



The Beauty of All-Wheel Drive.®



SPECIALTY SUBARU

**1235 MARINE DRIVE
NORTH VANCOUVER, B.C.
(604) 980-2464**

www.specialtysubaru.com

SERVICE EXCELLENCE SINCE 1970

Airtime

September /October 2001, Vol. 4 No. 5

Trinders Win Pacific Forest Rally!



**BC Teams Dominate 5th Round of Western Championship
Totem Rally: Supplementary Regulations Inside**



**THE
WINNING
CHOICE!**

Chosen by 4 time World Champion
Tommi Makinen, OMP is the
World Leader in Racing Safety
Equipment and Accessories!

COMPETITION RACEWEAR

RALLY EQUIPMENT & ACCESSORIES

RACING SEATS & HARNESSSES

LIGHTWEIGHT COMPOSITE HELMETS



Tommi Makinen

*10% off Racer net
for WCRA members*



WWW.OMPWINS.COM

Driver's Edge
AUTOSPORT

tel. (604) 298-5575
2323 Boundary Rd., Unit 125
Vancouver, B.C. V5M 4V8

BRANTZ

When Time, Speed
and Distance
Count...



New Laser 3
now available.

Vintage Rally Equipment

North American Distributor of **BRANTZ** odometers and clocks.

Also available: Graytronics Intercoms
1204 - 1500 Howe St., Vancouver, BC V6Z 2N1
Phone 604.839.6517 Fax 604.683.6517

www.rallyequipment.com

MBCU: May Be Considered Unnecessary



Co-Driver or Sub Commander? Ray Felice reflects on his career choice.
Photo: Frank De Kat.



Dave Koszegi

Sales Associate / Owner

Mid-Island Realty

4994 Argyle Street
Port Alberni, B.C. V9Y 1V7

Bus: 250-723-5666

Toll Free: 1-888-246-8695

Fax: 250-723-1151

250-723-SOLD

Website: www.midislandhomes.com

E-mail: dave@midislandhomes.com

Strictly Classified



1989 Honda Civic Si Grp 2 car, converts easily to P3. Excellent first car! Harnesses, roll cage, custom exhaust, front strut bar, Acura disc brakes, brake bias, coil overs, etc. Asking \$5000 Cdn. Contact: Maciej Ogrocki dogrocki@telusplanet.net

Tires and Wheels

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

Miscellaneous

Two Willans 6 point Safety Harnesses: red 2" straps, cam-lock buckles, all mounting hardware etc. Outdated for performance rally, but ideal for TSD! Excellent condition, \$200 Cdn, obo. Contact: martin_wilson@telus.net, (604) 683-6517.

Fall garage clean-out: 2 x Alfa Romeo 5-spd transmissions, one with Ford bell housing and adapter plate; Cortina Mk1 clutch parts; Lucas inertia-style starter; 3 x Spitfire front trunions; Ford AC mechanical fuel pump; SU HD8 carburetors; SU HS6 carburetors; Pair Weber DOCE carburetors; Honda CRX 5-spd transaxle (needs work); Auto trans oil cooler 11-1/2"x5"x3/4"; Unilug slotted aluminum wheels: 13"x5", 13"x6"; California-style rectangular mirror; Offers accepted. Contact: Malcolm Muir evenings, ph: (604) 467-6560, Maple Ridge.

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

Advertising Rates

Full page \$65.00/issue, \$350/year 2 page spread \$100/issue, \$500/year
1/2 page \$40.00/issue, \$200/year Business card \$25.00/issue, \$120/year

Contact: Bill Westhead (604) 258-2758 or e-mail bill@rallybc.com

Airtime 2052 East 5th Ave, Vancouver, BC V5N 1M4

Table of Contents

Performance Rally News & Events

Pacific Forest Rally Results p.5
- more stories and news p.12
Cdn National Rally: Voyageurs p.7
US National Rally: Wild West p.13

TSD Rally News & Events

Totem Rally Supp. Regs p.9-11
IRC Novice TSD #4 p.16
WCRA Novice TSD #3 p.17

BC Rally Clubs

meetings, rallies
and more p.15

Cover photo:

Adam & Scott
Trinder win PFR
photo by
Shayne Morrow



ISLAND RALLYSPORT CLUB



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. 📧

Thanks to all the sponsors and supporters
of rallying in British Columbia from the members of
Island Rallysport Club and the West Coast Rally Association!



