

Airtime

January 2001, Vol. 4 No. 1



2000 Canadian Rally Championship:
Richard & McCurdy Sweep PGT

30th Thunderbird Rally: Supplementary Regulations Enclosed!



Also in this issue:

CARS Rule Changes, BC Region News, 2001 Schedule

Message from the Editor

Welcome to the first issue of Airtime since the Fall of 1999. If you've been around rallying in BC during the past 18 months, then you can imagine why this newsletter hasn't been published lately...everyone has been busy preparing cars, organizing and entering events! However, if you are new to rallying (or BC) let me assure you that all the activity of the past year is in fact a very healthy sign.

During 2000, the BC Region held a four-event navigational (TSD) series, and three performance (stage) events under the Western Canada Regional Rally Championship. Considering that no stage rallies were even held in BC during 1999, we've come a long way in a very short time. All of these events required determined efforts from many dedicated volunteers. If you have been one of these volunteers, then we all owe you our thanks for helping to rebuild rallysport in BC. THANKS!

Last year two BC-based teams also contested the Subaru Canadian Rally Championship. Team Duct Tape fought an uphill battle in an underpowered fifteen year old Subaru, often beating more powerful modern cars in the process. Dave Koszegi and Todd Patola showed us the passion and determination it takes to get out and drive "real cars on real roads, real fast". And finally, Pat Richard and Ian McCurdy of Rocket Rally Team surprised many by becoming Production GT champions in their first full season of competition. Not only did these national-level competitors give everything in pursuit of their dreams, they also made time to come out and volunteer at local events. What will you do to help rallying in BC this year? 3...2...1...GO!

Your new Airtime editor, Bill Westhead (bill@rallybc.com)

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Cover photo of Rocket Rally by Paul MacGregor

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Rocket Rally Racing Sweeps Production GT Titles



VANCOUVER, BC - Rocket Rally Racing finished its first full rally season in first place. The B.C.-based team grabbed the Production GT driver's and co-driver's titles in the 2000 Subaru Canadian Rally Championship by finishing first in Production GT and fifth overall at the final event of the year, the Rally of the Tall Pines. The event, held outside Bancroft, Ontario last November 24 and 25, marked the end of the Canadian rally season for 2000.

"I clinched the championship early in the event, because Brian Scott, my main competitor, rolled his car in the first stage and couldn't finish the rally," said Patrick Richard, Rocket Rally Driver.

"But," pointed out Ian McCurdy, Rocket Rally Navigator, "we still had to win this event in order for me to win the co-driver's championship, so we couldn't really take it easy. It was a fun rally, and I'm happy that I was able to capture the co-driver's title even though I missed one of the events this season."

With this win, Richard has done something no one else has: taken all three production championship victories in North America in one season! In addition to the Canadian championship, Richard captured the Production GT driver's title in the American-based SCCA ProRally Championship and in the North American Rally Cup. The team also captured the respective manufacturer's championships for Subaru.

"I'm really, really pleased, to say the least. What a season!" said Richard. "I want to thank our sponsors. A big thanks to DMS Shock Absorbers for providing the best suspension available, thanks to Specialty Subaru of North Vancouver for parts, service and support, and thanks to SPD Tuning Service for providing Subaru performance products," said Richard. "I also want to thank Dave Clark Motorsports for the great car preparation and for providing a turnkey rally setup, and, finally, to thank my sister Nathalie for super full-team logistics co-ordination. We couldn't have done it without you guys." 🏆

CARS Rule Changes For 2001, Amendment

On October 18 and November 8, the CARS Board met via conference call to discuss and vote on proposed rule changes for 2001.

The CARS Board voted unanimously to adopt six principles which will form the basis for immediate and future changes in the vehicle class structure of Canadian rallying. It is important to know that the CARS Board will not legislate any vehicle presently rallying out of eligibility to compete and score in the Subaru Canadian Rally Championship presented by Yokohama. However, it is the intention of the CARS Board to clearly chart the direction our sport will take in the future.

The CARS Board has also committed to developing a closer relationship with SCCA in terms of fostering common rules, particularly in vehicle eligibility, and in affecting the development of a North American homologation process. As well, the Board authorized the formation of an advocacy group to work with Transport Canada in developing favourable conditions for the growth of our sport.

