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# Airtime

*May 2001, Vol. 4 No. 3*

*Western Canadian Rally Championship*



*Cochrane Rally Showdown!*



*Heart of Darkness Rally  
Results*

*Mountain Trials Performance Rally: latest info inside*

## Table of Contents

### TSR Rally News & Events

Heart of Darkness Rally 4

### Performance Rally News & Events

Rocket Rally Co-driver's Snapshot 6

Cochrane Rally of the Ranchlands 7

Mountain Trials Rally is coming 10

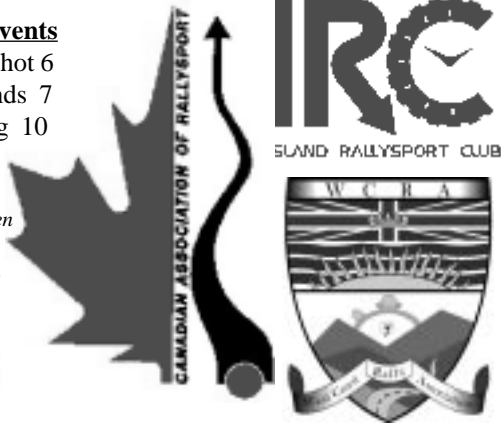
### BC Rally Clubs 13 - 17

Strictly Classified 18

Cover photos: up - Gord & Kathy Olsen

3 rd overall Ranchlands Rally.

down - Erik Carlsson & Mario Pavoni,  
1958.



Airtime is published six times per year by Rally Pacific Motorsports, the sanctioning body for rallysport in BC. Opinions expressed are not necessarily those of RPM, its directors or members. Subscriptions are \$15/year or free with your membership in IRC or WCRA. Send submissions to: Airtime 2052 East 5th Ave, Vancouver, BC, V5N 1M4 or bill@rallybc.com Photos will be returned and credit given for all submissions. 📧

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### MBCU



Tommi Makinen demonstrating a tail happy attitude earlier in his career.

## Strictly Classified

### Cars

**1972 Datsun 510** 2.0 Fuel injected engine, 5spd, rally suspension and 280ZX brakes. New paint inside and out. Roll cage built in 2000. Could easily be backdated for new SCCA historic class. Asking \$6500 Cdn. Contact: Mark Ward ward0036@home.com, (604) 828-3105.



**1970 Ford Cortina Mk II** 2 door. 1300 rolling shell with 4.125 rear end. Minor body work and rust repair required. Can supply most parts to build complete car, with some GT parts available. Comes with 1600 engine (needs rebuild) and single rail standard gearbox, plus a set of four Capri Rostyle wheels. Asking \$700 Cdn obo Contact: Malcolm Muir malcolmjmuir@hotmail.com, (604) 467-6560.

**1989 Suzuki Swift GTi** Race-prepared engine w/ performance chip, limited-slip transaxle, spare stock engine and tranny, aluminum skid plate, chrome-moly cage, Sparco seats, new five-point harnesses, Brantz rally computer. Never stage rallied \$7000 Cdn, obo. Contact: Dave Page, av@intergate.bc.ca

**1985 Subaru GL FWD** Ex-Team Duct Tape. 3rd Production Sport, 2nd Novice in 2000 Subaru Canadian Rally Championship. Car is in Ontario and ready to rally with: belts, cage, 12 tires, and a spare transmission. Many recent repairs done. Asking \$1500 for a quick sale. Contact: Dave dave@midislandhomes.com, (250) 723-5666.



### Tires & Wheels

**Rally Tires:** set of four 195/70-R13 **Dunlop SPR3**, older, but unused on Toyota mag rims \$200. Contact: martin\_wilson@telus.net, (604) 683-6517.

Set of four 225/50-R16 **Toyo Proxes**, performance tires; about 4mm tread remaining; \$120 obo. Contact: martin\_wilson@telus.net, (604) 683-6517.

### Miscellaneous

**Facet Rally Calculator**, works like a Curta! (As seen in Rush & Schmidt Dodge Ram Van at Tbird); \$100. Contact: willy.schmidt@kvaerner.com, (604) 737-4896.

Have something of interest to sell? Strictly Classified ads are FREE to members of either WCRA or IRC, (\$5 per issue to non-members). Send information to: Airtime 2052 East 5th Ave, Vancouver, BC V5N 1M4; or e-mail bill@rallybc.com

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## Pace Notes: Message from the Editor

Ah, spring - as we awaken from the dreariness of winter the dull haze is shattered by the sound of wailing exhaust and scattering stones. Yes, rallying has returned to the woods once again this year!

