

The 48th Thunderbird Rally

February 9-10, 2019



Snow plow stuck in the ditch, during pre-run of TBird 2018



Presented by West Coast Rally Association



The Thunderbird is a winter driving adventure, round 1 of the 2019 BC TSD Rally Championship, and round 1 of the Pacific Coast Challenge. The rally follows the current BC TSD Rally Regulations, which are posted on <http://www.rallybc.com>. The rally runs on straight-forward instructions. In addition to the route instructions, maps will be provided. The rally will be about 800km long, entirely within the province of BC, and will start with an odometer check section of about 15km. Roads will be about 40% clear pavement, 60% 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.

Required equipment: 4 snow tires, 1 self-supporting, reflective warning triangle (30cm per side), first aid kit (minimum contents defined by the BC rally regulations), 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: Make sure not to mount anything (e.g. rally odometers) in front of an air-bag cover. 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.

Timing & Scoring: Timing will be to 0.1 second, but scoring is one point per whole second early or late. This means that there is effectively a 0.9 second grace period either side of perfect time, to allow for inaccuracies in checkpoint position and timing accuracy.

Time Declarations: The principles behind time declarations are as follows:

- Competitors should be able to stop and render first aid at an accident without penalty.
- Competitors should be able to stop and deal with a public situation (concerned local, grader blocking road, law enforcement etc.) without penalty.
- Competitors' own errors should earn them penalties.
- Competitors should not be able to engineer a lower score post-facto through a time declaration.
- Competitors requiring outside assistance (e.g. to extract them from a snowbank) should be penalized.

There are 2 categories of time declaration: For situations involving public safety (stopped for a red cross incident, stopped to determine if there is injury, stopped by a member of the public, heavy traffic making it impossible to pass, etc.) the time dec will not incur any penalty. For competitor's fault situations (missed a turn, couldn't make the average, flat tire, mis-calculated time, etc.) the time dec will cost you 20 points.

Teams will be given a Time Declaration sheet for each regularity. If you are delayed in a regularity, (e.g. if you have to stop for an accident, or if you are stopped by someone not connected with the rally) do not race to catch up your time. The time declaration sheet includes a field for the distance, a check box for fault/no-fault, a field for recording the reason if it is a no-fault, and the delay requested, which must be in whole minutes, or whole minutes plus 30 seconds (0:30, 1:00, 1:30, 2:00 etc.), up to 9:30 late. In each case, you must fill in the time dec form at the time when the delay occurs. To ensure that competitors don't engineer their time decs post-facto, there may be a stop control at any location along the route, where the time dec forms will be collected. Stop controls will be indicated by a red passage control board, which will be on display at the drivers' meeting. At the end of the day, when you check in to the main time control in the

restaurant, hand in any time declarations that weren't previously collected.

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.

Awards and Classes

Trophies will be awarded, for overall position and according to the classes laid out for the BC region rally championship:

- Paper:** No calculators, pre-printed rally tables or accessory odometers.
Calculator: Any distance-measuring device so long as it does not display average speed or calculate target times. Calculating devices are allowed, but must not be programmable, and must not interface with a distance or position input.
Unlimited: Unlimited equipment.
Novice: Neither team member having entered more than 3 Regional championship level TSD rallies prior to the start of the current year and equipment limited to Calculator class.
Historic: Vehicles manufactured more than 25 years prior to Dec 31 of the year preceding the current competition season. Navigational equipment is unlimited.

In addition, there will be an award for the top 2 wheel drive car, regardless of class.

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, of differing classes (span at least two classes and no more than two in one class) and should include a novice team. All teams with or without a Novice class entry shall be scored by one of the following means: by averaging a Novice score factor (average of all novice scores for the event) or the actual score of their novice team member (which ever method is more beneficial for the team score). 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. Team trophy details can be found at <http://www.rallybc.com/archives/SavoniaTeam.htm>

Officials of the Event

Route Master: Paul Westwick (paul@rallybc.com) (604) 617 4132
Registrar: Tony Latham (tony@rallybc.com) (604) 537 6760
Steward: Tiffany MacDonald

Schedule

Friday February 1: Close of early entries. Preliminary start order assigned. Those who pay after this date may be assigned at the back of the field.

Friday February 8:

7:00-9:00pm Registration & Technical inspection, at rally HQ in Merritt.

- 8:30-10:00pm Optional novice training session at rally HQ (Quality 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.
- 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 9:

- 7:30-9:30am Late Registration & Breakfast, rally HQ, Merritt.
 7:30-9:30am Technical inspection, rally HQ, Merritt.
 9:30am Novice drivers' meeting
 10:00am Drivers' meeting
 10:31am First car out
 8:00pm End of day 1, Dinner & Scoring, Penticton

Sunday February 10:

- 8:00am No drivers' meeting for day 2, but if there any notes, they will be posted in the hotel lobby by this time.
 8:30am First car out
 3:30pm End of day 2, Merritt (restaurant TBA), Scoring & Awards presentation (start making up your stories)

Directions to the rally HQ: The Quality Inn is on Walters St, near the north end of Merritt. From the south, take the second Merritt exit (exit 290), 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 Quality Inn is on your left.

Fees and Costs

Entry Fee: \$210 (\$160 US for US competitors) for entries received before midnight February 1, 2019. \$240 (\$185 US) for late entries. Members of BC rally clubs are eligible for a \$15 (\$10 US) discount each (i.e. \$30 off if both are members). Please make cheques payable to West Coast Rally Association.

