

SOUVENIR SPECTATOR GUIDE

Mountain Trials Rally

OCTOBER 5, 2002
Merritt, BC

FREE GUIDE
FREE ADMISSION

Real Roads, Real Cars, Real Fast

Team Profiles
Sponsors
Spectator Maps



YOKOHAMA
Performance Radials



ORGANIZER'S MESSAGE

Welcome to the 3rd annual Mountain Trials Rally, round five in the Western Canadian Rally Championship, presented by Yokohama. This event promises to attract more teams than any other event in BC in the past. The championship point's battle has heated up with new teams climbing the ranks, challenging seasoned teams to a grueling battle in the forest roads of Merritt.

Merritt is a fantastic community to host our event, with more businesses and local individuals becoming involved each event. Big thanks to Mayor Bob Baird and the town council for their continued support of the rally. Thank you to all the businesses who places sponsorship and ads in this spectator guide. Please support those who support us! This rally would not exist in Merritt without the dedicated efforts and co-operation of all the local businesses, ranchers, local government, local media and Aspen Planers.

Earlier this year, we hosted the Pacific Forest Rally in Merritt as a test event for the 2003 National Championship event to be held in June. The results were excellent, the participation was phenomenal and the feedback was very positive. West Coast Rally Association is pleased to announce that Merritt, BC will be the official location of the 2003 Pacific Forest Rally as round 5 of 9 in the National Canadian Rally Championship calendar. This brings opportunity to business and the local economy and raises the awareness of Merritt as a destination for tourism and for Motorsports.

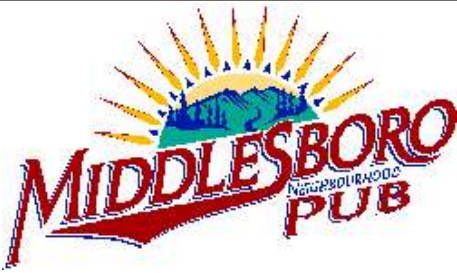
We must thank the following people who worked with us to give us permission to race on their roads and lands: AMR: AME Corporation Claude Lelievre, Aspen Planers Ltd Norm Brigden, Gene & Ginger Ewalt, Bob Chambers, Beth Nedean, Lower Nicola Indian Band Gerry Swakum, Midday Valley Ranch Rick, Wayne Schinler, Bob Neil, John & Kate Andersen, Nicola Ranch Matt Williams, Pentangle V Ranch Bern Vere, Gordon & Mark Pooley and the Ministry of Highways and Ministry of Forest. We also thank all the businesses of Railyard Mall for accommodating our Service area for the event. Thank you to the volunteer course workers, ham radio operators, stewards that make this happen. Thank you also to our family and friends that support those of us who love this sport.

Rallying is a lot of fun to watch, but it is also a dangerous motorsport. We're happy to bring it to you, but with the fun also comes responsibility from you, the spectator. Please make sure you read all the spectator cautions in this guide and listen to the rally officials' instructions. They are here not to ruin your fun, but to ensure everyone goes home safely after the event.

Have fun and enjoy the show!

Paul Westwick and Ken Kwong
Mountain Trials Organizers





3701 Voght Street,
Merritt, BC CANADA V1K 1C4
Tel: (250) 315-1022
Fax: (250) 315-1092

*“ Welcome to Merritt and Good Luck to all
Mountain Trials Rally Competitors!”*



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City of Merritt, BC - Past & Present....

Merritt is located 271 Kilometres (168 miles) northeast of Vancouver in the heart of the Nicola Valley. With a population of approximately 8,000, and a trading area of approximately 15,000, Merritt is the commercial centre for the area.

The Nicola Valley has long been home to a number of First Nations who continue to call the area home. European pioneers searching for a trading route between the Coast and the Interior reached the area in the mid-1800s.

Right from the beginning, early settlers were attracted to the area because of its rich grasslands ideally suited for livestock (ranching remains an important part of Merritt's economy!)

In 1865, William Henry Voght, the father of Merritt, entered the valley and returned in 1872 to take up land at the forks, where the Nicola and Coldwater Rivers meet. This was the start of the development of Merritt. In 1906, the town was renamed Merritt, in honour of William Hamilton Merritt, a mining engineer and railway promoter.

Merritt was incorporated as a City in 1911, by this time the community's economy had diversified to include coal mining, which would continue to be a major industry up until the 1930s. Logging and milling began in early in the valley, and in the 1930s the failure of a local mill precipitated the receivership of the City.

Following the end of WWII several mills opened in the city and forestry became the new backbone of the economy. In 1961 the nearby Craigmont copper mine opened, followed by several others in the Highland Valley. Copper mining would continue to be a major player to the present day, although its importance declined following the closure of Craigmont in the 1980s.

In 1986, following years of lobbying, the Coquihalla toll highway was completed, providing a freeway link between Merritt and the Lower Mainland and subsequently Kamloops and Kelowna. The completion of this interior highway network placed Merritt at the hub of transportation and communications in the southern interior and precipitated economic changes that continue to the present.

As of 1999, more than 8,000 people lived in Merritt with an additional 4,000 living in the Nicola Valley in surrounding communities.

With the completion of the Coquihalla Highway making the Nicola Valley more accessible for people coming from the Okanagan as well as the Lower Mainland, the population continues to grow with an influx of new residents.

(Continued on Page 6)



(Continued from Page 5)

Situated 271 kilometers northeast of Vancouver, Merritt is located at the hub of the Coquihalla highway system. The Coquihalla is an all weather, divided highway network completed in 1990. The Coquihalla provides Merritt with direct links to the Lower Mainland in under three hours, to Kamloops in 45 minutes, and to Kelowna and the Okanagan Valley in 75 minutes.

