

Airtime

FREE
December, 2004

BRITISH COLUMBIA'S RALLY UPDATE



This Issue...

TARGA NEWFOUNDLAND

Chasing the Novice Title

IRC - A Year in Review

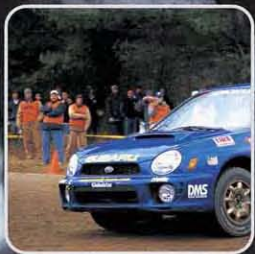
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Pace Notes



As you read through this Year-In-Review issue of Airtime, you'll see that 2004 was another successful year for rallying in British Columbia. As the club matures, it's great to see a new wave of active members coming forward to help out behind the scenes. Hopefully we'll now see some of the previously overworked and incredibly dedicated folks out in their own cars that I know they've had tucked away in a garage for a few years. There were (and still are) some people in the club who sacrificed a lot to make sure the rest of us got to rally. You know who they are, so let's support them any way we can to make sure they hit the stages next year!

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With National performance rallying in Canada and the USA undergoing some changes, it's comforting to know that the Western Canadian Championship is running smoothly, with great competition and organizers. The decision to go with pacenotes this year seems to have been a big success, and has brought the series some great recognition from outside the region.

The 2004 TSD series has been great fun again this year, with lots of harrowing and funny stories from the competitors after each event. No sooner does Totem end and the holidays pass, Thunderbird is upon us again so get those winter tires on and find the tow ropes!

I'm excited to say that Airtime will be even bigger and better next year, as a team of people have come together with various specialties to help spread the workload. As always, we need the contributions from the membership in the form of articles, photos, or ideas. You can write a novel if you want, but shorter is actually better for the newsletter. It could be a 300-word point-form how-to piece, or a longer 1000-word event review from your perspective...you decide!

Thanks again to all the people who made rallying happen in BC this year, and to all the people who have stepped up to take on new roles for 2005.

May the roads be slippery and the snowbanks soft this winter!

Warwick



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WCRA Teams take on Targa = 2004

Targa Newfoundland Rally

VANCOUVER – At the time, the call seemed to come out of nowhere: two Toyota Corolla's from Vancouver were heading to the 2004 Targa Newfoundland Rally with two drivers, but just one co-driver, did I want to help complete the picture by becoming the second co-driver? Well, a question like that only comes along once in a lifetime, so what choice does one have but to graciously accept before whooping for joy once the phone is hung up!



Bill Westhead and Christian Chia at Targa Newfoundland

For me, the word "Targa" has always conjured up the image of classic sports cars of the 1950's and 60's racing on winding public roads. Many years of open road rallies held in the mountains Sicily have instilled myth-like qualities to this otherwise strange Italian word for "plate". Here is why you too would have whooped like I did upon hearing the word in this context...

Since 2002, the Targa Newfoundland Rally has worked to become the ultimate North American tarmac rally. After competing in the 2004 edition of the rally, with driver Christian Chia in the Open Road Toyota 1985 Corolla GTS, I can attest to the fact that the organizers are well on their way to meeting this lofty objective! Christian and I joined Bob and Adam Trinder of Vancouver in their 1986 Toyota Corolla GTS for a two-car, BC invasion of Targa Newfoundland at the place they call "the rock".

Now, those readers familiar with the west coast rally scene will likely recognize the name Bob "Twiz" Trinder of RSPort Rally, but did you know that Bob has rally roots that go way back to the days of his youth spent across the pond in the UK? Well for Targa Newfoundland, Bob arranged to hook up with

Now, those readers familiar with the west coast rally scene will likely recognize the name Bob "Twiz" Trinder of RSPort Rally, but did you know that Bob has rally roots that go way back to the days of his youth spent across the pond in the UK? Well for Targa Newfoundland, Bob arranged to hook up with some of his old English rally mates and they dutifully appeared with what can only be described as a tarmac rally special: a Darrian T9. This glass fibre bodied car weighs less than 900 kg and is powered by a Cosworth derived twin cam "lump" complete with a Formula Ford-style Hewland transaxle. A true ringer car for an event like Targa!