Since last issue we've seen a number of events come and go, with even more just around the corner. As with all print publications, results and news come a long time after most events are but a fading memory. Hopefully within these pages you will find some new and interesting stories or images that you haven't seen elsewhere as we bring you coverage. Of course, you can always help embellish history by supplying your own version -- written or photographed, we don't discriminate.

In this issue you will find information about rallying opportunities to suit every taste. Take a moment to check out the various TSD and Performance events - there are no excuses for not getting out there and enjoying rallysport. Even if you cannot afford to enter events, there are always opportunities for volunteers to come out and get close to the action (*see Mountain Trials Rally, page 10-11*).

If you don't know where to start, check out the club event listings on page 13, there's a meeting or a rally at least once a month. Come to a club meeting and meet some of the people who bring rallying to life in BC -- you can ask competitors, volunteers and organizers about how they got started. While you're at it, join a rally club in BC and take advantage of these great benefits:

- Subscription to Airtime!
- Discounts on TSD Entry Fees
- Discounts at Drivers Edge Autosport
- Discounts at Wilkinson's Automobilia
- Subaru Canada new car purchase rebate
- Specialty Subaru preferred pricing
- Free classified listing on RallyBC website

For your convenience you can find membership application forms for IRC and WCRA in this issue. Now get ready, get set, 3...2...1...GO!

*Bill Westhead, Editor  
bill@rallybc.com*

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## Heart of Darkness Rally Official Results by Bill Westhead

### Fouse and Wende regain their winning style!

#### Veteran team wins round 2 of the BC TSD Rally Championship

Hope, BC - The all-night driving challenge, the 2001 Specialty Subaru Heart of Darkness Rally presented by Nokian Tyres, was won recently by driver John Fouse, of Anchorage, Alaska, and navigator Dennis Wende of Coquitlam, British Columbia. Success at this event marked the championship-winning team's return to top form since their last win at the 2000 Gold Digger Rally.

On the night of Saturday, April 21st, twenty-two competitors turned up to challenge the overnight road rally course. As in previous years, a healthy field of novices (10 out of 22 entrants!) helped to insure tough competition in this class.

During the first section, Shylock Hill, the car 21 team of Habgood and Harron in a nicely tuned and lowered Ford Focus found their vehicle apparently balking at the prospect of leaving the pavement. After a quick check under the hood for loose vacuum lines, and several start attempts, the pair finally seemed to sort things out. However, the novice team picked up quite a few extra points for their troubles. Everyone else made it through cleanly over this short stretch of challenging road.

At the start of the second section the group assembled outside a tunnel before revisiting a familiar road through Kane Valley. While navigators furiously crunched the numbers for the route ahead, drivers mingled at the roadside sharing tips for staying alert throughout the night. However, all this roadside socializing seemed to catch car 1 and car 2 in a rare lapse of attention, as both crews left the start well beyond their minutes. Despite a valiant driving effort, the car 1 team of Lima and Rapson in their Subaru Legacy paid a dear price for this oversight, picking up 66 points at the first control. The rest of the field managed to stay focused and appeared to make their assigned start times without any apparent brain fade.

A short transit down through Aspen Grove brought everyone to the start of Kentucky-Alleyne and a chance to sample a relatively smooth tarmac TSD section. The competitors held station through this regularity and all teams made it through easily. Meanwhile, the control crews worked their magic, leap-frogging ahead of the advancing competitors to get into position for the next leg.

After completing another trip through Aspen Grove, everyone assembled for the start of the evening's longest and most challenging section: the Brookmere TSD. All the crews successfully passed the first control, but then things got *really* interesting...first car 19, one of four Subaru Imprezas, decided to call it a night and headed off for home. Then one of the more "experienced" vehicles, car 22, an ex-performance rally VW Rabbit, decided to relieve itself of one of its wheels when three studs broke. And finally, car 21, the lowered Ford Focus, managed to stuff it in what must have been the only snow bank left in these dry and barren hills. A short rendezvous with a control crew saw everyone getting the help they needed and things quickly resumed...at least for the competitors. While all this was going on amongst the rallyists, the control crews were having their own share of troubles.

## WCRA Novice Rally #1: Photos



Jedi Masters: Peter Ryce and Ken Kwong address the class.



Eager students learn the rules: Stay on the road. Stay on course. Stay on time.