The principles are outlined below:

1. Effective for 2001, CARS will institute the FIA's Group N into the Canadian Championship vehicle classes. Group N will be broken into N1 ≤ 1400 cc, N2 >1400 and ≤ 1600 cc, N3 >1600 and ≤ 2000 cc and N4 >2000 cc. Multipliers and upper displacement limits will be as per the FIA.
2. CARS will add only Group N and not other FIA vehicle classes while maintaining all existing CARS classes.
3. CARS will work, over the course of 2001, to create a homologation process for North American variants of presently FIA Group N homologated vehicles to allow them to run in the Group N class in Canadian rallies as early as 2002.
4. CARS, effective 2001, will change production class displacement limits and multipliers to match Group N so that there will be 4 production classes: P1, P2, P3 and P4. Turbo restricters, effective 2002, for open class shall be 34 mm and for all P classes shall be 32mm.
5. CARS will develop, during 2001, a series of steps to bring present CARS production class eligibility rules into line with the FIA Group N rules.
6. The 2001 Subaru Canadian Rally Championship shall be won by the overall winners of the eight round series regardless of which vehicle class they run.

The following was also discussed and approval given:

- a. In the North American Rally Cup, the open class championship for drivers, co-drivers and Marques will be eliminated, and replaced by Group N championships. Open class cars are still eligible to compete for the Overall championship. (Change being made in concert with SCCA and will be in effect in 2001.) P1, 2, & 3 shall compete for the Production Cup while P4 shall compete for the Production GT Cup.

CARS Rule Changes [continued]

- b. A \$25 increase to regional and national licences (\$15 for one event) will be in effect for 2001. The increase will be turned over to the region of the licence holder.
- c. An updating of the helmet, safety belts and roll cage rules will be made to more closely reflect changes in the FIA rule book.
- d. Some adjustment to the national rallysprint rules will be affected for 2001.
- e. An exemption was granted to allow the GMC Sonoma currently running in Production GT to run in P4 despite exceeding new FIA upper displacement limits being imposed.
- f. The multiplier for rotary engines has been changed to 1.5 to allow rotary engine vehicles to compete in P3.

The CARS Board realizes that many of the details of implementation will need to be researched and developed, but is confident that this is the path the sport should go. Your help and suggestions will be well received. 🏁

First Aid Course

Attention CARS Licence Holders — for your information:

CARS National Rally Regulations I.A.8 states:

“A minimum of a St John Ambulance or equivalent ‘Emergency First Aid’ certificate is required for all CARS licenced competitors.”,and

CARS National Rally Regulations I.D.1 states:

“For a licence to be issued, individuals who have *previously held* a CARS regional licence or higher competition licence *must have* a valid first aid certificate per NRR.I.A.8.”, (italics added).

It is with this in mind that the West Coast Rally Association has organized a first aid course specifically for rallyists, event workers, volunteers and other interested members of the rally community.

St John Ambulance Emergency First Aid

aka WCB Occupational First Aid Level 1

When: February 24, 2001, 8:30am to 5:00pm.

Where: St John Ambulance Training Centre, 6111 Cambie St., Vancouver, BC, (604) 321-7242.

How: Contact Paul Westwick, paul@rallybc.com (604) 682-3296.

Cost: \$70 per person, all inclusive.

Please register by February 10, 2001. Space is limited, book now.



Townsend/McEwen, Mitsubishi Evo IV



Hadjiminas/Maxwell, Subaru Impreza RS



Dave Koszegi and Todd Patola of Port Alberni, BC, Subaru GL



Kishkarev/Wintle, VW Golf AWD

The 30th Thunderbird Rally: Supplementary Regulations



SPECIALTY SUBARU

February 17/18 2001

Presented by West Coast Rally Association

The Thunderbird is a winter drivers' rally, round 1 of the **BC Rally Championship**, and round 1 of the **Pacific Coast Challenge**. The rally follows the BC Rally Regulations, which are posted at www.rallybc.com/html/regional_regs.htm, and are available from the BC Rally Director, Paul Westwick (paul@rallybc.com) by calling (604) 682-3296 or from the registrar Tony Latham (dlatham@direct.ca), by calling (604) 263-1971. The rally runs on straight-forward instructions. In addition to the route instructions, maps will be provided. The rally will be about 850km long, entirely within the province of BC, and will start with an odometer check section of about 15km. Roads will be about 30% clear pavement, 70% snow-covered pavement and gravel. Instructions are provided in both km and miles, but the official measurements and calculations are based on the km figures.