The format for Targa Newfoundland combines the thrill of rally with the speeds and grip of circuit racing. This unique rally event challenges crews to set consistently quick times without competing for all out terminal velocity. Each competitive section has an assigned "Base Time", which must be beaten to avoid the accumulation of penalty points. Base times tighten up as the event progresses and no one has ever finished without getting at least a few seconds worth of penalties over the week-long event. Vehicles are grouped together in age and displacement classes to compete for trophies. There are no overall event winners (in theory at least), and the challenge of just completing a 2 200 km long rally is reward enough for most.

The event began with two days of relaxed preparations – from registration, to scrutineering, to official welcomes – the highlight of which were nightly "car shows" where the people of St. John's got to meet the competitors and their cars. However, once the rally got properly underway the crews settled into a



Christian Chia signing autographs for some school children

brisk pace designed to "separate the wheat from the chafe" and test the endurance of both man and machine. This is where good car preparation and experienced competitors would prove their worth.

There followed five more days of combined Targa and transit stages, covering some 2 200 kilometers. We touched on three separate

coasts of the wonderful Newfoundland countryside and went through countless small fishing out ports where locals and their kids waved at every opportunity. Yes, this is the stuff rally dreams are made of – where else in the world can you speed between clipboard seaside bungalows while being cheered on by the owner? Rest stops and lunch breaks were intelligently spaced and timed to connect with everyone: from overwhelmed school-age children, to grizzled veterans of a life spent earning a living from the sea. It seemed everywhere we went the people of Newfoundland welcomed us with big hearts, warm words and a charming curiosity in all things Targa. What a pleasure it was to feel genuinely at home on the far side of the continent and at the other end of the country.



Group 2 finishes - Christian Chia, Bob Trinder and Adam Trinder

In retrospect, seeing the fleet of Targa competitors in their Austin Healey's, Ford Mustang 9's, Porsche 911's, BMW's, Volvo's, Toyota's, Corvette's, etc winding their way through some of Canada's most spectacular seaside roads has got to rank as one of the most inspiring visions of rallying in this country. Meanwhile the camaraderie amongst the competitors from all corners of North America, plus Australia and the UK, was only matched by the openness with which we were all welcomed by the people of Newfoundland. And, in the true spirit of rallying, everyone went out of their way to ensure the vehicles were kept in the running – which was good thing too, as that Darrian T9 needed a TIG welder on more than one occasion!

So, if you ever thought that spending your vacation competing in five straight days of back-to-back tarmac rallies on some of Canada's best roads was a good idea, then start the planning now to make Targa Newfoundland one of your life objectives – you won't be disappointed. With thanks to Christian Chia, Open Road Toyota, Bridgestone, Steve Nayler, Bob and Adam Trinder, Tom Lambert, Peter Keel and Brian Curd.

by Bill Westhead

2004 British Columbia Regional TSD Rally Championship

Congratulations to the following teams for winning their class!!

| Class | Driver | Points | Navigator | Points |
|------------|---------------|--------|-----------------|--------|
| Unlimited | RJ Carroll | 34 | Ren Carroll | 36 |
| Paper | Dan Fealk | 18 | Stuart Fealk | 18 |
| Novice | Shawn Edstrom | 33 | Geoff Gauthier | 33 |
| Historic | William McRae | 33 | David Harms | 33 |
| Calculator | Martin Chung | 37 | Christa Monasch | 37 |
| Overall | RJ Carroll | 62 | Ren Carroll | 64 |



photo - Mike Stanley

"Ren and RJ Carroll, 2004 BC TSD Champions"

2004 Western Canada Rally Championship

Well done to the following competitors!!