Merritt is a growing community committed to progressive expansion and development. With available land, a superb location, a pro-development Council and a tradition of industry, Merritt is a City of Opportunity.

Visit Merritt & the Nicola Valley, located at the crossroads of the Coquihalla, where the whisper of the Old West is carried on the breeze through our rolling hills and historical ranches. We are an undiscovered four-season travel destination offering down-home hospitality, limitless outdoor adventure for hikers, mountain bikers, cross country skiers and snowmobilers of all levels. The Nicola Valley is a camping and fishing playground with "a lake a day as long as you stay". We invite you to stay and enjoy all that our community has to offer.



Coquihalla Country

Connect with nature

City of Merritt

2185 Voght Street
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Merritt, BC
V1K 1B8

Telephone: (250) 378-4224

Facsimile: (250) 378-2600

E-mail: info@city.merritt.bc.ca

Website: <http://www.city.merritt.bc.ca>

What is Rallying?

Performance Rallying is a demanding form of motor sport. Teams and vehicles are pushed to the limits in their quest to beat their competitors and the clock. Rallying is very different from other motor sports. Rally teams consist of two people in each car, one driving and the other (co-driver) giving the driver detailed instructions about the upcoming road. Each calls for the utmost in concentrations, attention to detail, determination and stamina.



Driver's skill, reflexes and endurance are put to the test, racing over previously unseen roads at high speed in all kinds of weather. Drivers must be able to deal with road and weather conditions that can change from corner to corner. It takes a great deal of skill to control a high-powered car on a previously unseen, low-traction road.

Co-driver's (or Navigator's) job is to keep the team on time and on route. The Co-driver reads a special set of instructions called a route book. This book details the entire rally, from start to finish, with exact mileages, depictions of intersections, details on road and corner conditions and yes.... Even where spectators will be found. The Co-driver has a special computer (aka rally odometer) mounted in front of him. This computer reads to the 100ths of a kilometer and can be adjusted and reset. The co-driver uses this device to determine exactly where the team is on the route and matched up the mileages with those in the route book. The odometer can be adjusted to compensate for excess tire spin.



Rallies take place on two kinds of roads; “Transits” and “Special Stages”.

Transits are used to get the competitors to the next special stage. Often, transits are on open public roads. Teams must adhere to all the rules of the road including speed limits and right-of-ways. Because transits are essential to transport the vehicle within an event, all rally cars must be street-legal and have valid insurance, registration and license plates.

Special stages are where the actual competition takes place. Stage roads are closed to general public vehicle travel as the rally cars go through at high speeds. Rally cars are released onto the stage roads at 1 minute intervals and are timed to the second from one end to the other end of the stage. When spectating on stage roads, marshals (orange and green vests) are provided by the organizers to maintain security and safety for the event. Should this security be breached by un-controlled spectator traffic, the stage may be cancelled for safety reason. When spectating, always heed warning from marshals. They will direct you to the safe spectator locations on route.

Continued on page 8

What is Rallying? (Continued from page 7)

Scoring at an event will usually comprise of a number of stages (10-20 per event). Times from all the stages are added up for a total time for the competitor. The lowest total time determines the winners of the rally in each class.

In between some of the transits and stages, **service (or pit stop)** is arranged in a pre-determined area(s). This service stop allows the team to have a break, eat and fix their car. Service crews meet the team at these areas to work on the cars, fill up gas, change tires and repair any damage. At this event, the service area will be on the parking lot of the Railyard Mall. The public is welcome to spectate at the service area and socialize with the service crews and teams. Please be alert and keep clear of traveling rally cars and crews during these service stops.

The rally cars are separated into classes. The fastest class is the **Open class**. These cars are allowed almost unlimited performance modifications, as long as the car remains street-legal. 350-375 horsepower is the norm for this class. Over 225 km/h on gravel roads is possible for Open class cars. The other performance modification class is the **Group 2 Class**. This class is for 2-wheel drive vehicles only with no turbo or supercharging allowed. Besides being street-legal, almost anything goes for performance modifications in this class. The maximum engine size in Group 2 is 2.4 litres.

Production Class (and most popular class) limits the amount of performance enhancements that can be made to a car. The only modifications allowed are for safety and durability reasons; no performance modifications are permitted. These cars closely resemble the cars you can buy at your local dealership. There are 4 production classes determined by their engine displacement. The group N classes are the newest addition to the Canadian Rally Scene. Group N is the international class system used around the world. Similar to production class, these cars allow minimal performance modifications. The group N call allows cars from around the world to compete in Canada and vice-versa. Often in Group N cars, you will find the special engines and equipment which are standard internationally and might not be found in North America cars. Truly a sight to see if you have a chance.

The Mountain Trials Rally is round 5 of 6 of the Western Canadian Rally Championship. This event is also the second opportunity for the organizers to introduce performance rallying to Merritt. In June 2003, performance rallying returns to Merritt as the Pacific Forest Rally which will be the half way mark of the National Canadian Rally Championship that year.

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“ Welcome to Merritt and Good Luck!”



Event Schedule

Friday October 4

17:00-20:30 Registration (Best Western - Nicola Inn)
18:00-20:00 Scrutineering (TireCraft - Merritt, BC)
21:00-21:30 Mandatory meeting for all seed 5 & 6 teams
21:30-22:00 Drivers' meeting and introduction of officials

Saturday October 5

09:30 Start of first leg (Railyard Mall)
14:00-15:00 Lunch stop (Railyard Mall)
15:30 Start of second leg (Railyard Mall)
19:00 End of Rally (Railyard Mall)
20:00 Dinner and Awards (Day's Inn Banquet Room - \$15 at door)



Nicola Inn

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Rally Headquarters for
Mountain Trials Rally..."*

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daysinn@nicolavalley.com

*"... Pleased to be
the host for the
Mountain Trials Rally
Awards Banquet..."*

Rallying... Is it for me?