WILKINSON'S
AUTOMOBILIA
MOTORING COLLECTIBLES

2001
BC
Rally



Championship
www.rallybc.com



Pace Notes: Message from the Editor



Bill Westhead at the Mountain Trials Rally
photo by Betty Third

From elation to exhaustion, the range of feelings in this sport are all-encompassing. Rallying demands nothing less than a full commitment - whether it's being fully committed to an unknown corner, or being committed to seeing the sport grow. Success in rallying comes from this commitment, and the passion to pursue your dreams. Whether it's a national championship, or that elusive zero at a TSD timing control, dreams aren't handed to us, they're made by us.

The time has come for us to pull out all the stops in pursuit of our dreams. Partly through the hard work and commitment of a handful of enthusiasts, rallying in BC has hit it big this year. Now, more than ever, we need to recognize that these people need help if we are going to continue this run of success.

November will be an important month here in BC, as both the **IRC** and **WCRA** are holding their **Annual General Meetings** (*details p.15*). This is your chance to help guide rallysport by developing the clubs and activities to serve their members. It's not enough for everyone to show up and expect to run events, as there are countless responsibilities behind the scenes. We need contributions of time, skill and enthusiasm from people committed to rallying. If this describes you, then please make yourself known to the members of your club's executive. Many of us recognize that rallying is about mutual enjoyment of motorsport in a friendly and supportive environment. If you think success in rally competition is rewarding, just wait until you help others discover the joys of rallysport!

And lastly, I will be stepping down as editor of *Airtime* next year. If you have enjoyed reading it and think it should continue, please spread the word or consider taking up the pen yourself. Thanks! *Bill Westhead, Editor bill@rallybc.com*



eautomobilia.com
MOTORING COLLECTIBLES ONLINE

A handy new division of Wilkinson's Automobilia
2531 Ontario St. Vancouver, BC (604) 873-6242

WCRA Novice Workshop and Rally #3

Hope-Merritt-Chilliwack

October 27-28, 2001



The third, and final, round of the popular **2001 WCRA Novice Rally Series** will introduce late night and two-day rallying challenges in an abbreviated time-speed-distance (TSD) regional rally format. After an opening workshop to recap navigation and driving basics, competitors will get to apply their rally team skills over a full regional-length gravel and pavement course. At nearly 500 kms, this event will be longer and more challenging than earlier novice rallies. It will take place over the evening of Saturday, October 27th and the day of Sunday October 28th. As before, there will be plenty of opportunities to learn and ask questions. Throughout this event the emphasis will be on getting a taste of regional-level TSD rally competition in a supportive and non-intimidating environment.

Rally Master: Ken Kwong (604) 808-0536, ken@rallybc.com

Schedule

Saturday October 27, 2001

Start of Leg 1: 3:00 pm in Hope.

End of Leg 1: (approx) 11:00 pm Overnight stop in Merritt.

October 28, 2001

Start of Leg 2: 9:00 am in Merritt.

Finish of Rally: (approx) 4:00 pm in Chilliwack.

Entry Fees:

\$80.00 up to October 22nd, \$100.00 after.

Wait! Can't afford to enter? Volunteer instead and find out how you can enjoy rallying as a check point crew! Join our separate workshop for control workers.

Hotel Rates for Saturday overnight:

Best Western Nicola Inn, Reservation Tel: 1-800-663-2830

\$65.00 per room (1 or 2 beds), or \$85.00 per suite, plus taxes.

Entry Form enclosed or available at www.rallybc.com

Vancouver Island Novice Rally Series - Final Round #4

Midnight Rally

October 27, 2001

presented by
Island Rallysport Club



This Novice TSD car rally will test your driving and navigating skills from Duncan south, then west, and north to Nanaimo, and back, on all-asphalt roads. It is NOT a high speed racing type event and no special modifications are needed for your car. It will end at Boston Pizza in Duncan well after midnight.

Start Location:

Silver Bridge Inn - Travelodge
Duncan, BC

Schedule:

Rally Registration 3:00 p.m. – 4:00 p.m.
Drivers' Meeting 4:10 p.m.
Rally Start 4:30 pm (first car out)
Rally Finish after midnight, approx 1:00 a.m.

Finish Location:

Boston Pizza
Duncan, BC

Required Equipment:

- Pen or pencil; HiLiter pen,
- Watch (digital preferred)
- 2 flashlights (one small)
- Minimum of two people
- Enthusiasm

Entry Fee:

\$30.00 per team

Note: There will NOT be a scheduled dinner break. Eat before and carry something with you during the rally. There will be some fuel stops.

