

Airtime

March 2001, Vol. 4 No. 2



**Subaru Canada Launches
3-Car WRX Rally Team!**

Heart of Darkness Rally: Supplementary Regulations Enclosed



**Largest Thunderbird Rally since 1972
Results & stories inside.**

Also in this issue: Perce-Neige Results, rally news and more.

Message from the Editor

Here we are at the end of February and already the rally season is in full swing! There's so much going on that it's easy to lose track of things. That said, I'm hoping that you find the information contained in these pages both timely and useful. Remember, this is your newsletter so let me know what you think about it.

Thanks to some hard-working members of the WCRA executive, and the generosity of the sponsors they approached, the BC region now has series decals and door number panels. A special thank you goes out to both Martin Wilson and Ken Kwong for their efforts in this area. If you haven't already heard, we have no less than five sponsors contributing to rallysport in BC this year - with even more likely to come!

If you didn't see it for yourself, participation at all levels of rallysport was up last year with a record number of performance rally licences being issued. Meanwhile, in the national office, our directors and the president of CARS, Terry Epp, have been hard at work. The planning, administrative and promotional activities they've undertaken are starting to bring us some serious dividends - check out page 14!

Here in BC we just finished putting the wraps on the largest Thunderbird Rally since 1972! It was quite the sight to see the 54 teams take to the start as the mayor of Cache Creek flagged them away. With a full schedule of both TSD and Performance events on the BC calendar, I have a feeling that 2001 is going to be a year to remember. Why not come out and see what all the fuss is about? We could use your help and participation. 3...2...1...GO!

Bill Westhead, Editor
bill@rallybc.com

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Cover photos: (Top) courtesy TnT Racing; (Bottom) Martin Wilson.

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Thunderbird Rally Official Results February 19, 2001



Gary Webb and John Kisela Win the 30th TBird!

CACHE CREEK, BC - British Columbia's challenging winter driving adventure, the Specialty Subaru Thunderbird Rally presented by Nokian Tyres, was won last weekend by the bi-coastal American team of driver Gary Webb, from Mechanics Falls, Maine, and navigator John Kisela, from Seattle, Washington.

Beating out a record field of 54 cars, Webb and Kisela piloted their Subaru Legacy through ice and snow covered gravel roads over 1000 km between Cache Creek and Williams Lake. Although they have placed near the top several years in a row, they have never won this event before.

The rally was waved off from Kal Tire in Cache Creek by mayor John Ranta, and the crews headed into the Arrowstone Hills, before trekking up to Green Lake, Bridge Lake and Canim Lake, on their way to a well deserved rest stop in 100 Mile House. The retirements started early: the venerable Dodge Colt of Edmonton team Chichak and Basford lost its alternator near Green Lake, and the crew decided wisely against trying night driving without lights. The "Hog of Steel", the Alaska Rally Team's classic Saab 96, piloted by Garth Ankeny and John Joyce, made a wrong turn early in the event, losing a great deal of time before mechanical difficulties put them out of the event.

Tanks refilled and lights uncovered, the teams headed up past Rail Lake and along a road nick-named the Luge Run, for its narrow twisty sections and high snowbanks. Here the driving got more challenging, and several more crews got marooned in the snow, several at one corner in fact! The route continued across the Fraser River, to a spectacular loop around Meldrum Creek in pitch darkness, and then to the overnight stop in Williams Lake.

The second day started off with freshly falling snow hiding all manner of icy patches along the Dog Creek Road, tracing the east rim of the Fraser Canyon. Spectacular drop-offs and treacherous road conditions didn't slow down the crews much, but it was enough to separate the scores of the front runners. After the final timed section, the crews took a few fun laps around the ice racing course on Barkes Lake, and then retired to the Wander Inn in Cache Creek for dinner and awards.

When all was said and done, Webb and Kisela had won by just one point over R. Dale Kraushaar, of Fountain Hills, AZ, and Larry Richardson of Costa Mesa, CA.

2001 Thunderbird Rally Results continued

Top historic team by a wide margin, and taking the Wilkinson's Automobilia prize, was the head of the colourful Alaska Rally Team, Satch "på taket" Carlson, of Anchorage, and navigator Russ Kraushaar, of Battle Ground, Washington, in a 1969 Saab Sonett, with a 70's vintage Zeron rally computer.

Many thanks go out to all of the volunteers who make the event possible, and to the event sponsors, Nokian Tyres, Specialty Subaru, Wilkinson's Automobilia and Polaris Water, and to all of the teams who have continued to support this historic event year after year.