Rallying is an exciting sport to watch, but it's even more fun to take part in. There are several ways to do this, depending on how much you want to spend and how fast you want to go.

Navigational Rally

Navigational Rallying has been practiced in Canada since the early 1950's, and tests both driver and navigator. Instead of running flat-out, as in a performance rally, navigational events use the Time-Speed-Distance (TSD) formula. In a TSD section, a particular average speed is listed and the teams must drive as close as possible to that speed. Checkpoints are placed at unknown locations in the TSD section and teams are penalized for passing them early or late.

Average speeds are always within posted speed limits, and the road is not closed to the public, so teams must obey all traffic laws. The route usually follows roads that are similar to those used in performance rallies: narrow winding forestry roads, ranch roads and other less-traveled roads. Route finding is generally not difficult, but the navigator has a lot of work to do to keep the driver on time, especially in mid-winter events. There are classes for different levels of navigational equipment, for novices, and for historic cars. TSD Novice workshops are regularly held throughout the year. Excellent way to break into the sport.



Performance Rally

A performance rally team consists of four parts: a driver, a co-driver (navigator), a car, and a service crew. The car can be any street-legal vehicle that was originally sold in Canada or the US. Safety equipment is then installed according to the rules of the Canadian Association of Rallysport (CARS), and will be inspected at the start of every event.

The driver and co-driver must both be members of CARS-affiliated clubs, and apply for rally licenses. There are currently two CARS clubs in BC: West Coast Rally Association (WCRA) and Island Rallysport Club (IRC). Your rally license allows you to enter CARS events in Canada as well as SCCA events in the US, and also puts you in the national rally database, so that you're sure to get notices of all upcoming performance rallies. Once you have your licenses and the car is prepared, there's still one more step: getting a service crew.



The service crew is often unseen, but plays a vital role. Usually they are family members or friends, who come out to the rallies to service the car between stages. Those jobs can range anywhere from filling the fuel tank, changing the tires and mounting the driving lights, to changing a gearbox or replacing bent suspension arms, if the driver has had an unplanned encounter with the ditch.

Another form of performance rallying that is growing fast is Rally-Cross. This form of rallying involves racing against the clock in a secured and controlled area - usually on a dirt field or

private roadway system. General rules comply with CARS regulations. Safety equipment includes an approved helmet (Snell90 or Motorcycle) and 3-point seatbelt. No roll-cage is required - although encouraged. WCRA offers up to 4 of these events a year. Day-licences and memberships available for these events.

Volunteering

Every rally relies on an army of volunteers to make it happen, including radio operators, timing personnel, spectator control. This is a good way to meet people in the sport, and find out more before taking the plunge and preparing your own car.



Brief History of Mountain Trials Rally

The Mountain Trials Rally has more than 40 years of motorsport history in BC. It has been held off and on since the 1960's. While during the 1970's and 80's the rally became famous as part of the Canadian National Rally Championship.

Revived once again in 2000, the Mountain Trials Rally continues to feature challenging mountain roads in BC's central interior to test the abilities of the rally teams and their vehicles. On it's way to re-building it's former status, the addition of the Mountain Trials Rally to the Western Canadian Performance Rally Championship has grown the calendar to a total of six events between Alberta and BC. Mountain Trials also qualifies for Out-of-Divisional points for US competitors in the SCCA Regional Championship.

In the past two years, Mountain Trials was held in the Battle Creek roads of Cache Creek, BC. As the event grew in size and popularity, the demand for a larger venue and fresh road systems made the City of Merritt, BC a natural choice. The move of this event is the second performance event to be hosted by the City of Merritt. With the supportive environment of the businesses, land owners, ranchers and Ministries of the government, it has made for a speedy transition and higher quality of event both for the spectators and the competitors.

The central highway access has also made for excellent attraction to competitors from across the border, from Washington and Oregon. The friendly people of Merritt have welcomed rallying in the most hospitable atmosphere.

You can bet that competitors from both sides of the Rockies and the US will be in a



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"... For all your needs; before, during and after the rally..."

Platinum Sponsor of the Mountain Trials Rally

For more information about Rallying in BC, Please contact:

Regional Director for CARS: Paul Westwick - paul@rallybc.com (604-682-3296)
WCRA President: Ken Kwong - ken@rallybc.com (604-808-0536)

How to get to Spectator sites...

Directions to Spectator Point #1:

From Merritt, proceed along Highway 5 southbound.

- Take Exit 276 (Comstock Road), and turn right at the cattleguard.
- Follow this road for 1.6km, to the top of the hill where it meets Veale Road.
- Follow the marshall's directions to park along the side of the road past the junction.
- You must be in place by 9:15am.
- The competitors will pass this location twice:
- First Pass - from 9:45am to 10:10am
- Second Pass - from 10:40am to 11:05am.
- After the cars have passed the second time, do not leave your location until Rally Sweep has passed your location.
- To return to Merritt go back by the way you came in.

Directions to Spectator Point #2:

From Merritt, proceed south along Voght Street.

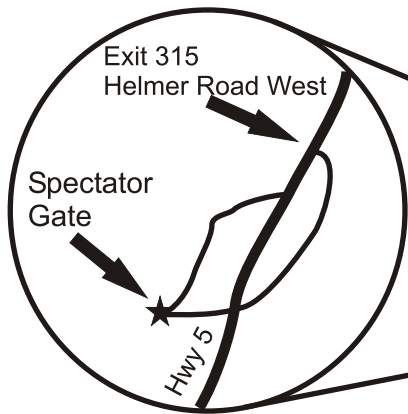
- After crossing a small bridge, keep to the right (don't drive into the Tolko yard)
- And then take the next left onto Midday Valley Road.
- 0.8km from the start of Midday Valley Road, continue straight ahead where it turns to gravel.
- 1.2km beyond that, turn left into the spectator parking area.
- Follow the marshalls instructions on where to park.
- There will be a concession on site.
- Radio NL 1230 AM will be broadcasting live on site.
- The competitors will pass this point three times, running continuously from 12:00 noon to 1:30pm.
- After the cars have passed the third time, return to Merritt by the way you came.