## WCRA Novice TSD Rally & Course #1

On April 1st the West Coast Rally Association hosted a TSD Novice Rally Course. The turn out and interest in the course was incredible and the setting could not have been more perfect - gravel hairpins, snow, rain, hail and sun! The course answered some basic questions about rallying and provided a sampling of what TSD rallying is all about. All cars finished the event and there were smiles on most everyone at the end of the day. Special thanks to organizers Ken Kwong and Mark Ward. 🚗

Position	Car #	Driver	Navigator	Car	Total
1)	6	Sid Kendall / Mikael Heidrich		Subaru Impreza 2.5 RS	94
2)	11	John McLaren / Andrea McLaren		Isuzu Trooper	149
3)	13	Aaron Neumann / Dave Stringfellow		Honda Civic	227
4)	7	Darrell Panich / Joel Allen		Chrysler Daytona	249
5)	1	Malcolm Muir / Dean Moncado		Mazda 323	276
6)	4	John Girardi / Max Burke		Mazda 323 GT	456
7)	10	Jesse Deacon / Chad Kania		Toyota Corolla GTS	500
8)	12	Justin Gladden / Joel Butcher		Subaru Impreza 2.5 RS	544
9)	15	Philip Garlick / Jacques Castex		Nissan Maxima SE	852
10)	5	Stephen Fung / Kelly Frankson		Subaru Impreza Brighton	883
11)	8	Ashton Sheppard / Desmond Soon		Subaru Impreza 2.5 RS	958
12)	2	Alan McColl / Gary Bysouth		BMW 325e	973
13)	14	Steve Ferguson / Sunil Datta		Jeep YJ	995
14)	3	Bill Ngan / Leonardo Siew		Subaru Impreza TS	1065
15)	16	Donnae Bell / Sarah Picciotto		Mazda Miata	1121
16)	9	Jason Wong / Sandy Lam		Subaru Legacy Turbo	1264
17)	17	Aaron Cheung / unknown		Subaru Impreza 2.5 RS	2635

### Co-driver's Snapshot...continued

With another four miles to go, the snow was started to claim it's victims. We passed rally car, after rally car on the side of the road or in the ditch. On the final stage of the night, we came around a 90 right that dipped sharply. Pat decided to hook the ditch when suddenly, BA-BAM! We hit something with the front right wheel — a rock or a stump. Pat twisted the steering wheel back and forth to see if we had damaged the wheel or the steering. He shouted "I don't think we can turn left that well. What's the next instruction, and how far?" As I checked the route book, I felt a shiver go down my spine. "Hairpin left, tightens, in about 40 (four tenths of a mile)". Pat gripped the wheel and said, "OK, we'll see what happens...hang on..." We entered the hairpin, sliding on all four and ended up pointing in the right direction. "We're OK!" shouted Pat. "Go! Go! Go!" I shouted back. We ended the evening feeling totally wiped out from the adrenaline rush while the rally car went into service for the night.

Co-driving for Patrick was a total rush. He's a fast driver and his experience shows — I guess it comes with having won 3 Production GT titles last year! The service area was well set-up and the crew worked like clock-work. Patrick did whatever he could to insure that everything required was close at hand. In retrospect, one thing I found out quickly was that your shoulder belts can never be tight enough with Pat at the wheel. I would like to thank Pat for the opportunity to co-drive with him and the Rocket Rally Team. 🚗

## 2001 Heart of Darkness Rally Results continued

First, rally organizer Bill Westhead found himself stranded at the roadside with a dead battery, and then the sweep truck decided to let loose a coolant plug into its engine, creating a mess of the top end. Needless to say that by this time everyone was ready for a much-deserved middle of the night break in Merritt.

Leg 2 began with a return to Comstock, sight of last year's Totem Rally traffic jam. Despite the driving challenges of Brookmere, this section proved to be the deciding factor of the event. At about 13 km into the section, many sleepy crews appeared to miss two instructions that came up quickly. The result was a reshuffling of the top 10, richly rewarding the teams able to stay alert and on their game. The final two sections and transit back down the Coquihalla to the Chilliwack finish proved relatively uneventful, particularly in light of what had happened earlier.

At the finish it was John Fouse and Dennis Wende with 9 points in the lead, followed by Ian Basford and Marcel Chichak of Edmonton, AB with 74 (also 1st calculator), and Peter Ryce and Paul Haym of North Vancouver, BC with 130. First historic was Bob Chandler and Mark Clemmens of Seattle, WA in a Datsun 240Z, and first novice was of David Ellis and Judd Gallagher of Portland, OR with 172 points.