Further Information:

In Duncan: Glyn Trafford, (250) 246-8282, bk-g@home.com
In Victoria or to pre-register: Adrienne Lang, (250) 384-4884, ad.irc@home.com

Entry form enclosed or available at www.rallybc.com

BC Regional Performance Rally: Final Results

Specialty Subaru Pacific Forest Rally: September 15, 2001



Winners' Podium (left to right)

photo by: Shayne Morrow

3rd place: Michael Nicols & Zbigniew Szewczyk (Toyota Celica); 1st place: Adam Trinder & Scott Trinder (Subaru Impreza 2.5 RS); 2nd place: Bill Westhead & Dave Koszegi (Subaru Legacy GT).

TRINDER BROTHERS VICTORIOUS IN PACIFIC FOREST RALLY

CACHE CREEK, BC - The team of Scott and Adam Trinder, of Vancouver, BC, celebrated their first victory of the season in a newly acquired Subaru Impreza 2.5 RS. This feat was accomplished using the car which local sensation Patrick Richard drove to the triple crown of Production GT class victories in the Canadian, US and North American championships last year. Dry, dusty weather made for ideal driving conditions on the twisty mountain roads of the Arrowstone hills, east of Cache Creek last Saturday.

The Trinder brothers took the lead on the first stage, but were closely followed by championship leaders Janusz Komorowski and Tomasz Karzynski, from Calgary, Alberta, in their Mazda 323 GTX. These two teams proceeded to trade seconds back and forth over each subsequent stage, with Komorowski taking the lead in the second stage, and Trinder taking it back with a stellar drive on a long downhill stage just before the halfway point of the rally.

Part way into the second leg, Komorowski's Mazda suffered terminal suspension failure while pushing hard to regain the lead. The front end of his car dropped to the road, leaving them stranded and blocking the route for the following cars. This left Trinder with a comfortable lead, but, not being one to back off, he kept the pressure on. The Trinder brothers won 7 of the 10 stages outright, finishing with a margin of 1 minute 50 seconds over nearest rivals Dave Koszegi, from Port Alberni, BC, and Bill Westhead of Vancouver, in a Subaru Legacy.

Koszegi's strong finish puts him in second place behind Komorowski in the Western Canadian Rally Championship, with one event remaining. In fact, with Komorowski failing to finish, there are now three drivers with a chance of taking

Pacific Forest Rally Results...continued

the championship, including Zbigniew Szewczyk of Calgary who finished third at the Pacific Forest Rally.

For 2001, everything has come down to the final event in the championship, the Kananaskis Rally, November 10th in Bragg Creek, Alberta.

Many thanks go out to the town of Cache Creek for their warm welcome, and to event sponsors Nokian Tyres, Polaris Water, and Specialty Subaru.



Parc Expose in Cache Creek.

photo by Dennis Wende

Position	Driver Co-driver	Hometown	Car	Class	Total
1)	Scott Trinder Adam Trinder	Vancouver, BC	Subaru Impreza	P4	1:36:55
2)	Dave Koszegi Bill Westhead	Port Alberni, BC Vancouver, BC	Subaru Legacy	P4	1:38:45
3)	Zbigniew Szewczyk Michael Nicols	Calgary, AB Calgary, AB	Toyota Celica GT4	P4	1:39:47
4)	Peter Hill Barry Gurnsey	Calgary, AB Calgary, AB	Toyota Corolla	GrpD	1:48:08
5)	Fred Wiedemann	Surrey, BC	Suzuki Swift	P1	2:12:15
6)	Penny Zuk Mike West	Calgary, AB Calgary, AB	VW Golf GTI	P3	2:13:36
DNF	Janusz Komorowski Tomasz Karzynski	Calgary, AB Calgary, AB	Mazda 323 GTX	P4	
DNF	Mark Ward Ken Kwong	Vancouver, BC Vancouver, BC	Subaru Legacy	N4	
DNF	Peter Kadlubowski Malgorzata Szewczyk	Calgary, AB Calgary, AB	Eagle Talon TSI	P4	
DNF	Martin Wilson Shayne Morrow	Vancouver, BC	Toyota Corolla	Grp d	
DNF	Ryan Ennis Terrence Peregoodoff	North Vancouver, BC White Rock, BC	Toyota Celica GT4 Open		