The next event in the BC Rally Championship is April 21, The Heart of Darkness. For more information, please see www.rallybc.com or contact Paul Westwick paul@rallybc.com (604) 682-3296. 🇺🇸

Position	Car-#	Driver	Navigator	Car	Class	Total
1)	2	Gary Webb	John Kisela	Subaru Legacy	unlim	7
2)	5	R.Dale Kraushaar	Larry Richardson	Impreza 2.5RS	unlim	8
3)	6	Jim Breazeale	Christy Breazeale	Audi 90 Quattro	unlim	10
4)	1	Glenn Wallace	Richard Squire	Impreza 2.5RS	unlim	12
5)	3	John Fouse	Dennis Wende	Subaru SV-X	unlim	22
6)	42	Satch Carlson	Russ Kraushaar	Saab Sonett	historic	30
7)	4	Roy Lima	John Rapson	Subaru Legacy	calc	54
8)	40	Bob Chandler	Marc Clemmens	Datsun 240Z	unlim	56
9)	10	Daryl Leiski	Grant Lindsay	Nissan 200SX	calc	81
10)	11	Josh Keatly	Catherine Isaac	Ford Focus	calc	87
11)	7	Steve Brown	David Glassman	BMW 325ix	calc	89
12)	13	Dean Rush	Willy Schmidt	Dodge Ram Van	calc	139
13)	14	Ron Sorem	Josh Sorem	Subaru Sport Wagon	paper	142
14)	25	Peter Ryce	Tim Ryce	Nissan Sentra	unlim	189
15)	12	Brian Thomlinson	Michael Bayrock	VW Jetta	calc	215
16)	19	Mark Wingert	John Wingert	Toyota Celica AllTrac	calc	218
17)	29	Jamie Thomas	John Felstead	Subaru Impreza 2.5RS	unlim	251
18)	36	Mike Welland	Gordon Passmore	BMW 2002	historic	259
19)	38	Gil Stuart	Arnie Lang	Volvo 123 GT	historic	339
20)	32	Kristen Tabor	Scott Hyun	Audi 4000 Quattro	paper	361
21)	31	Matt Tabor	Chris Hale	Subaru Impreza 2.5RS	paper	373
22)	46	Dan Fealk	Stuart Fealk	Subaru Impreza 2.5RS	novice	377
23)	30	John Tabor	Darlene Sackett	Dodge Neon	paper	401
24)	15	Mark Ward	Matthew Kobernick	Subaru Legacy	calc	436
25)	18	Eric Hammond	Ryan Kangas	Impreza Outback Sport	calc	477
26)	47	Alan McColl	Gary Bysouth	BMW 325e	novice	498
27)	21	Mike West	Eric Grochowski	Nissan 200SX	calc	517
28)	8	Scott Trinder	Asad Suleiman	Toyota Celica GTS	calc	571
29)	17	Budd Stanley	Brian Hernandez	Toyota MR2	calc	603
30)	33	David Schoenmaker	Jack Garrett	Ford Focus	novice	620

Subaru Canada Announces New Rally Team



Tom McGeer & Mark Williams with guest Petter Solberg (left); John & Clarke Paynter with Patrick Richard (right)
Photo courtesy of TnT Racing

Toronto, Ont. Feb. 15, 2001. At the Canadian International Auto Show in Toronto the new Subaru Impreza WRX rally car was unveiled to the media and the country. Tom McGeer, Subaru's leading driver and winner of the 2000 Canadian Championship, along with co-driver Mark Williams, had the honor of unveiling his new rally car along with special guest, World Rally driver Petter Solberg, and Subaru Canada Chairman, Mr. Norio Osakabe.

Amid a fantastic show of smoke and lights, in which a total of 8 new Subaru models were unveiled, the new Subaru Canada Rally Team for 2001 was announced, culminating in the appearance of the eye-catching WRX. Mr. Ted Lalka, Managing Director of Subaru Canada announced that, not only will there be three teams to contest World Rally Championship events around the globe, but Subaru Canada has elected to triple their support as well. This year, there will be three factory-backed rally teams competing right here in Canada. As of the Big Horn rally in May this year, each of our three Subaru Canada rally teams are going to be competing in rally-prepared Impreza WRX's.

Joining the already successful TnT Racing team of McGeer and Williams will be John and Clarke Paynter of VanGogh Promotions and Patrick Richard, Ian McCurdy of Rocket Rally Racing. McGeer will continue to drive an Open class WRX, while Paynter and Richard will both campaign Production 4 class models, Paynter in a WRX wagon, and Richard in a WRX sedan. Tom's former co-driver and wife, Trish McGeer will head up the team as official Team Coordinator for 2001.


As part of the announcement, Subaru had a special guest from the Subaru World Rally Championship team - Petter Solberg!

Petter comes from a rallying family in Norway, and began driving on his family's farm at age eight. He started competing the day after he received his driver's license in 1992 and entered his first World Rally event only two years later. Since that time he has taken three Norwegian championships in rallycross and hillclimbing and, in 1998, was the Group A Norwegian Rally champion. He drove in 13 World Rally events prior to the 2001 season, securing several top-ten finishes.