| Class | Driver | Points | Navigator | Points |
|---------|-----------------|--------|----------------|--------|
| P4 | Norm LeBlanc | 39 | Owen Parsonage | 42 |
| P3 | Neil Wright | 37 | Lorna McInroy | 37 |
| P2 | Michel Monette | 18 | Chris Monette | 18 |
| Gp 2 | Tom Machnik | 28 | Amy Machnick | 28 |
| Gp D | Eric Grochowski | 45 | Leanne Junnila | 42 |
| Open | Maciej Ogrocki | 34 | Greg Karenko | 34 |
| Overall | Norm LeBlanc | 83 | Owen Parsonage | 87 |



photo - formulaphoto

"Joe Battrock and WRC Champion Co-Driver Owen Parsonage in flight at Pacific Forest Rally 2004"

VW's stick together! By Doug Tewniou

Round 5 of the Canadian Rally Championship presented by Subaru Canada took place once again this year in Merritt, BC and turned out to be a short day for the Adrenaline Rally Golf as we were unable to complete course opening duties due to a bent control arm resulting in a failed drive-shaft on special stage 9/14, Mab Lake.

It all started on SS1 when we came across a volunteer that was out of position. As we were backing up the stage (no room to turn around) to place him, I made a driver error and put the front left wheel into the bank and hit a stump that lifted the car up. After this, the steering wheel was 90 degrees off center and the steering very unresponsive. We struggled through two more stages when it became apparent the car was going the direction it wanted to and I lost control on an easy right into a pile of logs and branches and ended up just off the road. After a few minutes of tugging tree parts from under the car, we were able to climb back out.

By the end of the stage, I could barely control the steering so we retired to service. I would like to thank the service crew of car #33, Chung/Monasch as they performed a quick visual alignment which improved the handling somewhat and got us back on the road without missing a special stage. However, it was apparent something else was wrong

We were able to struggle through a few more stages and things felt a bit better however when climbing a hill on the second pass of Mab Lake the left drive shaft exploded putting us out of the event. I figure the control arm was bent putting stress on the drive shaft which caused it to fail. Sunday morning after the event, I spent three hours in the pouring rain and snow installing a new drive shaft giving the car forward momentum but the steering was still unsafe so I opted to have Merritt Towing flatdeck the car back to Vancouver.

That's rally!



Course opening at PFR '04

MBCU by David Hartling



A year in the Novice Championship. By Shawn Edstrom

I learned to drive in the hills of Kamloops and have always been a spirited driver on loose surfaces. When I learned that a regular guy could rally, I jumped on the rallybc website and was at the next event, Gold Digger Rally 2003.

I turned up with a good friend as navigator and we did well for our first time, a respectable third in class. As the end of the season rolled around I was looking for a regular partner and fortunately so was Geoff Gauthier and that is when we formed Team Lummer Racing. Since I tend to lose my lunch pretty easy, Geoff jumped into the passenger seat with calculator and pen. We decided we would try and contest every event in 2004 in our goal to win the novice class of the BC TSD championship.

Next was Heart of Darkness. It ran throughout the night, and was pretty tiring. I don't remember more detail than that, except that when it was all done in the morning, we were happy to find that we finished first in class and fourth overall!

Coast-to-Coast was the third stop in the Championship. We missed the ferry we wanted and had to sleep in the car the first night, but it did get better as the weekend went on. The roads we encountered in C2C were excellent and we had all sorts of weather. It made for a great adventure. We arrived in Victoria at the end of day two and found that we had again won the novice class and were very excited!

Gold Digger 2004 marked our fourth event in the championship. I drove from Kamloops to meet Geoff in Pemberton and this was an amazing drive but also a long one. For the first time ever, my car overheated and I spent a bit of time sitting on the side of the road for it to cool down. When I arrived in Pemberton the car was running well again and my worries had been put to rest. Not a good idea. On the first uphill stage the car started to overheat again. For the rest of the rally, we had to make the CAS second priority and drive to the speed the car wanted. Luckily we did finish but came in a disappointing 8th place. When we looked at our score of under 200 points through the whole night, it was a decent event for us, but it just wasn't good enough to beat the rest of the field. Gold Digger brought us some of the toughest competition we had seen so far in the novice class as it was the debut of the Doug Tewnton and Brian Carriere team. These guys did an excellent job at Gold Digger and were starting to put some pressure on us for the next event in the series.