Directions to Spectator Point #3:

From Merritt, proceed along Highway 5 northbound.

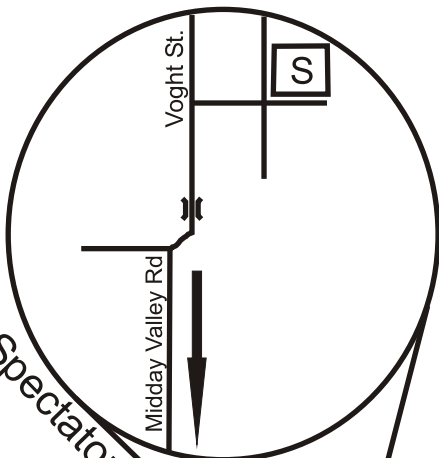
- Take Exit 315 (Helmer Lake), and follow the road around to the right and under the highway to the west side.
- Then proceed straight ahead through the gate.
- Follow the marshalls directions to park in the open area on your right, just past the gate.
- The best viewing areas are about a 1 kilometer walk into the stage from here.
- The cars will pass this area four times:
- 1st pass - from 2:30pm to 3:15pm,
- 2nd pass - from 3:30pm to 4:00pm,
- 3rd pass from 5:00pm to 5:45pm,
- 4th pass - from 6:00pm to 6:30pm.
- After the cars have passed the fourth time, do not leave your location until Rally Sweep has passed your location.