After introductions were made, and team members introduced, a brief summary of each team members achievements showcased the broad range of talent this new team will have. McGeer and Williams, the reigning Canadian and North American rally champions, gave Subaru the overall manufacturer's championship in both Canada and North America last year. It was a great season, and their championships were well deserved. For 2001, McGeer and Williams already started with a bang by winning Round 1, the Rallye de Québec.

John and Clarke Paynter are brothers from Nova Scotia, who have been successfully campaigning a Subaru Legacy with excellent results. John also happens to be Subaru's Atlantic Region Manager, so everyone at Subaru is delighted to be able to support their racing efforts.

Patrick Richard and Ian McCurdy hail from British Columbia and made their Canadian rallying debut in 1999. With a great rookie performance in an Impreza RS, they finished first in the Production GT class, taking an unprecedented three Championships in only their first full season of competition. "By winning the Canadian, U.S and North American GT titles, they were the youngest team to ever do so, and we're delighted to make them an official part of the Subaru family for 2001," said Mr. Lalka. "Nice work, gentlemen - we're looking forward to another great performance from you this year."

It was an exciting day for Subaru, the Rally Team Members and the Media in attendance. For more information, please visit the Subaru Canada website at www.subaru.ca 

CARS Bulletin #01-1 Subject: Changes and Clarifications to 2001 NRRs

Clarification: NRR II.C.2.d.i - Roll Cage Material

This FIA specification is a European DIN standard which is matched or exceeded by the North American standards: ISO 2937-1994 Ed #1 or CSAP 352M 1980. It is required that entrants be able to provide a certificate issued by the tubing supplier to verify that the tubing used in the fabrication of the cage is either in compliance with or exceeds any of these North American or European standards.

Rule Change: NRR II.C.3.a - Safety Harness (English book only)

Remove standard #8854 and 8854/98 from the rule as these standards are for four point harnesses.

Rule Change: NRR II.F.3 - Group Two Adjusted Displacement (English book only)

Remove - Turbo/supercharged engines 1.7 (and) - Four-wheel drive 1.3 (and) - All appropriate multipliers apply. For example, the multiplier used for a rotary engine, four-wheel drive vehicle would be $1.8 \times 1.3 = 2.34$

Rule Change: NRR II.G.8.g - Differentials (and) NRR X.B.12 - Starting order

Replace "Production 1750 and Production Sport" with "P1, P2 and P3"

Replace "Production GT" with "P4"

Erickson Wins at Home in only Second Rally of his Comeback

PERCE-NEIGE
maniwaki



MANIWAKI, Que. (Feb. 11/2001) - Hometown favorite Sylvain Erickson drove a Mitsubishi Lancer to victory in the Rallye Perce-Neige Maniwaki, just the second rally of his comeback after a four-year absence from the sport.

Erickson led for most of the event, which was round two of the Subaru Canadian Rally Championship, presented by Yokohama, and took place on ice-covered forest roads in the Haute Gatineau region of west Quebec. This was the second career victory for the 37-year-old garage-owner, who was born in Maniwaki - rally headquarters - and lives in Gatineau. Erickson had won before in Alberta in May, 1996, but then announced in 1997 that he was retiring from the sport to spend more time with his family. He has chosen to return this year, now that his children are older.

“This is a fantastic feeling. I can’t describe it,” said Erickson, adding that to win at home for the first time was far more satisfying than his earlier triumph. “It feels so much better. And it’s always more difficult on ice.” Erickson completed 209.35 kms. of special stages - the competitive portions of the rally on roads temporarily closed to the public - in 2 hours, 15 minutes, 27 seconds for an average speed of 92.74 km/h. With brother Philippe as his navigator, he finished 4 minutes, 22 seconds ahead of runner-up Frank Sprongl.

Six-time Canadian champion Sprongl led the first two stages of the rally in his Audi Quattro S2, which had been sidelined for nine months by engine problems. The Mississauga, Ont., driver and his brother and navigator Dan had finally received and installed a new motor from Germany just two days earlier. But Sprongl’s hopes for victory were dashed when he spun and got stuck in a snowbank on the third stage. After he got going again, he stopped to assist his team-mate Keith Townsend, who had suffered a similar off-road excursion.

The two incidents cost Sprongl about nine minutes and handed the lead to Erickson. Although Sprongl was fastest on 10 of the 12 special stages and made up roughly half the lost time, the deficit was too large to overcome.

Erickson’s main challenger then became defending Canadian champion Tom McGeer, who briefly took the lead on the sixth stage. But late in the event, the engine on his Subaru Impreza began to turn sour. He was finally forced to park the car on the very last stage of the rally.

McGeer’s demise gave third and fourth places overall to a pair of VW Golfs, driven by team-mates Jon Nichols, of Lachine, Que., and Jean-Paul Perusse, of Montreal. They also took the top two positions in the Group 2 class for modified two-wheel-drive cars.