Thanks to all of the volunteers who made the event possible, and to all of the teams who made the long night's journey into day! The next event in the BC TSD Rally Championship is on July 21st, the Gold Digger Rally. For more information, please see rallybc.com or contact Bill Westhead (604) 258-2758, bill@rallybc.com 🚗

Pos.	Car #	Driver	Navigator	Car	Class	Total
1	3	John Fouse / Dennis Wende		Subaru SVX / Unlimited		9
2	12	Ian Basford / Marcel Chichak		Dodge Colt / Calculator		74
3	4	Peter Ryce / Paul Haym		Nissan Sentra / Unlimited		130
4	7	Alan McColl / Gary Bysouth		BMW 325 / Calculator		130
5	8	Bob Chandler / Mark Clemmens		Datsun 240Z / Historic		147
6	9	Mike Welland / Gordon Passmore		BMW 2002 / Historic		156
7	17	David Ellis / Judd Gallagher		Subaru RX Sedan / Novice		172
8	1	Roy Lima / John Rapson		Subaru Legacy Turbo / Calculator		181
9	5	Jamie Thomas / Gary Cavett		Subaru Impreza / Unlimited		211
10	18	Chad Ptasinski / Alex Dawes		VW Scirocco / Novice		232
11	2	Josh Keatley / Catherine Isaac		Ford Focus ZX3 / Calculator		336
12	10	Gil Stuart / Arnie Lang		Volvo 123 GT / Historic		370
13	16	Alan Perry / Daren Stone		Mazda 323 GTX / Novice		464
14	6	Bud Stanley / Pete Jones		Toyota MR2 / Calculator		528
15	20	Thomas Woo / Siew Yee Auyong		Suzuki Swift / Novice		530
16	14	David Schoenmaker / Jack Garrett		Ford Focus ZX3/Novice		537
17	11	Howie Wong / Ken Nickel		Ford Zephyr / Historic		555
18	13	Sid Kendall / Mikael Heidrich		Subaru Impreza / Novice		612
19	15	Dustin Blundell / Gus Shuart		Subaru Impreza / Novice		617
20	21	Matt Habgood / Tyler Bishop Harron		Ford Focus / Novice		1623
DNF	19	Justin Gladden / Joel Butcher		Subaru Impreza / Novice		1845
DNF	22	Dano Baker / Erik Silden		VW Rabbit / Novice		1261

**From the co-driver's seat with Patrick Richard by Ken Kwong**

**A Snapshot of Racing the Rocket Rally Way**

It all started on a rainy afternoon when I answered the phone, "Can you come and co-drive for me at the Oregon Trail Rally this weekend?", Patrick asked – "Sorry about the short notice, but my usual partner, Ben (Bradley), can't co-drive because he's the organizer." I was both flattered and surprised. "Um – sure! Let me collect my thoughts...by the way, when do you want to leave?" I replied. Pat laughed, "How about right away?" And, so the adventure began.

Pat picked me up around 9:00pm and we drove down to Kent, Washington to hook up with Dave Clark (Pat's mechanic and service guru). In the garage, the Rocket Rally car was up on a hoist with all four of the wheels off. "I hope you don't mind, we still have some work to do on the car," Pat said. Stephen Hyndman, of Specialty Subaru, arrived a little after midnight to help out. As suspension parts were swapped in and out, skid plates were inspected and tires were selected for the type of roads we would be rallying on. Then the service vehicle was cleaned and re-organized with the parts and tools needed for the rally. We finished around 7:00am and I was finally able to grab a quick nap. By 9:00am we had loaded the rally car onto the trailer and were off to Oregon.

The Oregon Trail ProRally is a U.S. National event, part of the 2001 SCCA ProRally Championship. This year the route covered fourteen special stages over 325 miles (523 kilometers) and included a 2,000-foot (610 meters) change in elevation. Competitors had to contend with weather ranging from deep snow in near white-out blizzard conditions, to heavy rain, and even sun — often all on the same stage!

As a Canadian co-driver, one of the first things jumping out of the route book at me was that all the distances were in miles (d'oh!). First I had to get acquainted with the kilometer to miles conversions and then adjust my reaction time to the route instruction intervals. Also new for me were the very detailed route instructions and tulips. Typically, I translate tulips into full written instructions the evening before a rally, but I soon learned that my notes were useless at the kind of speeds we were achieving. A "45 right" felt more like a "90 right" when going 100km/h. Pat worked with me to adjust my notes before each stage – going over the tulips and adjusting the reaction times and instruction intervals. Finally, by the fourth stage, I was able to rattle off instructions as if they were actually paced notes.