Required equipment: 1 reflective warning triangle, basic first aid kit, fire extinguisher, open cars require a roll bar. If auxiliary lights are mounted, it must be possible to turn them off with one switch, leaving only the standard low beams operating. **Recommended equipment:** 4 studded snow tires, map light, driving lights, warm clothing, shovel, tow rope, ice scraper. **Some helpful hints:** Handbrakes can freeze if left on overnight. Roads are often ploughed off their summer routes, so beware of snow-filled ditches. Maximum distance between gas stops is 250km (150mi) but remember that many cars get worse mileage in winter conditions. BC Highway regulations sometimes require vehicles without 4 wheel drive to carry chains. The sweep truck will have 4 wheel drive and a winch, but may not always be able to extract wayward cars from the BC scenery. Drivers are asked always to drive with their headlights on and to be particularly courteous to traffic not connected with the rally.

The rally will be divided into a number of legs, each leg ending with a meal stop or overnight stop. Each leg is divided into *Transit* stages and *Regularity* stages. *Transit* stages give a stage time that is adequate for completing the stage well within speed limits. Your time will not be recorded in these stages. *Regularity* stages list specific average speeds, which are below the posted speed limits, which you must maintain in each part of the stage. Your timing in these stages determines your score.

Timing & Scoring

Timing controls will be in regularity stages only, at various unannounced locations, and will not be placed near stop signs or busy intersections. Cars may not slow down excessively within sight of a timing control. At the control official's discretion the time may be recorded early when that happens. Procedure when approaching a control is simply to drive straight past without stopping. The control official will record your time. For double checking the results, you may wish to note the time and mileage at each control, but this is not required. Scoring is one point per second early or late, from a grace period that depends on your time at the immediately previous control, but is always at least one second each way. At the first control in a leg, the grace period is one second each way. At each subsequent control in the leg, the grace period is extended to 10 seconds closer to perfect time than your immediately previous time. In other words, you never need to make up more than 10 seconds between any two controls. If you are late x seconds at one control, the grace period at the next control will be from one second early to $(x - 10)$ seconds late, or one second late, whichever is greater. If you are early x seconds at a control, the grace period at the next control will be from one second late to $(x - 10)$ seconds early, or one second early, whichever is greater. In every case, the grace period depends only on the immediately previous control. As long as you are running close to perfect time, this is effectively a perfect time event. If you have a problem, however, and lose some time (e.g. stuck in a snow bank) you don't need to make up all of your time immediately, but you are encouraged to work your way gradually back towards perfect time.

Scoring example: If you are 35 seconds late at the first control in a leg, you are assessed 34 points. If you are then 41 seconds late at the next control, you are assessed 16 more points (grace period was to 25 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was to 31 seconds late). If at the next control you are back to 35 seconds late, you are assessed 20 more points (grace period was to 15 seconds late). If at the last control in the leg you are 18 seconds early, you are assessed a further 17 points, for a total of 87 points for the leg.

Scoring reverts to absolute time at the beginning of each leg. This may require habitually slow competitors to forfeit some of their gas or meal time allowance. The organizers may decide to delay sections in order to keep the competitors together. If so, an information control will be set up to inform all competitors.

Thunderbird Rally Supplementary Regulations [continued]

The maximum penalty at a single control is 300 points (5 minutes) and the maximum penalty for a regularity stage is 600 points (10 minutes). Control officials will remain in place at least until all remaining cars are beyond 10 minutes later than absolute rally time. Ties will be broken by the most zero scores, then the most 1 second penalties, etc.

Exceptions to scoring: A competitor coming upon an accident is required to stop and render aid if necessary (e.g. in case of injury.) In such cases, the competitor should record the mileage in the section, and the time when they stopped as well as the time they restarted, and give a written declaration of this to a rally official or the event steward. Scoring adjustments will be made in such cases, and the crew should not try to regain the lost time until they reach a sufficiently long break (e.g. gas stop.) Declarations of time lost will also be considered for organizers' errors which make official time unattainable and other discretionary safety concerns. In the case where a competitor is stuck, but not injured or in any danger, they should wave rally traffic past and await the assistance of the sweep truck.