Fifth overall and the top production car was the Subaru Impreza of Pat Richard, from Vancouver. The defending Canadian production champion had to fight hard for his class victory. He trailed fellow Subaru driver John Paynter for much of the day, but moved ahead on the final stage.

“It was a great battle with John. All day, I drove conservatively, but then I pushed when I had to,” said Richard, who was recently invited to test with Pro-Drive, the British team which runs Subaru’s world championship operation. Richard ended up nine seconds ahead of Paynter, who was seventh overall. Pete Pollard, of Toronto, finished between them - two seconds behind Richard - in his open (modified) class Toyota Celica.

Winners in the smaller-engined production classes were Brian Goss, from New Hampshire, 13th overall in a Dodge Neon, and Simon Smith, of Stouffville, Ont., 18th overall in a Suzuki Swift.

Sprongl now leads the overall championship standings, with 30 points from two second-place finishes, while Nichols is second with 22. But Sprongl insists he is not chasing a seventh title. He plans to take most of the summer off before returning for the final two rallies of the season in October and November. 🏁

RESULTS of the RALLYE PERCE-NEIGE MANIWAKI

Round 2 of the Subaru Canadian Rally Championship, presented by Yokohama (driver, navigator, homes, car, time):

1. Sylvain Erickson / Philippe Erickson, Gatineau, Mitsubishi Lancer Evo, 2h15m27s
2. Frank Sprongl / Dan Sprongl, Mississauga, ON, Audi Quattro S2, 2h19m49s;
3. Jon Nichols, Lachine / Eric Tremblay, St-Jean-Christophe, VW Golf, 2h24m49s;
4. Jean-Paul Perusse, Mtl / Marcel-Paul Raymond, St-Laurent, VW Golf, 2h27m20s;
5. Pat Richard, Vancouver / Ian McCurdy, Whistler, BC, Subaru Impreza, 2h28m01s;
6. Pete Pollard, Toronto / Jennifer Cote, Brampton, Toyota Celica, 2h28m03s;
7. John Paynter / Clarke Paynter, Lower Sackville, NS, Subaru Legacy, 2h28m10s;
8. Paul Ordanis, Ashburn / Tom Bartman, Markham, ON, BMW 325ix, 2h33m57s;
9. Joel Levac, Riviere Baudette / Eric Bourbonnais, St-Clet, GM Sonoma, 2h41s52s;

10. Eric Steben, St-Basile / Eric LeBlanc, Chateauguay, QC, VW Golf, 2h45m48s



eautomobilia.com
MOTORING COLLECTIBLES ONLINE

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

Supplementary Regulations



Heart of Darkness Rally

April 21-22: Round 2 of the 2001 BC TSD Rally Series

"The Final Voyage" Photo: Martin Wilson

The Heart of Darkness is an all night time-speed-distance event, part of the BC Rally Championship following the 2001 BC Rally Regulations, which are available from Rally Pacific Motorsports, Paul Westwick 604.682.3296, paul@rallybc.com or on-line at www.rallybc.com The rally runs on straight-forward instructions, and will be approximately 600 km in length with roads about 45% gravel and 55% paved. Maximum distance between gas stops is 300 km (180 miles).

Required equipment: 1 reflective warning triangle, 5 BC fire extinguisher, basic first aid kit, open cars require a roll bar. Recommended equipment: map light, driving lights (strongly recommended), clipboard, pen.

Each leg of the rally will end with a gas or rest stop, and is divided into Transit stages and Regularity stages. Transit stages give a stage time which is adequate for completing the stage well within posted speed limits. Your time will not be recorded in Transit stages. Regularity stages list specific average speeds, which are below posted speed limits, and which you must maintain in each part of the stage. Timing controls will be in Regularity stages only, and will not be placed within 200 metres of stop signs or busy intersections. 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. Your timing in these stages determines your score.

Timing is to the second, with one point per second early or late from absolute rally time. The lowest score wins. The maximum penalty at a control is 300 points (5 minutes) to a maximum of 600 points (10 minutes) in any one regularity section. Control officials will remain in place at least until all remaining cars are beyond 10 minutes late. Ties will be broken by the most zero scores, then the most 1 second penalties, etc.

Heart of Darkness Rally: Supplementary Regulations continued

Exceptions to scoring: a competitor coming upon an accident is required to stop and render aid if possible. The competitor should record the time and mileage in the stage, and the time lost as a result and give a written declaration of this to a rally official or the event steward. Unless it is determined that the incident did not occur as declared, the declaration will be accepted and the remainder of the leg scored as if delayed by the time lost. Hence, lost time must not be made up until the next end of the leg. Declarations of time lost will also be considered for organizers' errors which make official time unattainable, and other discretionary safety concerns.

Prizes will be awarded for overall position and according to the following classes:

Novice: Neither team member having entered more than 3 TSD rallies prior to the current year, and equipment limited to calculator class.

Paper: No calculators, rally tables or accessory odometers.

