

The 34th Thunderbird Rally

February 19/20 2005



Glenn Wallace and Greg Hightower, winners of TBird 2004



**SPECIALTY
SUBARU**



Helius
Odometer



Presented by West Coast Rally Association

The Thunderbird is a winter driving adventure, round 1 of the BC Rally Championship, round 1 of the Rally West Navigational Championship, and round 2 of the NAVRRA series. The rally follows the current BC Rally Regulations, which are posted on <http://www.rallybc.com> and are available from the BC Rally Director, Paul Westwick (paul@rallybc.com) by calling (604) 682 3296. The rally runs on straight-forward instructions. In addition to the route instructions, maps will be provided. The rally will be about 850km long, entirely within the province of BC, and will start with an odometer check section of about 15km. Roads will be about 30% clear pavement, 70% snow-covered pavement and gravel. Instructions are provided in both km and miles, but the official measurements and calculations are based on the km figures.

Important note on safety equipment: The regulations on minimum mandatory first aid equipment have been tightened for 2005. Because our events take place on remote roads, far from medical help, in the unlikely event of an accident involving injury, the first people on the scene will be other competitors, and they will be the people best positioned to administer first aid. To that end, where the regulations used to require only a basic first aid kit, contents undefined, RPM has now defined what must be in that kit:

10 Cleansing Wipes	10 Butterfly Closures
25 Adhesive Bandages 1.9cmx7.5cm	6 Cotton Tip Applicators
Knuckle Bandages	1 Tongue Depressor
4 Fingertip Bandages	2 pair Vinyl Gloves
2 Gauze Pads 5cmx5cm	1 pair Scissors 14cm
3 Gauze Pads 7.5cmx7.5cm	1 First Aid Pocket guide
3 Gauze Pads 10cmx10cm	1 Adhesive Tape 2.5cm x 4.5m
1 Elastic Gauze Bandage 5cm x 4.5m	1 SOS Signal
1 Elastic Gauze Bandage 7.5cm x 4.5m	1 pair Tweezers
1 Pressure Bandage 10cmx10cm	1 Cold Compress
1 Abdominal Pad 12cmx22cm	3 Triangular Bandages
2 Oval Eye Pads	2 Space Blanket

Kits containing all of the above, except for the extra triangular bandages and the space blankets, are available from St John Ambulance for approximately \$26.50 CAD.

Required equipment: 1 self-supporting, reflective warning triangle (30cm per side), first aid kit, 5BC fire extinguisher, open cars require a roll bar. Additional lights on the front should meet legal requirements as to type and mounting height; and must be wired to the high beam lights such that the additional lights turn off when switching to low beam. Fog lights may be wired independently.

Recommended equipment: 4 studded snow tires, map light, driving lights, warm clothing, shovel, tow rope, ice scraper. Some helpful hints: Handbrakes can freeze if left on overnight. Roads are often ploughed off their summer routes, so beware of snow-filled ditches. Maximum distance between gas stops is 250km (150mi) but remember that many cars get worse mileage in winter conditions. BC Highway regulations sometimes require vehicles without 4 wheel drive to carry chains. The sweep truck will have 4 wheel drive and a winch, but may not always be able to extract wayward cars from the BC scenery. Drivers are asked always to drive with their headlights on and to be particularly courteous to traffic not connected with the rally.

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

Timing controls will be in regularity stages only, at various unannounced locations, and will not be placed near stop signs or busy intersections. Cars may not slow down excessively within sight of a timing control. At the control official's discretion the time may be recorded early when that happens. Procedure when approaching a control is simply to drive straight past without stopping. The control official will record your time. For double checking the results, you may wish to note the time and mileage at each control, but this is not required.

Winter Timing: Scoring is one point per second early or late, from a grace period that depends on your time at the immediately previous control, but is always at least one second each way. At the first control in a leg, the grace period is one second each way. At each subsequent control in the leg, the grace period is extended to your time at the immediately previous control. Thus, if you are late x seconds at one control, the grace period at the next control will be from one second early to x 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 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 6 more points (grace period was to 35 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was to 41 seconds late). If at the next control you are back to 35 seconds late, you are assessed 10 more points (grace period was to 25 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 68 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.) After rendering aid, the competitor should record the mileage in the section, and the time when they stopped as well as the time they restarted, and give a written declaration of this to a rally official or the event steward. Scoring adjustments will be made in such cases, and the crew should not try to regain the lost time until they reach a sufficiently long break (e.g. gas stop.) Declarations of time lost will also be considered for organizers' errors which make official time unattainable and other discretionary safety concerns. In the case where a competitor is stuck, but not injured or in any danger, they should wave rally traffic past and await the assistance of the sweep truck.

