: a level of concentration that makes you feel as if you are a passenger in the car.

How do you get into a zone? Well, I was taught early on, or should I say: "told," at the Bill Gwynne Rally School, that your talent is worthless unless you can control it. In order to control it, you must monitor your actions at every moment throughout a rally. My personal interpretation of this is to stay focused on being concentrated.

OK, but what do you mean by that? For example, if you notice a bird fly by or a branch sticking out on the side of a tree high up, for that split second you weren't focused on the task of concentrating only on the things that pertain to driving the stage.

I see, but how does this qualify as a zone? At some point the level of concentration becomes so great that everything becomes surreal. All of a sudden you don't hear the rocks pounding on the bottom of the car anymore. You stop hearing the roar of the engine. And, most alarmingly, sometimes you even don't even hear the codriver! It's sort of like all of these inputs merge into one and go straight through into the car. Once this happens I feel like a passenger. It's a very strange feeling.

One of the cars I often hear about is your old Suzuki Swift. What was the deal with that particular car? Well, for a small car the Suzuki was quite incredible. It was lightweight, nimble and very, very fast. That car actually really helped me develop as a driver.

How did it help you develop? First of all, it was front wheel drive. In order to be quick in this car I had to apply certain techniques, such as left foot braking and frequent use of the handbrake. I drove that car for almost five years and the techniques I learned while competing in it are directly applicable to rallying in a much larger 4WD cars.

What is the fastest rally car you've ever driven? (grins)...In 2002 I did a condensed season with a team called Knight Motorsports based out of California. They'd built a 400+ horsepower Subaru Impreza 2.5RS Turbo and that car was extremely fast.

What happened and how did you do with the Knight? When I joined the team the car was in the final stages of development. Our first event was the Rim of the World ProRally in 2002. Against some of the best teams in the US we set a few 4th fastest stage times, but unfortunately the car had intermittent power problems that ended up costing us a lot of time. We ended up finishing 8th overall and it wasn't until the Wild West ProRally in 2002 that the car was mostly sorted out. At Wild West, my co-driver Paul Westwick and I were headed for a podium finish when the car's main power wire to the coil came out, dropping us from 4th to 8th overall within sight of the finish of the very last stage!

What happened after that? Have you raced with the Knight team since that time? I totally love the entire crew and the Ryther family, but unfortunately they decided to take a break from the sport to re-evaluate their position within it.

Do you think they'll be back someday? I'm confident that they'll be back, they're super dedicated. I think this break will allow them to come back and surprise quite a few people.

I've heard that it's a tough sport in which to find sponsorship. Are you sponsored right now? Yes we are. RSport Rally is very fortunate to have a great network of companies that offer us sponsorship in their areas of expertise. Most of these sponsors have been with us since day one and, without them, we wouldn't be where we are today. However, like most teams we've also been unable to secure a cash sponsor to help with entry fees and logistical costs.

So, what do you have planned for 2004? Well, I'm going to sell the Production class Subaru and will be approaching several teams for 2004.

Do you think a team would hire you? I hope so! My goal is to win a National Championship overall and the only way I can attempt that financially is by driving for a team. Unfortunately, building and running an Open class car at the national level is a goal that is beyond my reach, financially speaking.

I must say that you've certainly proven to be an intelligent, fast and consistent competitor, I wish you all the best. Thanks Bill!

Lights, Camera, Action!

by Brian Wende

There were rally lights, cameras and lots of action in the two rounds of the Canadian Rally Championship held in Alberta. The first stop was the Big Horn Rally in Edson, May 17-19, my first time to stage rally. Scott Trinder called earlier in the week and asked if I would co-drive for him in the RSport Subaru Rally car, which would be a great opportunity to have success with a talented local driver, so the answer was simple, yes!