The rain had made the roads treacherous to say the least — with all the slipping and sliding, I had no idea how Pat was able to keep the car on the road. Many times I looked over the edge of the road and down into a ravine that didn't stop for over one hundred feet. As day turned into evening, the clouds poured more rain and a weather warning was posted: expect snow at higher elevations. I soon learned that rallying at night is a whole different world. When we hit the snow, we couldn't see more than four feet in front of us. The driving lights reflected off the huge snow flakes, creating a hypnotic tunnel effect. Pat cursed at the road while I frantically shouted instructions to him. Once, I sneaked a peek at the speedometer – it read 95km/h. *continued on page 16*

**West Coast Rally Association (WCRA): Membership Application**

**Annual fees are \$40** (renewal due at year end)

Please print clearly.

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **Prov:** \_\_\_\_\_ **Postal Code:** \_\_\_\_\_

**Home Ph:** \_\_\_\_\_ **Cell Ph:** \_\_\_\_\_

**Pager:** \_\_\_\_\_ **Fax:** \_\_\_\_\_

**E-mail address:** \_\_\_\_\_

**Vehicle:** \_\_\_\_\_ **Year:** \_\_\_\_\_

**Areas of interest:** \_\_\_\_\_

**Please advise WCRA of any changes in the above information.**

**WAIVER:**

In consideration of the acceptance of this application or of my being permitted to become a WCRA member, I, for myself, my heirs, executors, administrators, successors, and assigns, agree to save harmless and to keep indemnified the West Coast Rally Association, Rally Pacific Motorsports Association, Canadian Association of Rallysport, and their respective agents, officials, servants and representatives, from and against all actions, claims, costs and expenses and demands in respect to death, injury, loss, or of damage to any person or property howsoever caused, arising out of, or in conjunction with, my taking part in any WCRA event, and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their agents, officials, servants or representatives.

**Signature of Applicant:** \_\_\_\_\_

**Date:** \_\_\_\_\_

Please mail with remittance to:

**West Coast Rally Association**  
2065 Alpine Court  
Coquitlam, BC V3J 2K7



## Island Rallysport Club: Membership Application

FORMERLY NANAIMO SPORTS CAR CLUB

**Annual fees are \$40.** Renewal due at year end.

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Cell Ph \_\_\_\_\_ Pager \_\_\_\_\_

Internet (e-mail) \_\_\_\_\_ Work Ph \_\_\_\_\_

Next of kin \_\_\_\_\_ Ph \_\_\_\_\_

Vehicle Make \_\_\_\_\_ Vehicle Model \_\_\_\_\_

Areas of interest \_\_\_\_\_

**If you move or change phone numbers you MUST either fill out a new form or notify the Treasurer and/or newsletter editor.**

### WAIVER:

In consideration of the acceptance of this application or of my being permitted to become an Island Rallysport Club member, I, for myself, my heirs, executors, administrators, successors, and assigns, agree to save harmless and to keep indemnified the Island Rallysport Club, Rally Pacific Motorsports Association, Canadian Association of Rallysport, any other organization with which IRC may be affiliated, and their respective agents, officials, servants and representatives, from and against all actions, claims, costs and expenses and demands in respect of death, injury, loss, or of damage to my person or property howsoever caused, arising out of, or in connection with my taking part in any IRC event, and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their agents, officials, servants or representatives.

Signature of Applicant \_\_\_\_\_

Date \_\_\_\_\_

Please mail with remittance to:

**ISLAND RALLYSPORT CLUB**  
PO BOX 1057  
Duncan, BC, V9L 3Y2



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## 2001 Western Canadian Rally Championship: Cochrane Rally

### Komorowski and Kanji Win Opening Round of 2001 Season

Calgary, AB - Janusz Komorowski and Karim Kanji fought hard for their win in the opening round of the Western Canadian Rally Championship, the Cochrane Rally of the Ranchlands held on March 25th. Competition from the newly established BC-based RRun Racing Team of Mark Ward and Ken Kwong served notice that success in the 2001 season will be hard won. Next event is the Big Horn Rally on May 19-20th in Edson, AB. 🏁



1st overall Komorowski / Kanji  
*photo by Shawn Bishop*

### Cochrane Rally of the Ranchlands 2001: Western Canadian Rally Championship Round #1

Position	Time	Vehicle	Class	Driver	Co-driver
1)	0:56:59	Mazda 323 GTX	P4	Janusz Komorowski / Karim Kanji	
2)	0:57:46	Subaru Legacy	P4	Mark Ward / Ken Kwong	
3)	0:58:30	VW Golf GTI	Grp 2	Gord Olsen / Kathy Olsen	
4)	1:01:43	Toyota Celica GT4	P4	Zibi Szewczyk / Maciej Nicols	
5)	1:02:29	Toyota Corolla	D	Peter Hill / Barry Gurnsey	
6)	1:02:42	VW Rabbit	P3	Wade Anderson / Brad Bengston	
7)	1:03:26	Subaru RX	P4	Matthias Schroedl / Dave Wilson	
8)	1:22:51	VW Golf GTI	P3	Penny Zuk / Helma DeBoer-Gardiner	
DNF	Transmission	Eagle Talon	P4	Piotr Kadlubowski / Piotr Krol	
DNF	Engine	Eagle Talon	P4	Walter Slany / Andy Konopka	
DNF	Max time	Isuzu Impulse	Open	Jim Dewitte / Jean Dewitte	