Midnight rally brought us back to Vancouver Island, which I am starting to enjoy as the ferry rides make for much fun. The rally was also a

lot of fun, with a ton of great roads that I have never seen anything like before in my life. Geoff and I had an awesome time and finished well enough to lock up the title of BC TSD Novice that night.

For Totem rally, with the standings likely to not move at all, and the money bags drying up, we decided we would check point and help out all those volunteers that had helped us through



photo - marlin chung

"Geoff, Shawn, Ren and RJ headed to the island"

the year. Check pointing this event gave us a greater appreciation for the work that the volunteers, rally masters and stewards put into all the events that we enjoy. It also proved that you can get more lost check pointing than you can competing...oops!

I would like to thank the people that helped us through the year, whether by putting on events or helping us when we needed a tool or a dollar. I want to send an extra thanks to Ren & RJ and all of Team Fugawi for their knowledge. As well Brian and Doug, and Mark and Keith for such great competition all year long. For 2005, we will take a step back from competing and focus on running what we hope to be again, a very exciting and educational TSD novice series. Stay tuned to RallyBC.com for details!



photo - Shawn Edstrom

"Geoff Gauthier in the navigator's hot seat of the Lummer Racing Legacy"

Thunderbird was our first event, and also Geoff's first rally navigating. Thanks to friends in Team Fugawi, and Kamloops Rally Sport, we were able to pick up enough of the math to hit the road with some idea of what to do. We finished the first day second or third in class, which we were pretty happy with, and we just had one little mix up. Towards the end of day one, we looked down the road and could not see a car in front of us, and could not see a car behind us. We doubted our navigation and decided to turn around. Big mistake! We ended up meeting a car that was seeded 4 spots behind us. So we turned around again and tried to stay on track for the rest of the weekend. We learned that we need to really believe in our skills and to keep going, and not doubt so quickly. This has helped us more than once through the rest of the season. When the end of the rally came, we had finished a very pleasing second in novice class.



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IRC 2004 - A YEAR IN REVIEW by Brian Carriere

The Island Rallysport Club on Vancouver Island had an excellent year in 2004! We held 3 TSD events, as well as great TSD & Rally-X schools. Many members worked very hard at these events and each one was fun and exciting! Also, a good number of IRC members had a strong showing in Performance & TSD events Provincially, Nationally and Internationally; as far east as Quebec, and all the way down to California! Way to go for making the Island known for growing competitive yet friendly rallyists!

April 17- TSD Rally School. There were 9 students and 5 instructors for 2004. The school consisted of classroom instruction covering all aspects of TSD rallying incl. what to expect in an actual event, how to do calcs, and what equipment can be used. Then after lunch it was into the cars and out on the dirt! 2 brief regs were run resulting in smiles all around! Well run and sure to be an annual success! The 2005 edition to be held on April 9.

June 5/6- Coast to Coast TSD. BC Championship #3, Pacific Coast Championship #1, Island Series #1. 2 words: FAST & FUN!

Arguably the fastest TSD in Western Canada or beyond, C2C 2004 did not disappoint! Only 2 teams left with less than 200 points, with most over 350! The Island proves again that just because TSD speeds are limited, doesn't mean they are slow! Kudos to Christa for a great job wearing the Rallymaster hat for this one. May 28/29 will be version 2005. Mark this 2 day event on your calendars!

August 28- Tsunami TSD. Island Series #2. With Christa at the helm again, this event brought in 9 entries and provided a lot of fun for us on this all-paved event. With a good mix of Novices and Experts, the route wound through the rural areas of the southern end of the Island with a good mix of twists, turns and pauses. August 27th will mark the 3rd year this event has run.

October 23- Rally-X school. Many IRC members and a few others trekked to Port Alberni to run a brief Rally-X school and test the facilities for future events. Everything ran smoothly with more than 10 cars running 3 times each. Many new to this event learned about timing, security, and course layout. Watch the calendar for full events in 2005!