**IMPORTANT: PLEASE NOTE SPECTATOR SAFETY GUIDE
ON INSIDE BACK COVER OF GUIDE**

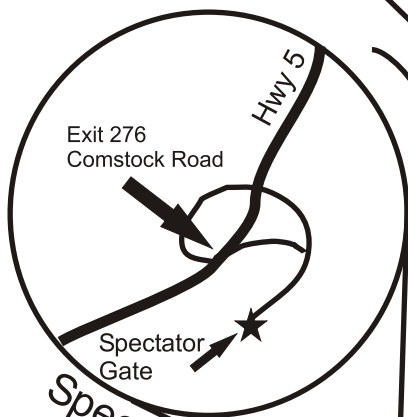


Spectator #3

Exit 315
Helmer Road



Spectator #2

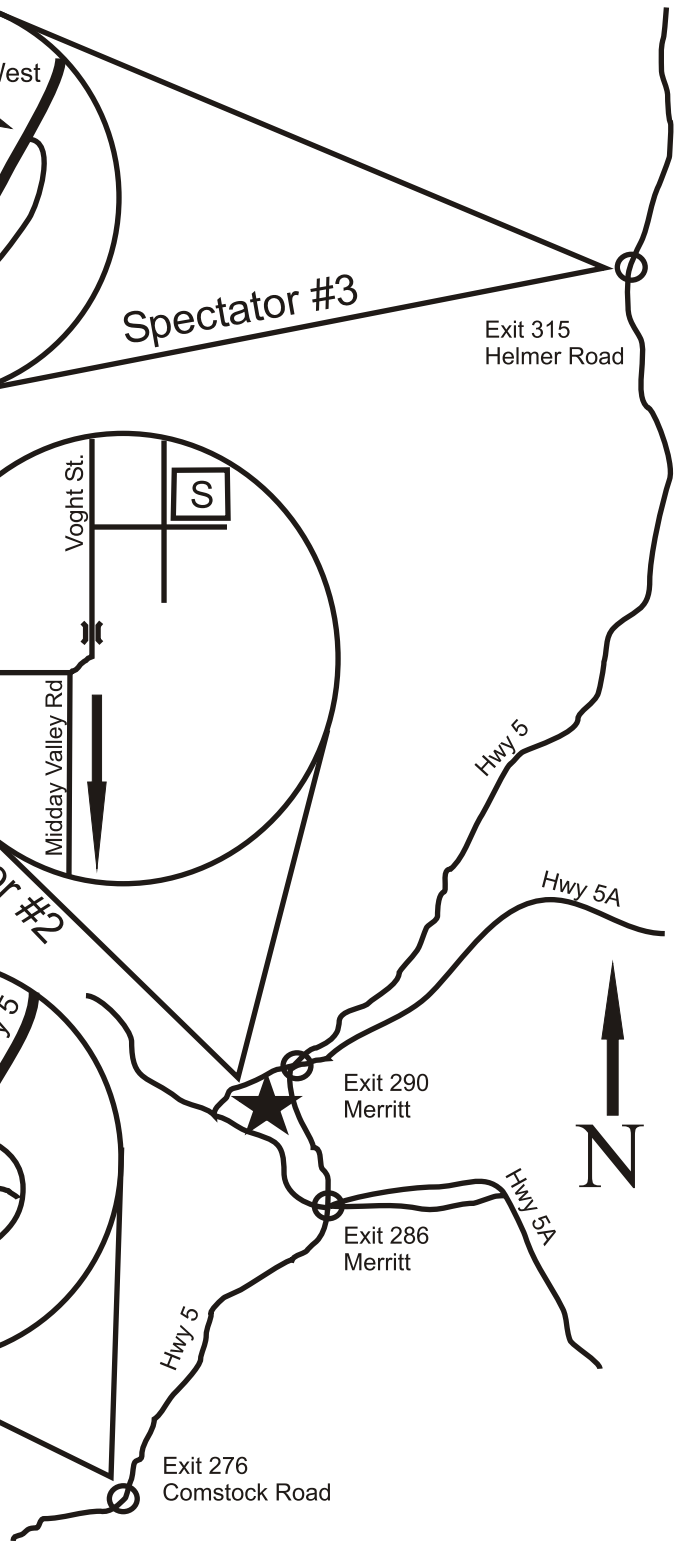


Spectator #1


Exit 276
Comstock Road

Exit 290
Merritt

Exit 286
Merritt




COMPETITOR PROFILES

Team:	ALS Rally Team	
Vehicle:	1992 Subaru Justy	
Drivetrain:	All Wheel Drive	
Class:	Production 1	
Engine:	1.2L transverse mounted, overhead cam, 9 valve, 3 cylinder engine. Multi-port Electronic fuel injection , 72 BHP	
Driver:	Martin Wilson, Vancouver, BC	
Co-driver:	Dennis Wende, Vancouver, BC	
Website:	http://www.rallyequipment.com/alsrally/	
Profile:	<p>A new contender in the Western Regional P1 class, the ALS Rally Team is being used to promote awareness and raise funds for the ALS Society of B.C. (Amyotrophic Lateral Sclerosis also known as Lou Gehrig's disease).</p> <p>Martin Wilson started in TSD rallies in B.C., in a Lotus Elan (Alaska Rally 1992 winner), BMW 2002, and a Porsche 911, Martin has over 10 years experience, enhanced by a rally driver's course in Wales, UK at the Forest Experience Rally School (class winner), and has taken the B.C. historic class champion prize several times. Last year Martin was driving the Toyota Corolla previously driven to victory by Taisto Heinonen in the Canadian Rally Championship of 1980.</p> <p>Dennis Wende, with 30+ years of rallying experience as a navigator, driver, organizer, rally steward, club and region executive. A 6-time BC navigational champion in his 1993 Subaru Legacy Turbo and a champion in the 70's as well as Western Canadian Champion, Dennis has 70 Canadian lifetime co-driver points for his previous performance rally activity in the 70's.</p>	
Sponsors:	Sign & Graphics Department of Pacific Production Support Ltd. in partnership with the Vancouver Film Studios; rallyequipment.com., Martin's Forklift Service, Kal Tire and donations to ALS by The Riley Waterfront Café in Vancouver.	


Team:	DCRally Team	
Vehicle:	1981 Toyota Celica GT	
Drivetrain:	Rear Wheel Drive	
Class:	Group 2	
Engine:	2400 cc, 22R, 105BHP	
Driver:	Chad Manley, North Vancouver, BC	
Co-driver:	Travis Streb, North Vancouver, BC	
Website:	http://www.dcrally.ca	
Profile:	<p>Mountain Trials Rally 2002 will be the first performance rally for Travis and Chad. Their first rally was a TSD rally just over a year ago when they were 16. The Celica rally car has had a transformation over the last two years to prepare the team for a higher level of rallying. Chad has recently driven to his 2nd, #2 place finish at the MRC series. Look for the dcrally team to put on a show.</p>	
Sponsors:	eBusiness Applications, Instigate Apparel.	


COMPETITOR PROFILES

Team:	RSport Rally Team	
Vehicle:	1998 Subaru Impreza	
Drivetrain:	All Wheel Drive	
Class:	Production 4	
Engine:	2.5 L – Flat Four 165 BHP	
Driver:	Scott Trinder, Vancouver, BC	
Co-driver:	Bob Trinder, Vancouver, BC	
Website:	http://www.rmtcontracting.com/rsport	
Profile:	<p>The RSport Rally team currently sits 1st in the Production class (P4) entering this 5th round of the Western Canadian Rally Championship. Scott has recently been driving for Knight Motorsports Inc. in an Open Class Subaru Impreza 2.5RS Turbo. He has shown to be a strong competitor placing in the top ten in every event entered: (SCCA Pro Rally Championship: RIM of the World, Pikes Peak, and Wild West). RSport Rally driver Bob Trinder has chalked-up some impressive results in the teams Production Subaru placing 1st in Class at the Dryad Quest Rally and second in class at the Wild West rally. The father and son team placed 6th Overall in the 1997 Panama to Alaska Marathon Rally.</p>	
Sponsors:	RMT Contracting, Three Y'S Machine Shop, Richmond Auto Body, Ad-Print "the decal people", Pacific Parts, NGK	


Team:	Third-Lane Motorsports	
Vehicle:	1988 VW Golf	
Drivetrain:	Front Wheel Drive	
Class:	Group 2	
Engine:	1.8 L, 139 BHP	
Driver:	Noah Third, Portland, OR	
Co-driver:	Jason Lane, Burnaby, BC	
Website:		
Profile:	<p>This team has been together since 1996. While still students, they built their first rally car, a 1975 VW Rabbit, in a friend's garage. They entered it in the Bainbridge Rally Sprint on Vancouver Island on April 30, 1996, they rolled it, righted it and finished the last stage to place fourth in a field of four. From this rather precarious beginning, Third-Lane Motorsports went on to compete in Washington and Oregon the next 3 years, entering up to 10 events a season. In 1998, Noah was 1st Place Driver in the US National ClubRally Championships while Jason, having been absent from one rally, placed 2nd in the Co-Driver's category. In 1999 they finished in 1st place in the 1999 NORPAC ClubRally Championships, but were unable to compete in the nationals—the car had had enough. Noah now lives in Portland, Oregon while Jason resides in Burnaby, BC. The past two years, Jason has been commuting to Portland to work on the new car, an 1988 VW Golf. The team wishes to thank their sponsors for their patience, next year will see the Third Lane Motorsports team competing for a full season throughout the Pacific Northwest.</p>	
Sponsors:	Ainsworth, Inc.; Autotech Sport Tuning; Driver's Edge Autosport; DMS/Dave Clark Motorsports; Hot Water Performance; Lance Hayward; MPH Specialties; Siverstone Tires (Tabor Rally Team)	