Awards and Classes

Trophies and prize money totaling \$750 will be awarded, for overall position and according to the classes laid out for the BC region rally championship:

Paper: No calculators, rally tables or accessory odometers.

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

Unlimited: Unlimited equipment.

Novice: neither team member having entered more than 3 TSD rallies prior to the start of the competition year and navigation equipment to conform to calculator class.

Historic: Vehicles manufactured prior to January 1, 1974 as per the date stated on the vehicle registration. Navigation equipment must conform to Calculator class.

In addition to the BC championship classes, an award will be given for **Historic Equipped:** Vehicles manufactured prior to January 1, 1974 as per the date stated on the vehicle registration. Navigation equipment is unlimited. Historic Equipped entries will be scored in the BC championship as unlimited.

Thunderbird Team Prize

In the grand tradition of 1960's rallying, Savoia Aero SA (a division of D.E.R. International) sponsored the establishment of an annual Team Trophy for the Thunderbird Rally. A Team is defined as three to six entries, including at least one novice entry. Teams may be declared up to the close of registration. There is no additional fee for registering a team. Teams are strongly encouraged to display their team name and/or logo on the team vehicles, using professional-looking and tasteful decals. Each entry on a team will be given a score factor, which is the ratio of their score to the winning score in their class. The winning team will be the one with the lowest average score factor. The designated team captain will be awarded the perpetual trophy and prize of \$150.

Officials of the Event

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

Co-Organizers: Ryan Matthews (ryan@rallybc.com) and Tony Latham (tony@rallybc.com)

Registrar: Dennis Wende (dennis@rallybc.com)

Steward: Dennis Wende (dennis@rallybc.com)

Schedule

Tuesday February 8: Close of early entries. Preliminary start order assigned.

Friday February 18:

4:00-6:00pm Optional novice training session at rally HQ (Best Western Nicola Inn) in Merritt. This will be a classroom session, based on the WCRA novice rally course. If you wish to attend, please contact Paul (paul@rallybc.com) to confirm a spot.

7:00-8:30pm Registration & Technical inspection, at rally HQ in Merritt.

9:00pm Final start order posted, based on current paid entries. Any entries received after this time, or without payment yet confirmed, will start at the end of the field.

Saturday February 19:

7:30-9:30am Late Registration & Buffet Breakfast, rally HQ, Merritt.

7:30-9:30am Technical inspection, rally HQ, Merritt.

10:00am Novice drivers' meeting

10:30am Drivers' meeting

11:01am First car out

9:00pm End of day 1, Dinner & Scoring, Ramada Inn, Kelowna

Sunday Feb 20:

8:00am Drivers' meeting, at the Ramada Inn

8:30am First car out

4:00pm End of day 2, Best Western Nicola Inn, Merritt,. Dinner, Scoring & Awards presentation (start making up your stories)

Directions to the rally HQ: The Best Western Nicola Inn is on Walters 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. Turn right on Walters St, about 800m from the exit, then The Best Western Nicola Inn is on your left.

Fees and Costs

Entry Fee: \$180 (\$145 US) for entries received before midnight February 8, 2005. \$210 (\$170 US) for late entries. Members of West Coast Rally Association and Island Rallysport Club are eligible for a \$30 (\$24 US) discount. Please make cheques payable to West Coast Rally Association.

Maximum entries accepted: 75. Any entries received above the maximum will be notified by phone and held on a waiting list. If entering late, please confirm by phone. Entry fee cheques may be post dated up to the close of early entries (February 8), or current dated, for the entry to be accepted.