Awards and Classes

Nokian Tires are generously providing discounts to TBird entrants who wish to buy their tires before the event through Kal Tire in Langley BC. To get the discount, please contact Martin Wilson at (604) 683-6517 or martin@rallybc.com. Prizes and contingency awards have not yet been finalized. Check www.rallybc.com during January for details. Trophies will be awarded for overall position and according to the classes laid out for the BC Region Rally Championship: **Paper:** No calculators, rally tables or accessory odometers. **Calculator:** Accessory odometers, non-programmable calculating devices that are not driven by a wheel. **Unlimited:** Unlimited equipment. **Novice:** neither team member having entered more than 3 TSD rallies prior to the start of the competition year and navigation equipment to conform to calculator class. **Historic:** Vehicles manufactured more than 25 years before the start of the current calendar year (i.e. prior to January 1, 1976) as per the date stated on the vehicle registration. Navigation equipment must either conform to Calculator class or be manufactured more than 25 years before the start of the current calendar year. Note: Historic Class rules are proposed to change next year — see page 12 for details, ed.

Pacific Coast Challenge

The Pacific Coast Challenge (PCC) is a series of unpaved TSD rallies in BC, Washington and Oregon. PCC scores three classes: **SOP** (Seat of pants), **Equipped** and **Unlimited**. TBird competitors in Paper class are scored in SOP for PCC, Calculator, Historic and Novice classes are combined as Equipped for PCC, and Unlimited is scored as Unlimited.

Officials of the Event

Route Master: Paul Westwick (paul@rallybc.com) (604) 682-3296

Registrar: Tony Latham (dlatham@direct.ca) (604) 263-1971

Schedule

Tuesday, February 6: Close of early entries. Preliminary start order assigned.

Friday, February 16:

4:30-5:30pm Dinner at the Whistler Boston Pizza, followed by informal convoy via Highway 99 to Cache Creek. This isn't officially part of the rally, just a more entertaining way to get to the start than Highway 1. Phone ahead to check with the BC Ministry of Highways, in case Duffey Lake Rd. is closed for avalanche control - if you're turned back at Mount Currie, the detour adds about 7 hours.
10:00pm Close of pre-registration at Desert Motel, in Cache Creek. Final start order assigned. All entries received after this time will be placed at the back of the field, in the order received.

Saturday, February 17:

7:30-9:30am Late Registration & Breakfast \$7.00/person. Wander Inn Restaurant.
7:30-9:30am Technical inspection, Desert Motel, Cache Creek.
10:00am Novice drivers' meeting
10:30am Drivers' meeting
11:01am First car out
9:00pm End of day 1, Fraser Inn, Williams Lake

Sunday, February 18:

8:00am Drivers' meeting, in the restaurant at the Fraser Inn
8:30am First car out
4:00pm End of day 2, Wander Inn Restaurant, Cache Creek. Dinner & Awards

Directions to the start

The Desert Motel and the Wander Inn are on opposite sides of Highway 1 in Cache Creek, about 100m south of the junction with Highway 97.

Fees and Costs

Entry Fee: \$130 (\$90 US) for entries received before midnight February 6, 2001. \$160 (\$110 US) for late entries. Members of WCRA and IRC are eligible for a \$30 (\$20 US) discount. Please make cheques payable to West Coast Rally Association.

Entry Form (*see page 13*).

BC Region Club Membership Forms (*see page 14 & 15*).

Maximum entries accepted: 60. Any entries received above the maximum will be notified by phone and held on a waiting list. If entering late, please call in advance.

Accommodation

We have arranged hotel group rates as follows:

Cache Creek (Friday Night and/or Sunday Night): The Desert Motel: (800) 663-0212 or (250)457-6226. One bed: \$40 + taxes, Two beds: \$50 + taxes. Just mention the Thunderbird Rally.

Williams Lake (Saturday Night): The Fraser Inn: (800) 452-6789 is the toll free number from Canada, (888) 311-8863 is the toll free US number. Rate is \$64 + taxes. *Please note that rooms are extremely limited at both locations, so book early.* As of late December, the Fraser Inn had 44 rooms remaining.