NOTICE: Regional TSD Rally Regulations Rule Change Procedure

2002 BC Region TSD Rally Regulations

Rule Change Submission Deadline is:

November 10, 2001

Send suggested changes to:

Paul Westwick, BC Region Rally Director
408 - 1169 Nelson St., Vancouver, BC V6E 1J3
paul.westwick@telus.net ph: (604) 682-3296



BC Rally Clubs: Island Rallysport Club (IRC)

Novice TSD Rally #4: October 27, 2001

Start: Duncan at 12:00 noon. First car out at 1:30pm

Finish: after midnight in Duncan, BC.

For more information see page 16 and/or call:

Glyn Trafford, 250-246-8282 bk-g@home.com

Adrienne Lang, 250-384-4884, ad.irc@home.com



Meetings:

Oct. 13 IRC Monthly Meeting - 7:00pm, Boston Pizza Duncan, BC

Nov. 10 IRC Annual General Meeting - 7:00pm, Boston Pizza, Duncan.

Dec. 1 IRC Annual Christmas Party, location TBA.

BC Rally Clubs: West Coast Rally Association (WCRA)



Thanks to the many volunteers who came out for the **Pacific Forest Rally**. This remarkable and successful event would not have been possible without your assistance. Early indications are that, in spite of the cows, observers were impressed at the professionalism and enthusiasm displayed by radio crews and course workers. Comments from competitors echoed these feelings, with many remarking on your abilities. Congratulations to all who came out and thanks to **Betty Third** for her leadership.

Ken Kwong just can't sit still and, responding to popular demand, hosted a special **Novice TSD Rally "Fun Run"** on Saturday, September 29th. Competitors were once again treated to some challenging roads in the valley, in this revisit to Novice Workshop #1. Look for details on the upcoming season finale: **WCRA Novice TSD Rally #3** elsewhere in this issue. (see page 17)

Upcoming Events

Meetings:

Nov. 17 WCRA Annual General Meeting, 7pm Boston Pizza, New Westminster.

Dec. 6 Performance Rally Workshop #2, 7pm ANZA Club, Vancouver, BC.

Rallies:

Oct. 27/28 Novice TSD Rally #3 - Hope-Merritt-Chilliwack, **Ken Kwong**.

Nov 24/25 Totem TSD Rally - Merritt-Kelowna-Merritt, **Paul Westwick**.

2002

Feb. 16/17 Thunderbird TSD Rally - Location TBA, **Paul Westwick**.

SCCA Wild West Rally Results...continued

By midday, it became clear that the two leader retirements, and Tuthill's well-timed offense effectively have put the overall championship points race into a shredder.

While all of this was going on, relative unknown Nat T-Stow, who successfully debuted his privately entered Subaru WRX at Ojibwe Forests last month, was quietly working his way up the leaderboard; securing himself a Production GT victory, and a career first Top 5 finish. Additionally, local driver **Scott Trinder**, making his first drive in his recently acquired ex-Patrick Richard Subaru Impreza 2.5RS snapped up his first Top 10 Pro finish. Both men, plus the consistently astonishing Ramana Lagemann, represent the growing pool of new talent in SCCA ProRally.

With Tuthill's win, Choiniere and Lovell's DNF's, and Burke's persistent podium residency, the Overall points chase has become a real hornets nest as the championship season heads into its final two events. Unofficially, the Overall drivers points are: Burke: 129, Lovell 123, Scheible 78, Tuthill 63, and Choiniere 60.

In the Manufacturers Championship, the situation is even tighter - Subaru's lead in the overall has diminished slightly, and the automaker is now tied with Mitsubishi in Open class. The unofficial points now stand at: Subaru 134, Mitsubishi 127, and Hyundai 115.