October 30- Midnight TSD. BC Championship #5, Island Series #3. Arnie & Gil organized the final event of 2004- and it was well received with 15 entries! Competition was fierce and the results were shocking—with 3 Calculator cars and a Novice car all ahead of the both Unlimited entries! The low-tech crews sent a message to the "wired" cars for 2005! The rallyists were directed through some new gravel rally roads between Courtenay and Campbell River and overall resulted in a great event!

The Island Rallysport Club would like to thank all of the workers and competitors simply for making 2004 an amazing year!

Check the event calendar for 2005 events starting right away in January and come rally with the IRC!



The only North American to ever win a WRC event was Canadian! by Tony Latham

You know the World Rally Championship don't you? Factory teams running multi-million euro budgets campaigning around the world with the most highly advanced cars ever seen on a public road.

The budgets have become large enough to rival most Formula One teams for commitment. It's a bit of a Rock + Roll show: lots of flash + glam for three days over compact routes mandated for ease of TV broadcast among other reasons. It wasn't always this way. Pull up a chair and I will tell you.

In 1973 the WRC was in its maiden year. The FIA had made the decision to organize the best events around the world into a series for the manufacturers. The calendar ran 13 events from January to December and included (pause for effect) North America! It isn't clear if this was a political decision or not but it was a good one.

" It was tough enough and long enough to meet the WRC standards of the day... "

The 1973 Canadian National Rally Championship was, for the first year, a special stage rally championship and interest was high. The North American event that made the FIA's list in 1973 wasn't Canadian however. It was the USA's Press on Regardless which made the cut.

The POR was without a doubt the best NA rally at the time. It was tough enough and long enough to meet the WRC standards of the day: 80 stages over 1700 kms of backroads Michigan in the messy month of October.

The October date turned out to be a handicap. While public interest wash, the championship had been decided earlier in the season so most of the top European teams stayed away.

This left the door open for a privateer team to take a rare WRC win. It would be a particularly sweet win as well. A private driver behind the wheel of a car he owned as well as prepared. It was also a resounding win: 24 minutes ahead of the 2nd place Volvo 142 team of Jim Walker & Terry Palmer and 41 minutes ahead of John Buffum & Wayne Zitkus in their Ford Escort RS1600.

The team that beat them? Canadians Walter Boyce and Doug Woods in Walter's own Toyota Corolla. There are a small number of North American teams who have demonstrated real rally speed on the world's special stages. The only ones to have a WRC win to show for their efforts are Boyce & Woods. Let's hope their achievement gets matched soon.

"Storm the Island" Winter Tarmac TSD Rally 2005.

Presented by "MacDermott's Insurance Agency Ltd."

January 29, 2005, Port Alberni, BC

Round 1 "IRC Island Rally Series" rallybc.com

Opening Rally: "NAVRRA Cup de Cascade/Grande Rond Series" navrra.com

Opening the BC Rallies for 2005 is a new event, "Storm the Island" (STi) Rally. This all-tarmac event has been designed to challenge Novice and Veteran teams alike- with brisk CAS's and twisty, dark, slippery roads. The route will take the teams through valleys, over mountains and even to the beach- covering over 300 km in under 7 hours. Whether you want to try out new equipment, practice with your teammate, rally for the first time, or you're simply addicted... Storm the Island is for you!

Check rallybc.com or email brian@rallybc.com for info!

Top Ten Highlights Volunteering at TSD's in 2004:

10. 3 hours to kill between checkpoints and John just dying to explore. The campers had no idea what was happening (*Heart of Darkness*)
9. The amazing northern lights over Carpenter Lake (*Golddigger*)
8. Answering my co-checkpointers insistent question of "How much abuse can this car take?" by blowing a rear shock absorber out if its mount and having to limp out of Koksilah regularity (*Coast to Coast*)
7. No gravel required - heated leather seats, moonroof, stereo and a smooth ride co-checkpointing with Tony in the X3 (*Totem*)
6. Bill attempting to pass a local during the pre-run - and me failing to call the hairpin right during the same pass (*Golddigger*)
5. Falling asleep with the windows open on Green River 1, the only bear infested stage of the event (*Golddigger*)
4. First tracks through the fresh snow on O'Connor Creek at night (*Thunderbird*)
3. 4 checkpoint teams and 3 competitor teams, but everyone was still keen to go (*Novice #4*)
2. Paul's off-hand additional instruction of "time might be a little tight" and flying down 5A at excessive speed in order to make it into Eileen Lake 30 seconds ahead of car 1 (*Thunderbird*)
1. "Mini-red, mini-white, mini-black, mini-silver, mini-blue". The trials of keeping tabs on 70 identical cars (*Vancouver Mini Cooper Club rally*)

by Richard Lynch

2004 World Rally Championship

by Max Etak

Almost a year ago, the 2004 World Rally Championship season started as any does, full of questions and promise. Would Petter Solberg be able to defend his Driver's title against fellow "young-guns" Sebastian Loeb and Marko Martin? Would the level of competition be the same now that three of the heavy-weights were absent? Richard Burns was giving '04 a miss while doctors treated him for a brain tumour, Colin McRae had not secured a contracted drive and Tommi Makinen was enjoying his first months of retirement from competition.

Peugeot had a new car in the 307 and a seasoned team to campaign it. Mitsubishi were back with the latest Lancer WRC04. Mexico and Japan were joining the series to boost it to 16 events.

The season began as always with the Monte Carlo rally but it was the Swedish rally in February that was to provide foreshadowing of how the championship battle might go. Seb Loeb and co-driver Daniel Elena becoming the first non-Scandinavian competitors ever to win this specialized event.

" Also by year-end, Carlos Sainz had announced he would retire from competition. "

The Rally Argentina saw another record broken, this time by veteran Carlos Sainz when his first place made him the "winningest" driver in the WRC at 26 career victories.



photo - Keith Morrison

"El Matador" Carlos Sainz, maximum attack.

Peugeot were disappointed to be achieving only partial success by the halfway point. Granted they would go on to win the Finnish rally but the 307 was not the instant rally-weapon the 206 had been, right from the get go. By mid-summer Mitsubishi had realized that the newest Lancer was not scoring and the manufacturer decided to withdraw from competition for the rest of the season, even missing its home event at the debut Japanese rally.

Rally Deutschland fell to Loeb for the third year in a row, this is the closest event to home for him geographically and one of his favourites.

The British round of the series had a new date and expected dry conditions. How was this going to change the nature of the rally without the traditional November mud and sludge? Not a bit, it can deluge just as effectively in September in Wales and true to recent history, Petter Solberg is the reigning master with this year's victory making it a hat-trick of Anglo wins.

In Corsica, Marko Martin won his first ever WRC victory. Too bad this significant accomplishment was lost in Sebastian Loeb's glory as he sealed the World Championship with two rounds to go. By year-end, Loeb had won six of the year's rallies, a feat that ties him with Didier Auriol for most wins in a season.

Also by year-end, Carlos Sainz had announced he would retire from competition. His career started in 1980 with Renaults and moved to dealer Fords before making the step to Toyota Team Europe where he won two WRC titles in 1990 and '92. He enjoyed continued success (Sainz has finished 5th or better in the championship 10 times in the last 12 years) with many teams and has always been an example of sportsmanship and one of the sports greatest ambassadors.

2005 is looming now and we can begin to speculate and wonder what the next season will bring.

"This unit has everything you need to zero every stage."
Peter Parsonage

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BC Rally Scene

Rallying began in Europe almost 90 years ago and quickly attracted automobile manufacturers as a means of demonstrating their product. Rallying has always been about Real Cars on Real Roads going Real Fast! Beginning with navigational style road rallies that tested a team's endurance, timing skills and driving ability, rallying grew towards the form we see today. Over the past thirty years, rallying has continued to evolve and maintain its traditions, while introducing more high-speed performance events. Today rallying is enjoyed globally as one of the most challenging forms of motor racing in the World.