BC TSD Rally Regulations Changes



Effective January 1, 2001

Section 5. Series Points

modify:

e. Organizers will get 15 points each (for 2 organizers) and stewards will get 10 points. Competitors may only score Championship Points as an organizer and/or a steward once per calendar year - organizers score 15 points, stewards score 10 points. Check point crews are scored one point each, (driver and navigator), per event worked towards the Championship.

c. Championship Points: Classes

insert:

c.ii/ Competitors will be assigned points in their respective classes as follows:

- 1st in class = 9 points, 4th in class = 3 points,
- 2nd in class = 6 points, 5th in class = 2 points, and
- 3rd in class = 4 points, 6th in class = 1 point.

To be effective January 1, 2002.

Section 2. Classes PROPOSAL ONLY

Historic Class rules are proposed to change next year to a fixed cutoff date of vehicles built prior to January 1972, to match FIA appendix K and the new SCCA ClubRally Historic Class. Input is being solicited from current rally participants and interested parties.

b.v/ Change in classification of Historic Class – as per FIA, Appendix K, Period G which is up to December 31, 1971 as date of manufacture of vehicle.

Accepting feedback from the rally community until end of 2001.

2001 BC Region Schedule

BC TSD Series

Thunderbird, Cache Creek-Williams Lake	February 17-18
Heart of Darkness, Fraser Valley	April 21-22
Gold Digger, Whistler-Pemberton	July 21-22
Totem, Merritt-Kelowna	November 3-4

BC Performance Rally

Events are part of the Western Canada Regional Rally Championship

Mountain Trials, Cache Creek	June 16-17
Pacific Forest Rally, Cache Creek	September 15-16

Check our website for the latest updates: www.rallybc.com

Thunderbird Rally 2001

Entry Form



Driver: _____ Navigator: _____
Name: _____ Name: _____

Address: _____ Address: _____

City: _____ City: _____

Postal Code: _____ Postal Code: _____

Tel: _____ Tel: _____

email: _____ email: _____

Vehicle:
Make: _____ Model: _____

Year: _____ Colour: _____ Licence No.: _____

Class:
 Novice Paper Calculator Unlimited Historic

Fees: please make all cheques payable to West Coast Rally Association.
\$130 (\$90 US) up to February 6, 2001. (\$100 to WCRA/IRC members)
\$160 (\$110 US) after February 6, 2001. (\$130 to WCRA/IRC members)

What is your preferred starting position (if any)? _____



Please send entries to:
Thunderbird Rally
1659 West 64th Ave
Vancouver, BC
Canada, V6P 2P2

West Coast Rally Association (W.C.R.A.)
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 W.C.R.A. of any changes in the above information at the address below.

WAIVER:

In consideration of the acceptance of this application or of my being permitted to become a W.C.R.A. 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 W.C.R.A. 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

FORMERLY NANAIMO SPORTS CAR CLUB

Membership Application

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

Please print clearly

Name _____

Address _____

Town _____ Postal Code _____

Home Ph _____ Fax _____

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
POBOX 1057, Duncan, BC, V9L 3Y2

OFFICE USE ONLY - Write in the receipt # 2000 2001 2002 2003 2004 2005 2006

Slight History of the BuzzardMobile by Charlie Cotterman



Picture by “Mad” Mike Halley, 1982 Northern Lights Rally, Houghton Lake, Michigan.

The BuzzardMobile must have been one of the most unholy rally cars ever created. You see, the Buzzard Boys wanted to go rallying and they had decided to do it in the most bulletproof fashion. After examining the rules, and the contents of the local junkyard, they built up a mid-60’s Oldsmobile Toronado. They chose this particular car mostly because of the history of the drivetrain — in Generous Motors literature of the day it was referred to as an offshoot of military vehicle transmission research and was rated as tough enough to be “mil spec”. Not content with stock levels of performance, the Buzzard Boys sent the 455 Olds engine to Joe Mondello in California to be “...tuned up just a little, don’tcha know”, while the rest of the driveline was beefed by B&M (of drag racing automatic transmission fame). They then went to work on the chassis themselves.

In their inventiveness the boys found not one, but two Toronados: one wrecked in the front and one in the rear. The hot wrenches were lit, the two shells cut and then rewelded together to make one car. Much to their surprise, somehow during the surgery 18" worth of chassis had disappeared out of the middle, so now the doors closed partially over the rear tires. Other mods included: an exhaust system that went up the A-pillars and ended in mufflers on the roof; a front grille from a GMC/Chevy van; and tail lights from a mid-60’s Mercury Cougar.