Scott Trinder & Ian McCurdy en route to their 10th overall, 2nd PGT finish. *photo by Chris Scurti.*



Pos.	Car#	Class	Driver	Co-driver	Car	Time
1.	13	Open	Richard Tuthill / John Bennie		Mitsubishi Lancer Evo	2:22:07
2.	115	Open	Seamus Burke/Frank Cunningham		Mitsubishi Lancer Evo	2:23:15
3.	74	FIA-N	Ramana Lagemann / Russ Hughes		Subaru WRX	2:23:52
4.	2	FIA-N	Karl Scheible / Brian Maxwell		Subaru WRX	2:25:43
5.	275	PGT	Nat T-Stow / Amity Trowbridge		Subaru WRX	2:30:05
6.	32	Open	Paul Eklund / Scott Huhn		Subaru Impreza USX	2:30:06
7.	107	Open	Tim Paterson / Scott Ferguson		Mitsubishi Lancer Evo	2:34:40
8.	48	Open	Lon Peterson Bill Gutzmann		Subaru Impreza	2:37:35
9.	235	G2	David White / James Brandt		VW Golf GTi	2:39:54
10.	259	PGT	Scott Trinder / Ian McCurdy		Subaru Impreza 2.5RS	2:40:24

CARS National: Rally of the Voyageurs Sept 28-30, 2001



Rally King Sprongl Makes a Triumphant Return!

photo by JF Coulombe

PARRY SOUND, Ont. (Sept. 30/2001) - Six-time Canadian rally driving champion Frank Sprongl, mostly idle this season, made a triumphant return by taking a comfortable win in the Rally of the Voyageurs in Ontario's Georgian Bay area. Driving an Audi Quattro S2, he led the one-day event, held out of Parry Sound, from the first sage to the last. He completed 160 kms. of special stages - the competitive portions of the rally held on roads temporarily closed to the public - in one hour, 39 minutes, 28 seconds for an average speed of 96.5 kph.

The 34-year-old from Mississauga, Ont., with younger brother Dan as navigator, finished three minutes, 41 seconds ahead of the runner-up Subaru Impreza WRX of Pat Richard and navigator Ian McCurdy, both from British Columbia.

It was the 35th career victory for Sprongl - the king of Canadian rallying through most of the 1990s - but his first since he won the Bighorn Rally in Alberta in May, 2000. He has rallied only occasionally during the past two years and had not contested a Canadian championship event for seven months.

"I was a little rusty compared to what I used to be," said Sprongl, referring to his recent inactivity. "It's been a long time [since the last win]. This is fabulous. This is like the good old days."

Sprongl's main challenger for most of the day was Tom McGeer, who has recently dominated Canadian rallying, winning eight of the previous nine events since July, 2000. He was hoping to clinch the Subaru Canadian Rally Championship, presented by Yokohama, at the Voyageurs, round six of the eight-event series.

Driving a factory-backed Subaru Impreza WRX, McGeer chased Sprongl throughout the rally until his motor failed on the next-to-last special stage. McGeer's title quest will now have to wait until the Rallye Internationale de Charlevoix, although he still has a commanding lead in the championship with 80 points. Richard (53 points) and Sprongl (50) are the only other drivers who remain in mathematical contention.

Rally of the Voyageurs...continued

For much of the rally, the battle between Sprongl and McGeer was close. After the morning's first seven stages, Sprongl led by just two seconds. Although he experienced a gearshift problem, this was corrected by his crew at the next service stop.

In the next four stages, mostly around Britt, Sprongl stretched his lead to 37 seconds. McGeer reported a slight misfire on his car, but on the evening stages, he began to close the gap again - to 28 seconds when his car completely failed.

Sprongl and McGeer were each fastest on eight of the seventeen special stages; Richard was quickest on the final stage. "It was an almost routine day for us," said Sprongl. "After Tom's motor expired, it was a leisurely drive to the end."

Runner-up Richard took production class honors. This was his third straight second-place finish - despite the fact that his regular street Impreza WRX has about 230 horsepower, vs. 400 hp for the modified cars of both Sprongl and McGeer.

"I'm ecstatic," said the 28-year-old Vancouver driver. His only problems came from striking rocks on the road, of which there were plenty. These incidents caused some damage to the car's power steering and front suspension.

Jean-Sebastien Besner, of Montreal, was third in a Mitsubishi Lancer, with father Jacques as navigator. John Paynter, of Nova Scotia, was fourth (second in production class) in an Impreza WRX, with brother Clarke as navigator.

The brother/sister team of driver Julien Pilon and navigator Marie-Eve Pilon made a strong debut at the national championship level by taking fifth place overall - third in production - in a Subaru Legacy.

Besides McGeer, frontrunners who did not finish included newly-crowned Quebec champion Jon Nichols, who was holding third place when he rolled his Impreza WRX, and Sylvain Erickson, who was running in fifth when he came off a crest and landed on a big rock, tearing up the underside of his Mitsubishi Lancer.