Accommodation

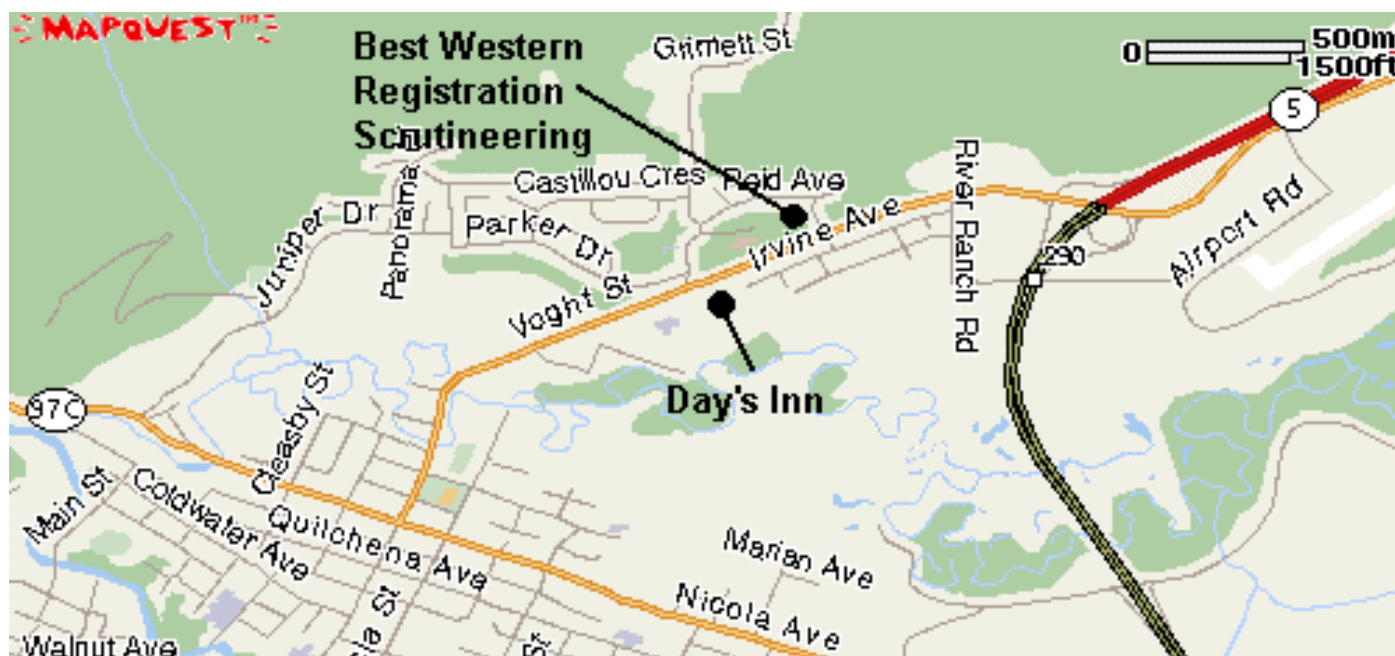
We have arranged hotel group rates as follows:

Merritt (Friday Night and/or Sunday Night):

The Best Western Nicola Inn (rally HQ): 1-800-663-2830. Double occupancy: \$65 + taxes, Just mention the Thunderbird Rally.

Kelowna (Saturday Night):

Ramada Inn: 1-800-663-9400 ext 4, \$71 + taxes, just mention the Thunderbird Rally



Past Winners

1957	No Records	
1958	No Records	
1959	M Proctor / D Halliday	?
1961	B Collins / B Mansfield	VW
1962	D Titmus / J Neilson	VW
1963	T Burgess / W Fane	MGA
1964	B Dunwoodie / J O'Dwyer	VW
1965	B Dunwoodie / J O'Dwyer	VW
1966	B Dunwoodie / J O'Dwyer	VW
1967	B Wilson / A Robitaille	Citroen
1968	tie: S Somerville / R Cook tie: J Bowie / T Burgess	VW Cortina
1969	R von Hertzberg / W Bergelt	VW
1970	B Owen / M Hunter	VW
1971	T Burgess / J Bowie	Datsun
1972	T Heinonen / S Arvonen	Ford Anglia
1973	L Paivarinta / S Arvonen	Renault Gordini
1987	G Reid / J Reinertson	VW Rabbit GTi
1989	J Kingsley / S Tracey	Plymouth Arrow
1990	D Steel / B McGuffie	Škoda GLS 120
1991	G Reid / J Nispel / S Richards	VW Rabbit GTi
1992	D Steel / B McGuffie	Subaru GL
1993	P Hill / W Peterson	Mazda 323 GTX
1994	S Carlson / R Kraushaar	BMW 325ix
1995	J Fouse / D Wende	Subaru Legacy
1996	G Webb / S Carlson	BMW 325ix
1997	P Linde / S Carlson	Coupe Quattro
1998	P Hill / S Bishop	Talon Tsi
1999	P Hill / S Bishop	Talon Tsi
2000	J Nispel / M Nolte	Toyota Celica AllTrac
2001	G Webb / J Kisela	Subaru Legacy
2002	R Lima / A Dobric	Subaru Legacy
2003	L Sorenson / R Sorenson	Subaru Impreza
2004	G Wallace / G Hightower	Subaru Impreza STi



Tom Burgess & Bill Fane, winners of TBird 63, pictured in TBird 65



Dave Fairhall, Honda S600, on Mamette Lake Road, TBird 66



Andrew Dobric, post-roll, being chased by Nick Seldon on Robbins Range, TBird 92



Peter Hill & Shawn Bishop
Winners of TBird 99



Roy Lima & Andrew Dobric
Winners of TBird 2002