2nd overall -  
Ward / Kwong  
*photo by Ron Patterson*



"Left at T" - Zuk / DeBoer-Gardiner  
*photo by Shawn Bishop*



"Left at T" - Kadlubowski / Krol  
*photo by Shawn Bishop*

## BC Rally News

### New Rally Vehicle for Team Duct Tape

Port Alberni, BC - After a valiant first season in an out-classed fifteen year old front wheel drive Subaru GL sedan, Team Duct Tape is moving up, way up. For the rest of the 2001 season the team's new rally vehicle will be a 1992 Subaru Legacy GT Turbo AWD. This car was most recently campaigned by John and Clarke Paynter for Subaru Canada and is a two-time Canadian PGT (P4) Championship-winning vehicle. This robust Subaru Legacy chassis has now served three separate rally teams since new and is still a competitive racing platform.

"I'm really excited about moving up to this more powerful car," said Team Duct Tape driver Dave Koszegi, "it's well-suited to the fast, smooth roads at the next national event, the Big Horn Rally in Alberta."

Last year, Koszegi and co-driver Todd Patola surprised many by finishing almost every event in the 2000 Subaru Canadian Rally Championship. In fact, their consistency and determination helped bring them third overall in the Production Sport (P3) class and second overall in Novice.

The new vehicle is currently displayed at Three Point Motors Subaru in Nanaimo, and will be appearing in Port Alberni soon. The next event for Team Duct Tape will be the Big Horn Rally in Edson, Alberta on May 19th and 20th. 🏁

## CARS Bulletin #01-2 Subject: Momo Harness Recall

March 22, 2001

CARS wishes to bring the following notification to the attention of all competitors, organizers, and scrutineers. Effective as of this date, all MOMO harnesses as outlined below are prohibited, without exception, from taking the start in any event under CARS sanction.

MOMO Automotive has determined that a defect exists in certain of its racing harnesses which causes the harnesses to be unsafe. These harnesses, which bear the MOMO Corse or MOMO name (and in the case of certain Dodge Vipers only, the label "ACR") have labels on the lap strap referring to one or more of the following certification numbers:

"FIA B-143.T/98," "FIA C-154.T/98," "FIA D-153.T98,"  
"FIA D-142.T/98," "SFI" or "SFI 16.1."

Only MOMO harnesses marked as FIA or SFI certified are involved.

USE OF THESE HARNESSSES SHOULD CEASE IMMEDIATELY

MOMO advises that owners of these belts remove them immediately and return them to the dealer from whom they were purchased. 🏁

## BC Rally Clubs: Island Rallysport Club

The latest from the island...

The IRC has a **new logo!** After adopting a new name last year, the Island Rallysport Club has added a stylish new logo to help identify and promote the club and it's rally activities. (*see page 2, ed.*)

### Upcoming Events

- May 12** IRC Regular Monthly Meeting 7:00pm - Duncan
- June 9** IRC Regular Monthly Meeting 7:00pm - Duncan
- June 23** Novice TSD 1:00pm - Nanaimo, Andrew & Barb Grant organizers.
- July 14** IRC Regular Monthly Meeting 7:00pm - Duncan
- August 11** Novice TSD Rally 1:00pm - Victoria, Adrienne Lang organizer.
- August 11** IRC Regular Monthly Meeting 7:00pm - Duncan

The club newsletter "Exhaust Noise" has been reactivated and may be obtained in print or electronically by contacting: Gil Stuart, editor, 1306 Ivor Road, Nanaimo, BC, Canada V9X 1P7 250.722.9492 e-mail: gilstuart@home.com

## BC Rally Clubs: West Coast Rally Association

Lot's going on, don't miss out...

The first ever WCRA **rally workshop**, Rally 101: Beginning Basics, was held last month at the ANZA Club. Local champion Patrick Richard wooed the crowd with hard-won insights gleaned from his past two seasons as an active competitor. This well-attended event showed there is a strong desire by fans, competitors, volunteers and beginners to network and share information about rallying.