If you wish to pay by PayPal or Interac, send it to paul@rallybc.com

If you wish to join WCRA or renew your membership, the form and fee can be included with your entry.

Maximum entries accepted: 60. 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 1), or current dated, for the entry to be accepted.

Entry form link: <http://goo.gl/qZxE82>

If mailing a cheque, please send to:

West Coast Rally Association
 1169 Nelson Street #408
 Vancouver BC
 Canada, V6E 1J3

Accommodation

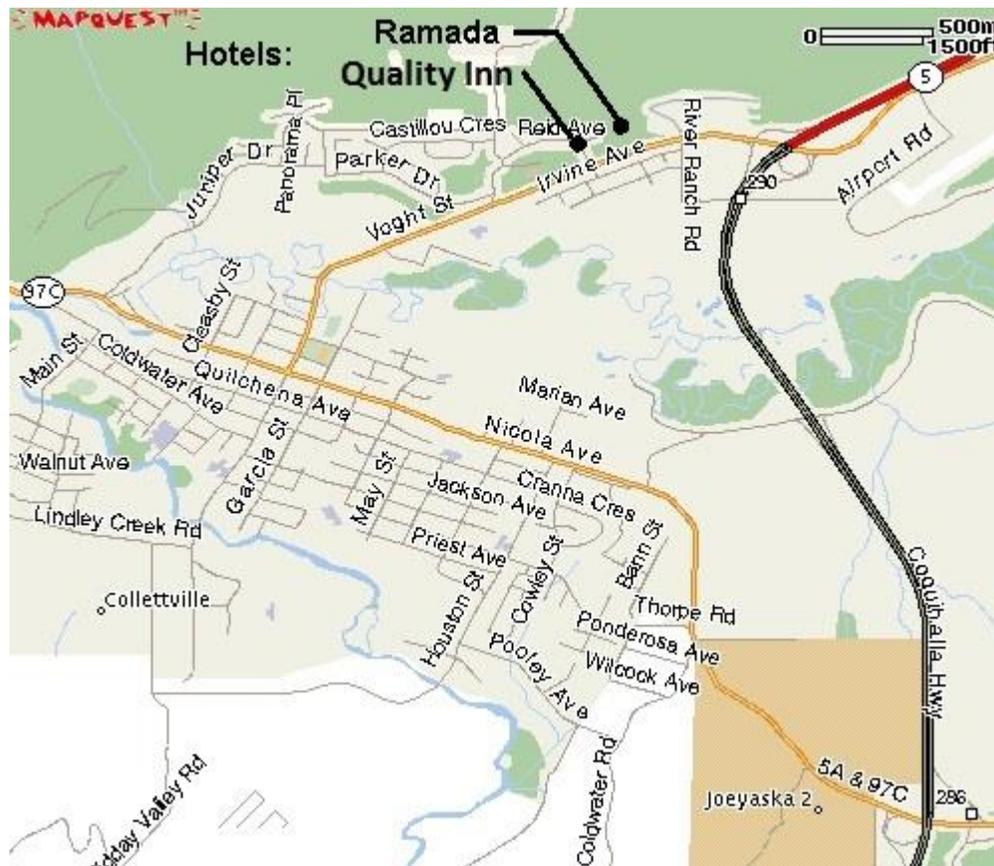
We have arranged hotel group rates as follows:

Merritt (Friday Night and/or Sunday Night):

Quality Inn (rally HQ): 1-800-663-2830. Rates: 2 Queens: \$87.45 + tax, 1 Queen: \$74.25 + tax, suite: \$135.00 + tax, just mention the Thunderbird Rally. Continental breakfast included.

Penticton (Saturday Night):

Ramada Penticton: 1-250-492-8926 ext 0. Rate: 2 Queens: \$99 + taxes, just mention group code "CGTH19" or "Thunderbird Rally Group". Space is limited, so please book early to avoid disappointment. The block will be released January 21.



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	tie: T Heinonen / S Arvonen tie: C Hall / L Richardson	Ford Anglia Saab
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	tie: S Carlson / R Kraushaar tie: J Fouse / D Wende	BMW 325ix Subaru Legacy
1995	J Fouse / D Wende	Subaru Legacy
1996	G Webb / S Carlson	BMW 325ix
1997	P Linde / S Carlson	Audi Coupe Quattro
1998	P Hill / S Bishop	Eagle Talon Tsi
1999	P Hill / S Bishop	Eagle 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
2005	G Wallace / M Dumaal	Subaru Impreza STi
2006	P Hill / G Hill	Subaru WRX
2007	S Carlson / R Kraushaar	Saab Sonett
2008	J Webster / B Harer	Subaru STi
2009	S Carlson / R Kraushaar	Saab Sonett
2010	J McMillen / M Crippen	Subaru WRX
2011	tie: L Lefebvre / B Harer tie: G Wallace / R D Kraushaar	BMW 325 ix Subaru Forester XT
2012	S Carlson / R Kraushaar	Saab Sonett
2013	M Damm / R Damm	BMW 325ix
2014	J Webster / B Harer	Subaru WRX STi
2015	J Bowie / T Burgess	Subaru 555 STi
2016	A Kouzmin / Y Smolyansky	Toyota Celica AllTrac
2017	P Eklund / Y Smolyansky	Subaru Forester
2018	M Damm / R Damm	BMW 325ix



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



Satch Carlson & Russ Kraushaar
Winners of TBird 2017