After registration to my surprise we were car #6, with the likes of Richard, McGeer, Comrie-Picard, Erickson, and L'Estage, guys I have only seen on TV. I was in awe of the talent here. The first two stages were a learning experience for me, as this is my first time to co-drive. We started to get in the groove and set respectable stage times. One thing that stood out for me was the kindness of the other co-drivers; I asked questions and everyone was more than willing to answer so I made sure to listen to what was being said. Mal Swann and Howard Davies took the time to really help me along, which made the co-driving experience a positive one. Scott's driving was smooth and fast and I could feel after every stage that his speed was increasing. After some attrition, we were moving up the leader board into the top five, which was so cool! We had great service from TOTAL Autosport crew, and the car was solid throughout the day. The stages in Robb were fantastic and fast with tons of spectators. At the end of the day, the results were posted, and we ended up 5th overall and 1st P4 national. The result was great and very satisfying.

The following weekend, the next round of the championship was the Rocky Mountain Rally in Calgary, May 23-25. At this event, they used the stage notes for the first time, which was once again something new for me. I was looking forward to using the stage notes as Scott had used them before and our goal was the same as Big Horn, to have a solid finish. In the morning, we went to the shakedown stage outside of Calgary and practiced with the notes. And after four passes, I started to understand what each instruction meant, which can be confusing seeing them for the first time. It can be a tricky process and being able to say them at the right time is crucial to the driver. Later that afternoon, I sat down in lounge of the hotel with Howard Davies and we went through the entire stage notes of the rally. Once again he gave me advice on the proper way to read the notes. For example, when to pause and what is considered necessary and unnecessary to tell the driver. The event was fast, hot and very fun. The stage notes are the way to go, being able to commit over a crest and knowing what's on the other side, you can just feel the car carving through the roads. We couldn't have asked for a better result, ending the day 6th overall and 1st P4 national.

The results were awesome, the car was solid throughout the two weekends and of course Scott's driving was smooth and fast. Everyone was more than willing to help me out and that was greatly valued and appreciated.

WESTERN CANADA'S ONLY RALLY SHOP

TOTAL AUTOSPORT



Open 7 days a week.
Full automotive service shop
Mon-Fri (8am - 7pm)
Sat - Sun (10am - 6pm)



After-hours and rush services available with appointment.
Drop in for free quotations



Proud to build the
first rally mini cooper
in Canada



Photo: Warwick Patterson



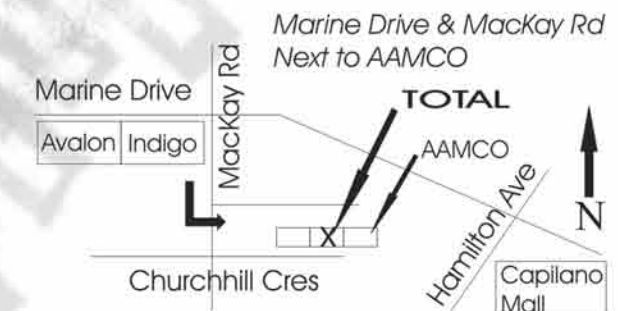
- * Race & Rally Preparation
- * Custom Cage and Fabrication
- * Race gear and Team Wear



Photos by: Keith Morison
©2003 Rocket Rally Racing
and Keith Morison



Total Motors Group
975 Marine Drive,
North Vancouver, BC
CANADA V7P 1S4
604-980-9800 / tel
604-980-9850 / fax
info@totalautosport.com
www.totalautosport.com



Whether you are just starting
out or about to compete in the
Paris-Dakar Rally, it is good to
know that you chose the best
safety equipment. With OMP,
you are in good company:

- 1996 World Rally Champion
- 1997 World Rally Champion
- 1998 World Rally Champion
- 1999 World Rally Champion
- 2002 Canadian Champion
- 2002 North American Rally Cup
- 2003 Paris Dakar Rally



Driver's Edge Autosport
(604) 298-5575

Guyon's Performance
(403) 277-6020

Total Motors Group
(604) 980-9800