The coming of summer means a return to the hills for the **Mountain Trials Performance Rally** (*details page 10, ed.*). This will be another exciting chance to work towards our objective of bringing a Canadian National Rally here in 2002.

The rebirth of the WCRA **Novice Rally series** on April 1st saw no less than 17 beginners enjoying the thrills and learning the pitfalls of time-speed-distance road rallies (*results page 16, ed.*). This event was so well received that the organizers are already planning two more events for later this year!

### Upcoming Events

- June 6** Rally Workshop #2 & Workers Party - ANZA Club, Vancouver.
- June 15/16** Mountain Trials Performance Rally - Cache Creek, Martin Wilson.
- July 4** WCRA Club Meeting 7:00pm - Adega Restaurant, Vancouver.
- July 7** Novice TSD Rally 5:00pm - Squamish, Ken Kwong & Mark Ward
- July 21** Gold Digger TSD 9:00pm - Whistler, Fred W. & Shelley D.
- August 1** WCRA Club Meeting 7:00pm - Adega Restaurant, Vancouver.
- Sept. 5** Rally Workshop #3 & Workers Party - ANZA Club, Vancouver.
- Sept. 14/15** Pacific Forest Performance Rally - Cache Creek, Martin Wilson.
- Oct. 3** WCRA Club Meeting 7:00pm - Adega Restaurant, Vancouver.
- Oct. 13/14** Novice TSD Rally - TBA, Ken Kwong & Mark Ward.



## FIA Introduces Super 1600 Series

Rallye Catalunya - Costa Brava  
March 22-25, 2001

The first round of the FIA's new cost limiting Super 1600 championship.

### ABOUT SUPER 1600

By introducing this new category, the aim of the FIA is to reduce, particularly for younger drivers, the daunting aspect of initial financial outlay. FIA President Max Mosley said "For me the most important problem in motor sport is money. This formula helps negate the temptation for drivers to invest in their cars in order to overcome shortcomings in their talent. I personally would like to see all grass root rallying to be for one-make championships, for this reason."

The 1600 series is for drivers, not manufacturers. Works teams are not allowed to compete, but manufacturers have specially to develop and then homologate the cars, and are permitted to attend events as suppliers of spare parts. There are six events, three on asphalt and three on gravel, the majority coming later in the season. Drivers must participate in all six or risk a penalty from the FIA. A total of 23 drivers are expected to make the start line in Spain.

Four models have been homologated so far and are eligible for use by Super 1600 drivers at Catalunya. Most cars (for example Citroen Saxo, Ford Puma and Fiat Punto) are de-tuned versions of existing Kit Cars and are largely rally-ready, while the Peugeot 206 has been developed upwards from a standard production car and needed initial development work. Proton and Suzuki are expected to be available for Super 1600 use in the near future.

Cost control is the most notable aspect to the project. The total cost of a car must not exceed \$100,000 USD, and the total sum of all components bought separately must be less than \$115,000 USD. The underlying concept of the formula is to encourage younger drivers, and it is notable there are four drivers 21 years or younger, but also entered are 41 year old Patrick Magaud, former works Citroen driver, and Manfred Stohl. 🏁

*The electric lift truck specialist*

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## TESTING TESTING TESTING... by Scott Trinder



*Bob & Scott Trinder's  
"new" 1986  
Toyota Corolla GTS  
(ex-Bjorn Anderson /  
John Luttenberger)*

Doo-Wops III & IV and Oregon Trail have been two events dedicated to "wringing out the wrinkles" in Bob and Scott Trinders' newly acquired Toyota Corolla GTS sponsored by Richmond Toyota, Richmond Autobody, Autoparts Plus, Ad-Print "The Decal People" & RMT Contracting.

At Doo-Wops III & IV Scott was left stranded only eight miles into SS1 with a stalled engine. Unable to continue, overnight repairs were in order with a faulty distributor being diagnosed and replaced. Sunday started with high hopes yet soon turned to sorrow with an apparent fuel consumption miscalculation. After being towed to service for a refill the car ran flawlessly for the remainder of the event (fuel top ups being required after every special stage).

Oregon Trail found Scott behind the wheel Saturday and Bob driving Sunday. The big news for Team Richmond Toyota was younger brother Adam's debut as co-driver for both drivers. Scott and Bob were impressed with Adam's abilities given his limited experience. "We never missed a beat - He rocked!" says big brother Scott. While the car's occupants were in fine shape, the same could not be said for the vehicle. Niggling fuel system faults again plagued the hopeful crew on the first stage when the car developed a mysterious misfire. Switching fuel pumps helped finish SS1. On the transit to stage 2, however, problems re-appeared and the car stalled, unable to restart despite furious attempts. Retirement from day one was inevitable. A full assessment later in the day revealed a fuel filter plugged with rubber beads, apparently a result of decaying fuel lines. A quick replacement of fuel hoses and filters was completed and the team looked all set for Sunday.