Their first outing was the 1979 Lac Vieux Desert Divisional Rally in Marquette. The roar this thing made under throttle was deafening and the loping rumble at idle made you think that dynamite charges were being set off in the cylinders. Unfortunately, their first rally ended at the halfway point when the Buzzard Brothers crashed into a control worker’s Ford Fiesta at a flying finish line.

Luckily the workers escaped uninjured. The Fiesta, on the other hand, looked like it had been worked over by vultures!

Later, at the Sunriser Rally, I was working a stage called Coal Miner's Daughter (all the stages were named after movies that year). The stage ran through a coal mine, and ended in the big truck marshalling area. The boys came down off the hills headed for the flying finish, only making one mistake. They went to the *right* of the finish sign! At 60+ mph, they hit the ramp for the coal scales. I was sitting in my recently-purchased, rally-prepped Mazda RX3 at the timing station, and looked up to see this two-ton monster a good 15 feet in the air and headed straight for me. I remember thinking 1) I'm belted in, 2) the door is locked, 3) they're going to land right in my lap, 4) I'll never get out in time, and 5) I'm going to die. Don't ask me how but they got it down and slid to a stop in a cloud of dust. The navigator rolled down his window and with a yard-wide grin asked "How'd we do?" We couldn't speak...just numbly filled out the paperwork, handed it over, and watched as they rambled off back to the fray.

At the POR a year or so later, they munched the engine. They had brought a big stack of press packages (a very neat book loaded with pictures and stories) and set it next to a basket and sign that said "\$2.00 each — help us pay for our motor". The stack of books hardly went down at all, but the basket was full of dollar bills dropped in to help the guys. Unfortunately the Buzzard Brothers are no longer with us, due to a tragic non-rally traffic accident down in Texas during a charity event. They were two of the nicest guys you'd ever want to meet, and I can personally attest to that as I had the honor and pleasure of meeting them more than once.

While the Buzzard Brothers weren't actually related, they had decided on the name for a perfectly valid reason — they were both morgue attendants at Marquette General Hospital in Marquette, MI. Oh, and that car of theirs, the two wrecked Olds Toronados were actually '66 and a '68. They made one car out of it and registered it with the State of Michigan as a '67 (I will swear to this because they actually showed me the registration). Unfortunately their kind will not be seen again for a long time — Long Live the Buzzard Brothers Rally Team!!! 🚗



eautomobilia.com
MOTORING COLLECTIBLES ONLINE

Wilkinson's Automobilia, 2531 Ontario St. Vancouver, BC (604) 873-6242

Strictly Classified

Rally 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.



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

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 185/70-R14 **Nokian Hakkapeliita 1**, the ultimate winter TSD tires! Studded and used only once (less than 1,200 kms!). Asking \$80 each. Contact: bwesthead@mec.ca, (604) 707-3305.

Pair of 185-R14 **Michelin X M&S** tires, studded; older snow tires, about 55-65% tread remaining; \$40 for both. Pair of 185/75-R14 **Goodyear F-32S M&S** Tires, non-studded; about 60% tread left, veterans of Thunderbird 1998; FREE! with purchase of Michelin X's above. Contact: bwesthead@mec.ca, (604) 707-3305.

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

Volvo 15" Steel Wheels: Great for mounting your snow tires. Used 15" x 5", 5-bolt pattern; \$25.00 each or \$80.00 for all four. Contact: bwesthead@mec.ca, (604) 707-3305.

Miscellaneous

"Pyrotect" Racing Shoes white suede and Nomex, size 9, \$40.

Nomex Balaclava, two layer, open face, tucks into suit, \$15.

Contact: martin_wilson@telus.net, (604) 683-6517.

Have something of interest to sell? Ads are FREE to members of WCRA or IRC, (\$10 for two issues to non-members). Send your Strictly Classified information to Airtime 2052 East 5th Ave, Vancouver, BC V5N 1M4; or e-mail the details to: bill@rallybc.com

MBCU



Road Sense ?

BC Region 2001 Club Executive

West Coast Rally Association

Martin Wilson	President
Ken Kwong	Vice-President
Andrew Dobric	Treasurer
Dennis Wende	Secretary
Betty Third	Membership Director
Bill Westhead	Communications Director



Island Rallysport Club

Adrienne Lang	President
Phil Wild	Vice-President & Club Solo Director
Gil Stuart	Treasurer
Brad Bodnaruk	Secretary
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