Other class winners were the Quebec teams of driver Marc Racine and navigator Dominique Cyr in Group 2 for modified two-wheel-drive cars (seventh overall in a Honda Civic SI) and driver Steve Walkington and navigator Hytham Mokhtar in the smaller-engined production class (eighth overall in a VW Scirocco).

Position	Driver, Province / Co-Driver, Province	Vehicle	Time
1.	Frank Sprongl, ON / Dan Sprongl, ON,	Audi Quattro S2,	1h39m28s;
2.	Pat Richard, BC / Ian McCurdy, BC,	Subaru Impreza WRX,	1h43m09s;
3.	Jean-Sebastien Besner / Jacques Besner,	Mitsubishi Lancer Evo IV,	1h49m55s;
4.	John Paynter, NS / Clarke Paynter, NS,	Subaru Impreza WRX,	1h54m13s;
5.	Julien Pilon, QC / Marie-Eve Pilon, QC,	Subaru Legacy,	1h56m07s;
6.	John Daubennier, MI / Stanley Rosen, MI,	Chevy S-10,	1h56m25s;
7.	Marc Racine, QC / Dominique Cyr, QC,	Honda Civic SI,	1h58m49s;
8.	Steve Walkington, QC / Hytham Mokhtar, QC,	VW Scirocco,	2h01m56s;
9.	Karoly Toth, ON / Paul Stanczak, ON,	GM Optima,	2h03m37s;
10.	Seward Ogden, ON / Casey Blust, ON,	VW GTI,	2h03m39s.

SCCA National: Wild West Rally September 7-8, 2001



Wild West Winners Richard Tuthill and John Bennie (center) receive the victory splash from runners-up Seamus Burke and Frank Cunningham (right). *photo by Chris Scurti*

Tuthill Makes Triumphant US Return while Burke remains "Mr. Podium"

Olympia, WA - Sunny and warm weather in the usually damp and cool Northwest corner of the US yielded astonishing amounts of dust, but was just one factor that turned this seemingly ordinary late-season event into a battle not just against mechanical attrition, but of wits, strategy, and just plain luck. In the end, some of the biggest players had fallen, some seasoned independents had long-awaited excellent results, and some new upstarts got their first taste of high-ranking national attention.

Friday night's stages, and results, were much as one might expect based on previous event outcomes - Subaru was having a solid evening, Hyundai was challenged but up to the task, and Mitsubishi was once again relying on independent entries to keep their flag in the air. About the only surprise of the evening was Richard Tuthill's 6th position, when conventional wisdom might have placed him in the top three. The retirement list was exceptionally short, although the locally-based Rocket Rally Team's **Patrick Richard** and **Ben Bradley** were among the casualties. Richard and Bradley set some impressive stage times in their open class Subaru Impreza, running as high as 6th when their center differential failed.

Saturday, however, was a new day - and immediately the entire complexion of the event changed dramatically. SS7 - a long stage - started eating its young right away, with four Pro entries and nearly double that number of Club entries not making it to the end. SS9, the longest stage in US Rallying at 28.5 miles, was equally cruel, but this time snagged two front runners - Leg One's overall leader Mark Lovell had his left front tire delaminate in a violent failure that took out the shielding around the cars front wiring harness, and then the harness itself; effectively 'unplugging' the engine, bringing the Subaru to an abrupt halt. Reigning champion Paul Choiniere, who was leading the event going into SS9, suffered turbo failure near the same area, and while able to complete the stage, was forced to withdraw at service. In the meantime, Tuthill, who on Leg One was beset with problems that slowed him down, came out of the box on Saturday absolutely on fire, and charged to the front.

More News from Pacific Forest Rally



Team RSport Rally wins the Pacific Forest Rally!

Driver, Scott Trinder, and co-driver, (brother) Adam Trinder, battled with some of Western Canada's top rally teams on the weekend of September 15th in Cache Creek, BC. When the dust settled, Scott and Adam came out on top, winning the rally in their P4 class Subaru Impreza RS. "The rally was a blast and the close competition made for an exciting event," said Scott.

The Pacific Forest Rally was Adam Trinder's second race ever as co-driver, and his first stage rally in Canada. "I had fun co-driving for my brother. He's a pretty smooth and quick driver," said Adam. "He amazed me with his calm composure and extremely precise note reading ability. It was this precision that allowed us to push with confidence," said brother Scott.