Optimism turned to ashes on SS 1 when again the misfire occurred, eventually stalling the engine on the transit to SS2. Co-driver Adam lept out and inspected the fuel lines, only to find them plugged. The conclusion - a decaying fuel cell bladder! Finally finding the cause of the problem, the team was able to have a clear run on the final three stages, earning valuable experience with their Toyota Corolla. 🏁

## Rally News: National

### RALLYE INTERNATIONAL DE CHARLEVOIX

*Please note the following date changes:*

**Special Stages "Reconnaissance" by competitors:** October 30 and 31.

**Shakedown and Scrutineering:** November 1st.

**Competition dates:** November 2nd to the 4<sup>th</sup>.

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**Mountain Trials Rally**  
**Round #4 Western Canadian Rally Championship**  
 June 15-16, 2001 Cache Creek, BC

This performance rally event is sanctioned by CARS and RPM. It is part of the Western Canadian Rally Championship and also qualifies for SCCA NORPAC out-of-division points. Supplementary Regulations are posted at [www.rallybc.com](http://www.rallybc.com)

**Entry Information**

Contact Paul Westwick (604) 682-3296, e-mail: [paul@rallybc.com](mailto:paul@rallybc.com)  
 Fee \$300 Cdn (\$200 USD) before June 6; \$350 Cdn (\$235 USD) after.

**Venue**

Headquarters Wander Inn Restaurant, 1034S Trans Canada Hwy, Cache Creek  
 Registration Wander Inn Restaurant  
 Scrutineering Kal Tire, Cache Creek  
 Rally Start Kal Tire, Cache Creek  
 Rally Finish Desert Motel, Cache Creek  
 Awards Dinner Wander Inn Restaurant

**Schedule**

**April 30** Early Registration Opens  
**June 06** End of Early Registration  
**June 14** Seeded Draw  
**Friday, June 15**  
 16:00 - 21:00 Registration and Scrutineering  
**Saturday, June 16**  
 7:30 - 8:00 Late registration & scrutineering, by special appointment only.  
 8:30 - 9:00 Mandatory seed 5 & 6 drivers' meeting  
 9:00 - 9:30 Introduction of officials and drivers' meeting  
 10:00 Official start at Kal Tire  
 21:00 End of Rally at Desert Motel  
 22:00 Awards Presentation and Dinner at Wander Inn Restaurant

**Mountain Trials Rally: Call for Volunteers**



**Gentlemen and Ladies - Once more into the bush?**

This is a formal invitation to you to volunteer to work the Mountain Trials Performance Rally, June 16<sup>th</sup>, 2001. If you have experience in marshalling, working controls, in scoring -- or, if you have an amateur radio license, you are the most desirable of volunteers. If you have no experience in working an event you are very nearly as desirable a volunteer in that we will provide an orientation to teach you the skills and knowledge that you will need to do start/finish, timing, etc. The most important qualities that you will bring to the job include enthusiasm for rallysport, endurance, patience, a well-developed sense of humour, an ability to play well with others, and the knowledge that the event is only possible because of your involvement. You might also like to bring bug spray, food, a folding chair, water, toilet paper, a good book, sunglasses and sun screen (or, conversely, an umbrella and rain gear).

The 2000 Mountain Trials was the first performance rally organized by the West Coast Rally Association (WCRA) since the 1980's. It signaled the beginning, again, of performance rallying in British Columbia, and marked the WCRA's move to host a national event by the year, 2002. Last year, Mountain Trials was a small event; this year it is longer and more challenging, a total of 266 kms, 156 kms of special stages and 110 kms of transit stages, will be covered in just under 10 hours.

Stage events are labour intensive — it takes almost as many volunteers to put on a performance rally in which 10 cars enter as one in which 30 cars enter. Cache Creek is lovely in June — the bears have only just begun to graze and the mosquitoes are still under a quarter pound. If you thought you might like to spectate — move a little closer to the action — work the event! If you are an experienced volunteer, do you have a job preference? Accept this invitation to join the highly-respected, much admired and truly appreciated team of volunteer workers who make a performance rally happen — contact me. We'll talk. Thanks in advance for your interest.

Betty Third  
 Volunteer Co-ordinator  
 ph: (604) 980-8784, e-mail: [betty@rallybc.com](mailto:betty@rallybc.com)