Calculator: Accessory odometers, non-programmable calculating devices which are not driven by a wheel.

Unlimited: Unlimited equipment.

Historic: Vehicles manufactured more than 25 years ago, as per the date stated on the vehicle registration. Navigation equipment must either conform to Calculator class or also have been manufactured more than 25 years ago.

The organizers reserve the right to upgrade entries to the next class if less than 2 vehicles are entered.

Officials of the Event

Rally Masters

Bill Westhead 604.258.2758, bill@rallybc.com

Martin Wilson 604.683.6517, martin@rallybc.com

Schedule

Saturday April 21, 2001

Start location: TBA, Hope, BC (check www.rallybc.com or call)

9.00 pm Late registration and Technical inspection

10.30 pm Drivers' meeting

11.01 pm First car out

Sunday April 22, 2001

9.00 am End of rally, location TBA

Fees: Please make all cheques payable to **West Coast Rally Association**

\$65 (\$45 US) up to April 10, 2001. (\$50 to WCRA/IRC members)

\$80 (\$55 US) after April 10, 2001. (\$65 to WCRA/IRC members)

Directions to the start location TBA (check www.rallybc.com or call)



Heart of Darkness 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

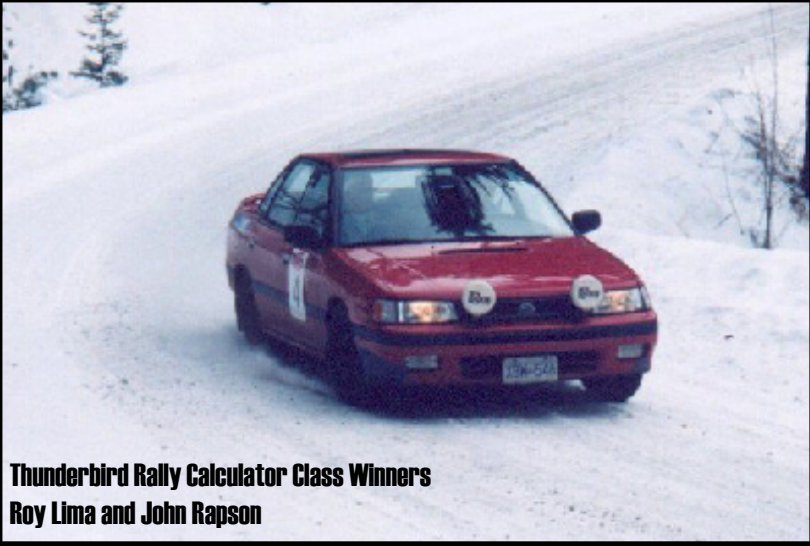
Fees: please make all cheques payable to West Coast Rally Association.

\$65 (\$45 US) up to April 10, 2001. (\$50 to WCRA/IRC members)

\$80 (\$55 US) after April 10, 2001. (\$65 to WCRA/IRC members)

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

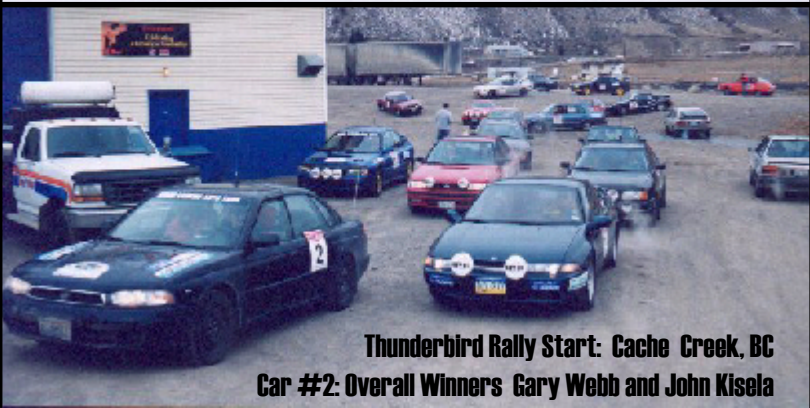
Please send entries to: Heart of Darkness Rally
 2052 E. 5th Ave. Vancouver, BC Canada, V5N 1M4