COMPETITOR PROFILES

Team:	eAutomobilia.com Rally Team	
Vehicle:	1980 Toyota Corolla	
Drivetrain:	Rear Wheel Drive	
Class:	Group 2	
Engine:	2000cc inline-4, 16 valve, overhead cam, fuel injected, 240 BHP.	
Driver:	Ted Wilkinson, Vancouver, BC	
Co-driver:	Bill Westhead, Vancouver, BC	
Website:	www.eautomobilia.com	
Profile:	<p>In its 3rd season, this team has shown steady improvement and new-found speed following a complete engine rebuild earlier this year. The team returns to Merritt on a high note, having lead most of the Pacific Forest Rally back in June.</p> <p>Ted Wilkinson is an accomplished TSD rallyist, having previously won the Historic Class in the Thunderbird Rally several times over. This is his third year driving this very special rally car, an ex-Canadian National Championship winning 1980 Toyota Corolla, previously driven by 5-time Canadian champion Taisto Heinonen.</p> <p>Bill Westhead has been a performance rally co-driver since 2000 and his top-ten finish credits include both the Big Horn and Rocky Mountain National rallies in Alberta. His best finish to date was 2nd overall in the 2000 Pacific Forest Rally. Bill also got his start in TSD rallies, winning the 1998 WCRA Novice Championship for navigators.</p> <p>At this year's Pacific Forest Rally, Ted and Bill were in a strong position at the head of the field before mechanical gremlins stopped their winning run on the last stage, dropping them to fifth overall. Earlier this year Ted and Bill took second in Group 2, 10th overall at the Doo Wops III SCCA ClubRally in Olympia, WA. In 2001 they finished seventh overall, third in class at the Mountain Trials Rally.</p>	
Sponsors:	eAutomobilia.com / Wilkinsons Automobilia, Rallyequipment.com, OMP, NGK Spark Plugs	


Team:	Quickie Rally Team	
Vehicle:	2000 Subaru WRX	
Drivetrain:	All Wheel Drive	
Class:	Production 4	
Engine:	2.0 L, Sequential multi-port fuel injection system 227 BHP	
Driver:	Meran Arefi, Coquitlam, BC	
Co-driver:	Dan McLean, Vancouver, BC	
Website:		
Profile:	Photo by Seb	
Sponsors:	Quickie Printing Service, Driver's Edge Autosports, OMP, Specialty Subaru	

COMPETITOR PROFILES

Team:	11tenths Racing	
Vehicle:	1985 VW Golf GTI	
Drivetrain:	FWD via VW Motorsports Gearbox w/Limited Slip	
Class:	Group 2	
Engine:	1800cc Fuel Injected 4 cylinder 111 BHP	
Driver:	Derek Bottles - Lopez Island, Washington	
Co-driver:	Le Roi Smith - Seattle, Washington	
Website:	www.11tenths.com	
Profile:	<p>Derek Bottles drove his first rally at the age of 19 in 1989. He has been in and out of the sport as time permits. Derek has rallied with a RWD Mazda RX2 a 4wd Mazda 323GTX and is now competing in a FWD VW Golf GTI. This will be the 2nd event for the Golf- the Wild West Rally in Olympia, Washington last month was the shake down for the car. Derek and Le Roi Smith, the co-driver, have been working together as a team since 1988 when they both raced on the Sailing Team at the University of Washington. Last time out together they finished 2nd in Class 3 at the 2002 DooWop rally in the Mazda 323GTX. This is their first Canadian event, so it will be a learning experience. Le Roi is a Project Manager for Getty Images and Derek is the Chief of Technology for R.C. Hedreen, Co.</p>	
Sponsors:	F5 Networks, TeraBeam, Pacific Rim Automotive, JAVB Imports, DMS -USA and Dave Clark Motorsports, MagnaDrive, Hilton Seattle, Elliott Grand Hyatt Seattle, Madison Hotel	


Team:	The Feminine Touch	
Vehicle:	1985 VW Golf GTI	
Drivetrain:	Front Wheel Drive	
Class:	Productions 3	
Engine:	1800 cc Fuel Injected 4 cyl. Normally aspirated 105 BHP	
Driver:	Penny Zuk, Calgary, AB	
Co-driver:	Rome Awde, Calgary, AB	
Website:		
Profile:	<p>Penny, from Calgary, had an eventful first year in rallying in 2001 and is committed to entering all of the rallies in the 2002 Western Canadian Championship in the P3 class.</p>	
Sponsors:	Montgomery Auto Parts, Cosmos Collision, Speedy Auto Service, and MYMACDEALER in Calgary	


COMPETITOR PROFILES

Team:	Scuderia Hysteria	
Vehicle:	1973 Toyota Corolla	
Drivetrain:	Rear Wheel Drive	
Class:	Group 2	
Engine:	1800cc Pushrod	
Driver:	Peter Hill, Calgary, AB	
Co-driver:	Leanne Junilla, Calgary, AB	
Website:		
Profile:	<p>As the team name implies – we are in this strictly for the laughs.</p> <p>Peter, from Calgary AB, has been competing in regional and national rallies for the last 30 years in cars as different as an MGB to a Mazda 323 AWD, starting in England in 1970. Best national finish: as a Driver 4th on Lobster Rally 1980 and as a CoDriver 2nd on Pacific Forest Rally 1982.</p> <p>Leanne, also from Calgary, is in her first season of co-driving, and coming off a good 4th place on this year's Pacific Forest Rally is looking for another good result on Mountain Trials.</p> <p>This car is custom built 1800cc pushrod on dual Weber side-draught carburetors. Completely stock bottom end, but lots of head-work. Peter claims it's got some power, but not much. It's drive train is stock 1980 - 5 speed, with 1978 truck rear axle. And it's front suspension is 1981 Struts and brakes with TRD springs and KYB inserts and in the rear, it's TRD leaf springs and KYB shocks</p>	
Sponsors:	Tirecraft	