This event marked the second outing for the team's new Subaru Impreza 2.5RS. "The car is just amazing! It's easy to drive fast and handles in a predictable and consistent manor," said Scott. "Thanks to our team sponsors: Richmond Auto Body, Ad Print - The Decal People, and RMT Contracting; we were able to be there".

Visit www.rallybc.com for more details and photos from the Pacific Forest Rally.

Just Like Going to Work by Shayne Morrow

The Pacific Forest Rally also featured a pair of first-time rally racers with unique credentials. Professional stunt drivers Ryan Ennis and Terrence Peregoodoff were a late entry, in an Open-class Toyota Celica All-Trac.

While starting out with a great deal of confidence, the pair ended their race in a spectacular crash when they took a hard left corner too wide, slammed into a ditch, climbed halfway up an embankment and rolled. The impact crushed the left front suspension, flattened wheel rims and shattered windows.

"Usually when I do this, it's someone else's car," Ennis said on the Sunday. "Now I'm trying to calculate how many cars I'm going to have to crash to pay for it."

BC Regional TSD Rally: Supplementary Regulations



Specialty Subaru Totem Rally

November 23-24: Final Round of 2001 BC TSD & PCC Rally Series

Stephen Hyndman in his recently built Impreza "USX"

photo by Dennis Wende

The Totem is a time-speed-distance (TSD) rally, final round of the **Nokian Tyres BC Rally Championship**, and final round 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 Tony Latham (dlatham@direct.ca), by calling (604) 263-1971. The rally runs on straightforward instructions. In addition to the route instructions, maps will be provided. The rally will be about 850km (525mi) 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% gravel and snow. 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. Recommended equipment: map light, driving lights, warm clothing, shovel, tow rope. Maximum distance between gas stops is 250km (150mi). There will be a sweep truck following the route, but it 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 target 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 controls will be in regularity stages only, 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.

...continued on next page.

Scoring is the “winter timing system” as used on the Thunderbird Rally: 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 from perfect time. 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.

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 can wave rally traffic past and await the assistance of the sweep truck.

Awards and Classes: For the purpose of event trophies, the organizers reserve the right to combine classes in case of low entry. The championship is nevertheless scored according to the class you enter.

...continued on next page.

Trophies will be awarded for overall position and according to the classes laid out for the Nokian Tyres BC 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, 1975) 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.

Pacific Coast Challenge Scoring: The Pacific Coast Challenge (PCC) is a series of 4 unpaved TSD rallies in BC, Washington and Oregon. PCC scores three classes: SOP (seat of pants), Equipped and Unlimited. Totem competitors in Paper class are scored as SOP under PCC; Calculator, Historic and Novice classes are all combined as Equipped under PCC; Unlimited is scored as Unlimited.

Schedule

Tuesday November 13: Close of early entries.

Friday November 23, 10:00pm: Close of pre-registration at Best Western in Merritt and start order assigned. Late entries will start at the back of the field.

Saturday November 24:

7:30-9:30am Late Registration & Technical Inspection at Best Western, Merritt.

10:00am Novice drivers' meeting

10:30am Drivers' meeting

11:01am First car out

9:00pm End of day 1, Ramada Inn, Kelowna.

Sunday November 25:

8:00am Drivers' meeting

8:30am First car out

3:30pm End of day 2, Best Western, Merritt. Dinner & Awards presentation.

Directions to the start: The Best Western Nicola Inn is on Voght St, near the north end of Merritt. From the south, take the second Merritt exit, and turn left at the T junction onto Voght. From the north, take the first Merritt exit and proceed south along Voght. The Best Western Nicola Inn is on the right, within 2 km of the exit.

Fees & Costs

Entry Fee \$130 (\$90 US) for entries received before midnight November 13, 2001. \$160 (\$110 US) for late entries. Members of West Coast Rally Association and Island Rallysport Club are eligible for a \$30 (\$20 US) discount. **Please make cheques payable to “West Coast Rally Association”.**

Entry form enclosed or available at www.rallybc.com

Competitors are responsible for their own accommodation, however we have arranged hotel group rates as follows:

Merritt (Friday Night and/or Sunday Night): The Best Western Nicola Inn: 1-800-663-2830. Double occupancy: \$65 + taxes, Just mention the Totem Rally.

Kelowna (Saturday Night): Hotel Ramada Inn 1-800-665-2518, Double occupancy: \$65 + taxes, Just mention the Totem Rally.