**Thunderbird Rally Calculator Class Winners
Roy Lima and John Rapson**



**Thunderbird Rally Historic Class Winners
Satch Carlson and Russ Kraushaar**



**Thunderbird Rally Start: Cache Creek, BC
Car #2: Overall Winners Gary Webb and John Kisela**

Thunderbird Rally Results continued

Position	Car-#	Driver	Navigator	Car	Class	Total
31)	16	Fred Wiedemann	Shelly Donaldson	Suzuki Swift	calc	667
32)	51	Lucas Poskrobko	Derek Leep	VW Golf	novice	709
33)	34	David Ellis	Judd Gallagher	Subaru RX Sedan	novice	714
34)	49	Jody Dorchester	Richard Wharmby	Mazda 323 GTX	novice	763
35)	48	Ryan Ennis	Anji Bemben	Toyota Celica AllTrac	novice	814
36)	45	Richard Childs	Helen Welter	BMW 2002	historic	815
37)	26	Andy Sharples	Julie Sharples	Subaru RX Coupe	unlim	832
38)	56	Greg Gorsky	Barbie Gorsky	Ford F350 4x4	novice	855
39)	55	Erik Silden	Dano Baker	VW Rabbit	novice	906
40)	22	Rey Mendez	Adam White	Subaru Impreza 2.5RS	unlim	985
41)	53	Chad Ptasinski	Alex Dawes	VW Scirocco	novice	1377
42)	57	Dale VanWyck	Jessica Velie	VW Beetle	historic	1482
43)	37	Howie Wong	Ken Nickel	Ford Zephyr Zodiac	historic	1680
44)	27	Chi Tsang	Ryan Hines	Subaru Impreza 2.5RS	Paper	1756
45)	39	Teresa Davenport	Greg Hightower	Saab Sonett	historic	1780
46)	28	Mark Tabor	Gerald Koellermeier	Mazda 323 GTX	paper	1869
47)	44	Guy Recordon	David Recordon	Saab Sonett	historic	2941
48)	23	Michael Garvais	Kim Prater	Range Rover	unlim	3100
49)	20	Brian Palidar	Sarah Rees	VW Scirocco	calc	2797 DNF
50)	50	Richard Chang	Jeff Tran	Subaru Impreza 2.5RS	novice	3097 DNF
51)	43	Garth Ankeny	Jay Kennedy	VW Karmann-Ghia	historic	3848 DNF
52)	35	Ian Basford	Marcel Chichak	Dodge Colt	calc	4806 DNF
53)	41	Fred Ankeny	John Joyce	Saab 96	historic	5144 DNF
54)	52	Jason Jackson	Ryan Carriere	Lada Niva	novice	DNF
55)	54	Charles Mai	Michael Olivan	Subaru Impreza 2.5RS	novice	DNS
56)	9	Steve Richards	Gary Reid	Toyota Starlet	calc	DNS
57)	24	Ian Leslie	Hans Gutmann	Plymouth Laser	unlim	DNS

DNF in the total refers to teams not classified as finishers. To be classified as a finisher, the car must have passed at least one control in each leg.

DNS in the total refers to teams that pre-registered but were not present at the start.

Visit the website and see page 15 for more stories and photos from Thunderbird!

TSD/Navigational Rally News & Announcements

- Rally Pacific Motorsports and Rallywest have both agreed to allow competitors to earn points towards their respective Regional Navigational Championships at each other's events. BC competitors will be able to score points at the Loop Rally, while Alberta teams can pick up points at both the Thunderbird and Totem rallies.
- The Road Not Taken SCCA Road Rally has been cancelled for this year.

Check the BC Region website for the latest news! www.rallybc.com

Special Announcement

CARS ANNOUNCEMENT 2001 - #1

(February 19) **Subaru Canada** and CARS are pleased to announce a **Vehicle Purchase Programme** designed to reward any member of a CARS member club who purchases or leases a new Subaru vehicle. The program will be in effect for 2001 (January 1 - December 31). Details of the program are as outlined below.

The purpose of this programme is to extend to all members of CARS the ability to purchase a vehicle from a franchised Subaru dealer and to then receive from Subaru Canada, Inc. a rebate on their purchase. Subaru Canada, Inc. (SCI) acknowledges the tremendous amount of work done by the members of CARS and their associated clubs throughout Canada. By issuing this rebate, Subaru Canada, Inc. would like to say thanks to all members of CARS for their purchase of a Subaru vehicle and for all the work they are doing to promote rallying in Canada.

The CARS member can go to any franchised Canadian Subaru dealer and obtain their selected vehicle at the best price that they can negotiate. Once the purchase has been completed, the CARS member should forward a copy of the "Sales Contract", along with a copy of their 2001 CARS affiliated club membership card, to CARS for verification of their status with CARS.

If verified, CARS will then send the claim to SCI for processing and payment. SCI will issue a cheque directly to the claimant, so please ensure that your name and mailing address are clearly noted on the documentation, which you submit.

Subaru will issue a cheque, to any eligible CARS member, in the amount of **\$500.00** for the purchase/lease of **any new Subaru** vehicle from January 1, 2001 to December 31.

The duration of this programme is for the calendar year 2001 only. SCI and CARS will review it on an annual basis.