Team:	AACE Rally Team	
Vehicle:	Toyota Celica All-Trac	
Drivetrain:	All Wheel Drive	
Class:	Open	
Engine:	Turbocharged 220 BHP	
Driver:	Zbigniew Szewczyk, Calgary, AB	
Co-driver:	Tomasz Karzynski, Calgary, AB	
Website:	http://www.aafce.ca/rallyteam.html	
Profile:	<p>Zibi became interested in rallying in the early 1980's in Poland. He took second overall and first novice driver in the 2000 Western Canadian Rally Championship. Tomasz has been highly involved in rallying in Alberta for many years as a co-driver and organizer. For 2002 the team competes under the umbrella of Alberta Association for Conductive Education, a not-for-profit private foundation to support children with cerebral palsy. Their motto for the 2002 rally season is "Turn Right for Special People".</p>	
Sponsors:	Heninger Toyota, Polimark, 3M Trim-Line, ZZ Construction,	

COMPETITOR PROFILES

Team:	G-OK Pro-Rally Team	
Vehicle:	1992 VW Golf GTI	
Drivetrain:	6-speed – FWD	
Class:	Group 2	
Engine:	2 L - 16 Valve - Programmable Fuel Injection 190 BHP	
Driver:	Gord Olsen, Brooks, AB	
Co-driver:	Kathy Olsen, Brooks, AB	
Website:		
Profile:	<p>The 2001 Canadian Group 2 Champions from Brooks, Alberta are currently leading the Group 2 Championship for 2002.</p> <p>Gord, the designer/engineer/technician/driver of the award winning Group 2 Volkswagen Golf, has been busy through the season preparing the car for what he hopes to be another championship season.</p> <p>Kathy, the co-driver/team manager, is looking forward to defending not only their Canadian Group 2 title, but her 2001 Canadian Ladies Championship as well.</p> <p>In addition to these national titles, this team has also held the title of 1999 Rallywest Champions and six time Rallywest Group 2 Champions, and are currently leading in the Rallywest points standing. They have just returned to Western Canada after competing in the Rallye Defi – St Agathe (Quebec) and the Rally of the Voyageurs (Ontario). They look forward to their first time rallying in B.C.</p>	
Sponsors:	G-OK Heating & Air Conditioning Ltd. & Allied Distributors	

Team:	Team Ogrocki	
Vehicle:	1998 Subaru Impreza RS	
Drivetrain:	All Wheel Drive	
Class:	Production 4	
Engine:	2500 cc, flat-four, normally aspirated, 165 BHP	
Driver:	Maciej Ogrocki, Edmonton, AB	
Co-driver:	Joe Payne, Vancouver, BC	
Website:		
Profile:		
Sponsors:		

COMPETITOR PROFILES


Team:	Rat Racing	
Vehicle:	1998 Subaru Impreza RS	
Drivetrain:	All Wheel Drive	
Class:	Production 4	
Engine:	2500 cc, flat-four, normally aspirated, 165 BHP	
Driver:	Graham Burnley, Ardrossan, AB	
Co-driver:	Martin Burnley, Ardrossan, AB	
Website:		
Profile:		
<p>Family rally team in the first year of performance rallying, having had good finishes in the Cochrane and Bighorn rallies and having been running in TSD's for the previous couple of years. Car is a stock Subaru with the specified safety mods, and upgraded suspension. Graham (23) has been a motocross rider for ten years, and in addition to his MX experience, has taken several performance driving schools including the CSCC Rally school.</p> <p>Martin (49) learned to navigate in the U.K. and after a long absence from the sport, is thrilled to be back in the hot seat.. In addition to Co-Driving, Martin has also spent many years motocross racing, and has been involved in many other forms of motorsport in recent years.</p> <p>The car was developed last winter, with the Calgary rallycross events and the Boreal forest of the north being used as testing grounds. The car runs on Silverstone Tires in the gravel, and BF Goodrich in the snow.</p>		
Sponsors: Needed!!!		



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COMPETITOR PROFILES

Team:	Ross Foster Racing	
Vehicle:	1988 Mazda 323GTX	
Drivetrain:	4WD	
Class:	Production 4	
Engine:	1.6L 4-cylinder, turbo-charged (Mazda B6T) 132 BHP	
Driver:	Ross Foster, Auburn, WA	
Co-driver:	Alan Perry, Bainbridge Island, WA	
Website:	http://www.snowmoose.com/motorsports/	
Profile:		
<p>Ross Foster and Alan Perry both made their debut in stage rally this season. The team has competed in a number of rallies, running events in Washington, Oregon, Colorado, Alberta, and British Columbia.</p> <p>Previously, Ross Foster was three-time Tri-County League Hot Wheels Champion as well as a Snohomish County Tractor Pull regular and continues to compete in Freestyle Inline Skating between rallies. Honest.</p> <p>Alan Perry's previous racing experience includes brisk TSD rallies and autocross. He also develops rally software that runs on Palm and Pocket PC handhelds and is also a parttime motorsports journalist, covering CART races for motorsport.com.</p> <p>Photo courtesy of Jim Culp/prorallypix.com.</p>		
Sponsors: Auburn Downs Automotive, Snowmoose Software, motorsport.com		