Canadian rallying encompasses many levels of competition, from entry level navigational, to high-performance rallycross and stage rallies.

Navigational Rallying is an inexpensive form of competition that requires minimal preparation. Events use the Time-Speed-Distance formula to detail a route that teams must drive at a particular average speed. Surfaces are usually gravel or snow and Check-points in unknown locations record a team's ability to stay as close as possible to the set speed without being early or late. Scoring is to the second. TSD rallies are fun, challenging adventures and you can even use your everyday car to compete in the BC TSD Rally Championship.

Rallycross events are held on a closed access venue free from hazards to driver or vehicle. Common sites include frozen lakes or gravel lots. A challenging short course is laid out with an emphasis on tight corners and one at a time, competitors must drive as quickly as possible with the lowest elapsed time winning. As the actual speed of the cars is limited by the design of the course this offers an excellent opportunity to drive flat out with maximum safety. Safety precautions permit the inclusion of everyday cars and the action rewards good drivers rather than fast vehicles.

Performance or Stage Rally is a favorite form of motorsport in many parts of the world. Unlike conventional racing, rallies are held on closed-access forest roads. The road conditions may vary from loose gravel to mud or snow and ice. Also, unlike racing, the route remains un-practiced until the team has to drive it as fast as possible while listening to directions given by the co-driver. Speeds and action are high, so cars are built to international standards of safety and modification. Regional competitors compete on the six round Western Canadian Rally Championship with two rounds taking place in Merritt BC. Of these, the Pacific Forest Rally also ranks as a round of the Canadian National Championship and regularly attracts TV coverage and manufacturer backed teams.

The West Coast Rally Association is a registered society founded to organize and promote rallysport on the British Columbia mainland. It is complemented by the Island Rallysport Club pursuing similar objectives on Vancouver Island. Through a variety of events and activities we bring together the organizers, volunteers, experts and novices who support rallying in BC. The clubs host many events throughout the year and welcome new members. Check out the www.rallybc.com website for upcoming events and tips on how to get started.



RallyBC

West Coast Rally Association

Western Canada What's coming in 2005...

| | | | | |
|-----------------|-----------------------------|--------|----------------|-----------|
| January | | | | |
| 29 | Storm the Island TSD Rally | Tarmac | IRC | |
| February | | | | |
| 19/20 | Thunderbird TSD Rally | | Merritt | WCRA |
| 26/27 | Rallycross on Ice | | Cache Creek | WCRA |
| March | | | | |
| 12 | Cochrane Stage Rally | | Alberta | WCRC |
| 20 | Novice TSD Rally #1 | | Van. Island | IRC |
| April | | | | |
| 2 | Novice TSD Rally #1 | | Lower Mainland | WCRA |
| 9 | TSD Rally School | | Van. Island | IRC |
| 10 | Novice TSD Rally #2 | | Van. Island | IRC |
| 30 | Heart of Darkness TSD Rally | | Hope | WCRA |
| May | | | | |
| 28/29 | Coast to Coast TSD Rally | | Van. Island | IRC |
| 28/29 | Rocky Mountain Stage Rally | | Alberta | WCRC |
| June | | | | |
| 4 | Novice TSD Rally #2 | | Kamloops | WCRA |
| 18 | Mountain Trials Stage Rally | | Meritt | WCRC |
| July | | | | |
| 23 | Golddigger TSD rally | | TBC | WCRA |
| August | | | | |
| 6 | Novice TSD Rally #3 | | Hope | WCRA |
| 14 | Novice TSD Rally #3 | | Van Island | IRC |
| 27 | Tsunami TSD Rally | | Van Island | IRC |
| Sept. | | | | |
| 11 | Loop TSD rally | | Alberta | RallyWest |
| 24 | Bighorn Stage Rally | | Alberta | WCRC |
| October | | | | |
| 15/16 | Pacific Forest Rally | | Meritt | WCRC |
| 29 | Midnight TSD Rally | | Van. Island | IRC |
| Nov. | | | | |
| 5 | Kananaskis Stage Rally | | Alberta | WCRC |
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