Editor's Note: Subaru Canada and CARS have also announced (#2001-2) a special parts programme to help regional and national licence holders who are campaigning a Subaru in any of the CARS regional or national championships. Details at www.rallybc.com

Performance Rally News & Announcements

CARS ANNOUNCEMENT 2001 - #3

(January 22, 2001) **Yokohama tire windshield decal exemption.**

Yokohama and CARS wish to announce that for the 2001 Subaru Canadian Rally Championship, competitors who have a conflicting tire brand contract with another tire manufacturer other than Yokohama for a minimum of four series events may, upon advance payment of a \$150.00 per event Sponsor Exemption Fee, be exempt from the "Yokohama" windshield decal requirement. Competitors must either replace the decal with one featuring the marquee of the vehicle or compete without any windshield decal. (All Sponsor Exemption Fees will become part of the year-end series prize fund. Proof of the alternate sponsor agreement must be furnished to CARS.)

- The **SCCA North West Region** announced that it will allow competitors to collect out-of-division points at both BC Regional performance rallies this year. As is already practiced in Eastern regions, points scored in Canada can be applied towards a corresponding SCCA divisional championship in the US. Organizers of the Mountain Trials and Pacific Forest Rally suspect that this announcement will draw some competitors to their events from Washington and Oregon.

Roll Over, Rover by Eric Horst

We take Rover everywhere. For the last two years Rover has been to nearly every rally we could think of. He went to Totem in 1999, to Alaska on the Alcan, No Alibi and The Road Not Taken last summer and Friday Nighters in between. Rover loved them all. He just loves it when the windows are down, the music is on and we drive like crazy.

This year Rover went to Thunderbird in beautiful British Columbia. It wasn't the usual team this year as my driver Steve Willey was off enjoying Antarctica this austral summer. Instead I rode along with Michael Garvais, Kim Prater (Steve's longtime girlfriend), and Rover. Michael was the designated driver as he grew up in snowy Denver. I shared the navigation duties with Kim as she wanted to give her first go on the Alfa Elite.

The weather was beautiful on the way up and when we arrived in Cache Creek there were so many rally cars that we knew it was going to be a really cool event. Saturday started out nicely: tech, numbers, breakfast, gas, air in the Hakkas—Go! As we drove the odometer check and the first few kilometers of the first regularity Michael asks "Where's all the snow?" The acute left and elevation gain arrived shortly after and the snow revealed itself.

The scenery got better and better. The first of the rally scenery popped up on a short uphill where we passed the local pickup truck with front grille and bumper in a deep embrace with a roadside tree and R. Dale stuck on the other side (I hear he simply stopped for aid.) I tried to imagine what stimulating conversation these two drivers might have had while standing there.

We finished that first regularity despite my wooziness from late application of the Scop patch. To prevent further trouble I talked Kim into moving up to the navigation position for the next regularity. Kim took to the basics of the computer readily but it took a bit more effort from Michael to keep the pace on this one. He was quickly coming to understand what BC rallies are all about. Pushing as hard as we could to keep on time it didn't take long for us to become part of the scenery. It was a nice easy left sweeper. I suggested "more power" from the back seat a little too late and we plowed firmly into the outside of the corner. Michael thoughtfully unapplied power to stop us just shy of a small tree. We set the triangle, dug a recovery path and waved at 30 or so more passing rally cars. We also found a fully functional outhouse with a well stomped trail about 20 meters back up the road and took advantage. Sweep arrived shortly after and easily returned us to the road. Rover was still very happy too although having his doggyness was a clear disadvantage.

After this delay we skipped a few sections and rejoined the rally at 100 Mile House for the transit to start leg 2. We were energized by the excitement of continuing (and recent rigorous digging.) It was getting dusky so we pulled the lamp covers. Michael was not shaken by our minor incident and was ready to go. Kim stayed in as Navigator. We began. Michael drove with new found respect but without trepidation. A checkpoint and not much too late. We were feeling good, at least until our second incident occurred...

Roll Over, Rover continued



"Rover" Photo: Martin Wilson

Michael was steering gently into a downhill right curve when we got a little loose. Applying recently learned techniques he avoided the brakes and worked the throttle gently as we passed the traditional "off" point of the curve, and emerged into the straight. However, we weren't that well settled - the downhill didn't help - and Rover fished a slight bit and we found ourselves pointed in a shallow angle to the left bank. This time brakes were appropriate but not adequate. I think I closed my eyes as the bank approached and thought "great, not again." But it didn't happen quite the same this time. I remember only the clanging sound of a toolbox being dumped out and opening my eyes to be facing the wrong way on the road. It took only a second to remember the rest - Rover had rolled over.

It seems that the left front quarter of our brave Range Rover hit the left bank first and started the rear coming around. That put us sideways and brought the right front tire into the soft hardness of the left ditch. The sudden implant of that right front into the snow and the top heaviness of the springy Rover flopped it over on the right side, then top, left and back to its feet. During the roll the hood rode along the top of the snow bank while the back rolled on the roadbed. All the while the back end was finishing its trip around spraying luggage, toolbox and other contents out the now open rear hatch. We stopped.