Team:	Rage Racing Team	
Vehicle:	1992 Eagle Talon	
Drivetrain:	All Wheel Drive	
Class:	Open	
Engine:	2000 cc 4cyl turbo 250 BHP	
Driver:	Janice Damitio, Montaseno, WA	
Co-driver:	Amity Trowbridge, Seattle, WA	
Website:		
Profile:		
<p>Too much to list – just keep your eyes out for these ladies! They are FAST!</p>		
Sponsors: Rage Racing, Wyndriver Ranch, Brooklyn Tavern		

COMPETITOR PROFILES

Team:	JKMotorsports	
Vehicle:	1992 Eagle Talon	
Drivetrain:	AWD	
Class:	Open	
Engine:	2000 cc 4cyl turbo 250 BHP 250 Ft-lb torque	
Driver:	Janusz Komorowski Jr. Calgary, AB	
Co-driver:	Keith Morison, Calgary, AB	
Website:	www.jkmrallyteam.com	
Profile:	<p>Two time defending Western Canadian Rally Champion Janusz Komorowski has teamed up with rookie co-driver Keith Morison in an open class car to campaign the 2002 season. Battling some issues from earlier in the season, the pair still have their eyes on the championship but find themselves in a must win situation for the last two events. Komorowski, 22, is currently a university student. He started rallying at the Calgary Winter Rally in 1999 and had his first overall win at that same event a year later. Hi highest finish in a national field was 5th overall at the 2001 Bighorn Rally</p> <p>Morison juggles several projects, the primary one as a photographer for the Calgary Herald. His first rally was the 2001 Kananaskis Rally where he co-drove for Dave Grier in a Celica Alltrac. His highest finish is a 2nd overall at the 2002 Cochrane Rally of the Ranchlands.</p>	
Sponsors:	SUM Canada, TSI Insulation, Speedville, Morison Communications,	

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COMPETITOR PROFILES

Team:	Cavett Rally Motorsports	
Vehicle:	1995 Subaru Impreza WRX	
Drivetrain:	All Wheel Drive	
Class:	Open	
Engine:	2000cc flat4, 16 valve, turbocharged, 240-260 bhp	
Driver:	Gary Cavett, Seattle, WA	
Co-driver:	TBA	
Website:		
Profile:		
1998		
July of 1998 purchased first Rally Car, an ex works Subaru RX turbo open class car. Became involved in the Oregon Rally Group.		
1999		
Started racing SCCA Rally Cross, and SCCA Club Rallies.		
1999 SCCA Northwest Region Rally Cross Open class -2nd place		
2000		
2000 SCCA Oregon Region Rally Cross Open class Champion		
2000 SCCA Northwest Region Club Rally Class 3 Drivers Champion		
2001		
Feb 2001, built 2nd Rally Car– a PGT class Subaru Impreza AWD		
Sept 2001, 3rd place in PGT Class at Wild West Pro Rally		
2001 SCCA Northwest Region Rally Cross PGT Class – 2nd Overall		
2001 SCCA Northwest Region Club Rally PGT Class 2nd Overall		
2001 SCCA Northwest Region Club Rally Class 2 Driver – 4th Place		
2002		
Switched from PGT to Open class putting a 2.0 turbo engine in the Subaru Impreza.		
First event with new car April 2002 at Oregon Trail rally 9th overall and 4th placed Subaru.		
Set 2nd fastest stage time on 3rd stage of club rally entries. Subtracting a time control error of 2mins would net the team a 2nd place overall in club rally.		
Second event: Dryad Quest rally 3rd overall, 1st place Subaru, and 1st in region class. Not one of the stage times was slower than 4th fastest overall!		
Sponsors: Auburn Subaru, Castrol, SubieGal.com, MilKey Corp, Performance Radiator		



SPECTATOR SAFETY

Study the Diagrams:
All **RED AREAS** are 'NO-GO'
Being these could cause
delays or cancellation
of the stage.



DESPITE THE ORGANIZERS TAKING
ALL REASONABLE PRECAUTIONS -
UNAVOIDABLE ACCIDENTS CAN
HAPPEN. IN RESPECT OF THESE -
YOU ARE PRESENT AT YOUR OWN RISK.

Don't:

- ! Stand on the stage road
- ! Stand below the level of the road
- ! Stand in front of arrows or signs
- ! Stand in Prohibited Areas
- ! Stand or sit on or near log piles, walls of fences
- ! Sit close to the edge of the road
- ! Block escape routes
- ! Be distracted
- ! Destroy the trees or bushes
- ! Play games with your safety or that of the drivers
- ! Remove Stage signs or arrows
- ! Be the one that Stops the stage

Always:

- ! Expect the unexpected
- ! Listen for approaching cars
- ! Remain Alert
- ! Leave yourself room to move quickly
- ! Try to keep behind something solid
- ! Remove all garbage with you
- ! Keep children under supervision
- ! Keep dogs on a lead
- ! Do as the Marshals ask
- ! Help the Marshals to run a safe stage

Be Sure That:

- ! The unexpected can happen
- ! If you ignore Marshals' instructions the stage will be stopped

Please Protect:

- ! Yourself
- ! Others around you
- ! The stage route
- ! Rallying
- ! Motorsports

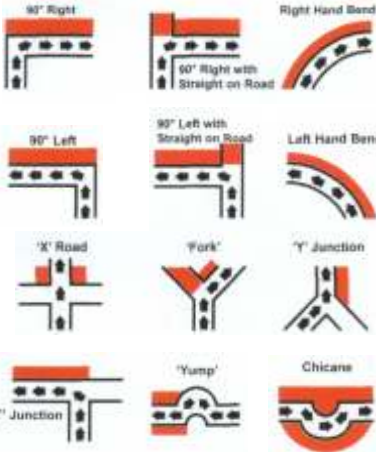
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