Rover had come to rest very firmly planted in the left bank, on all four feet, listing to the right, facing the wrong direction, engine running, lights on, computer calmly ticking off our lateness. I looked to get out but the snow was up to my window. So I crawled out the roadside door. I jumped out to find the triangle conveniently dumped near my exit. Michael and Kim were deciding if they were all right while I headed up with the triangle. When I came back down I found they were undamaged and were busy getting our stuff out of the road. Once again we waved at passing rally cars while smiling with that giddy "we're actually OK" look.

We salvaged what we could of the roof rack, picked embedded sockets and wrenches from the road and got everything repacked making sure no wallets or keys or glasses were left behind in the snow. We dug out the rear recovery point and got
the rest of

ready. This time we didn't have to wait for sweep as car #56, an F350, stopped and gave us a quick pull. The Range Rover came out as easily as the first time. No fluid leaks were found and a little bashing got the hood latched again. The rear hatch wouldn't close so we bungied that up as well. Finally we picked up the triangle and were on the road again.

It wasn't too much further that we came across some of those nice Tabor people off the outside of a smooth T intersection and a few meters down an Impreza launched off the other side. We stopped to gawk and see if we had the power to pull either out and found that we didn't. We hung around watching the stars and the recovery attempts until sweep came and rescued them both. All of us off-roaders paraded in to the Fraser Inn (except sweep who turned off to patrol the last sections.)

The beer tasted good and the food was rejuvenating after a long Saturday of rally. We ate dinner and told stories with Gary Webb and John Kisela. In hindsight it was a symbolic meal with them, the ultimate winners (Gary and John won with 7 points) and us who finished last (except for the DNS and DNF's) with 3100 points.

We talked until midnight and slept only six hours. The three of us woke tired and not sure we wanted to continue day two. I went out to see the Range Rover in daylight and was greeted by several teams who were surprised to hear what happened and through conversation gave the moral support to continue. We couldn't quit, the old Rover was still perfectly fine (on the bottom at least, where it matters.) We packed, ate, drivers meeting, fuel, and ready for another day. I stole the wheel from Michael for a bit that morning so I could experience the joy of TBird driving. It started snowing, making for an interesting change from the clear day before. I drove a few hours in the morning and confirmed for myself that our Range Rover is absolutely not the vehicle for Thunderbird (high center of gravity, way too springy and relatively skinny tyres.) It just doesn't wanna behave. Michael swapped back into the drivers seat again halfway through the day and drove us to completion.

Sunday ended on the ice track where each car got a run around the track in exchange for picking up all the course tires. It was a fine way to stay busy waiting for scores. I bowed out of the ride leaving Michael and Kim in the Rover for the lap. I'd driven the Rover on an ice track or two on the Alcan so I let them go. My advice to Michael was "have no fear, there's nothing to hit on a lake." And have no fear he did. They did need a little help from #56 again on the most distant hairpin when they got stuck driving over the snowbank to get back onto the course. After that he made one more lap and definitely had gotten the knack of it.

We journeyed back for food, stories and results. We were so glad to have stuck with it and finished the event. As rally cars departed we found that we just couldn't leave Canada behind. Rather than head straight South to Seattle we decided to head North and then South on scenic 99. We overnighted in Pemberton, brunched in Whistler, coffeed in Vancouver and the Rover brought us home safely for dinner.

Will we be back next year? Yep! It was the best. The organization, the cars, the people, the roads, the snow—what a package. The Rover probably won't be back but we'll always remember TBird 2001. 🏠

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.



1989 Mazda 323 1.6i Two-door hatchback. 12,000km on rebuilt head, new all-metal radiator, 4-speed transmission, Aircared to August 2001. Full size spare plus 4 snow tires on steel wheels and 4 summer tires. Comes with air horns and wiring for extra lights. Virtually rust-free body. Great basis for a rally car \$2150 obo. Contact: Malcolm Muir, mmuir@bgcontrols.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 extra tranny. Many recent repairs done. Asking \$1500 for a quick sale. Contact: Dave Koszegi, dave@midislandhomes.com, (250) 723-5666.



1988 Toyota Celica AllTrac Reliable and quick with no DNFs, but needs safety. Coil-overs, skid plates, cage. Recent viscous coupling, transmission & turbo, etc. Asking \$3000 Cdn Contact: Paul Westwick westwick@istar.ca, (604) 682-3296.

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.

Volvo 15" Steel Wheels: Great for mounting your snow tires. Used 15" x 5", 5-bolt pattern; \$15.00 each. Contact: bwesthead@mec.ca, (604) 707-3305.

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? Ads are FREE to members of WCRA or IRC, (\$5 per issue to non-members). Send your Strictly Classified information to **Artimo** 2052 East 5th Ave, Vancouver, BC V5N 1M4 or e-mail bill@rallybc.com

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Willy Schmidt's Navigation Office: A Facet surveyors's calculator, lights & coffee. Photo: Paul Westwick



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