

# The 31<sup>st</sup> Thunderbird Rally

February 16/17 2002



Presented by West Coast Rally Association

The Thunderbird is a winter driving adventure, round 1 of the BC Rally Championship. 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](mailto:paul@rallybc.com)) by calling (604) 682 3296 or from TBird registrar Tony Latham ([tony@rallybc.com](mailto:tony@rallybc.com)), by calling (604) 263 1971. 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.

Required equipment: 1 reflective warning triangle, basic first aid kit, fire extinguisher, open cars require a roll bar. If auxiliary lights are mounted, it must be possible to turn them off with one switch, leaving only the standard low beams operating. 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 10 seconds closer to perfect time than your immediately previous time. In other words, you never need to make up more than 10 seconds between any two controls. If you are late  $x$  seconds at one control, the grace period at the next control will be from one second early to  $(x - 10)$  seconds late, or one second late, whichever is greater. If you are early  $x$  seconds at a control, the grace period at the next control will be from one second late to  $(x - 10)$  seconds early, or one second early, whichever is greater. In every case, the grace period depends only on the immediately previous control. As long as you are running close to perfect time, this is effectively a perfect time event. If you have a problem, however, and lose some time (e.g. stuck in a snow bank) you don't need to make up all of your time immediately, but you are encouraged to work your way gradually back towards perfect time.

**Scoring example:** If you are 35 seconds late at the first control in a leg, you are assessed 34 points. If you are then 41 seconds late at the next control, you are assessed 16 more points (grace period was to 25 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was to 31 seconds late). If at the next control you are back to 35 seconds late, you are assessed 20 more points (grace period was to 15 seconds late). If at the last control in the leg you are 18 seconds early, you are assessed a further 17 points, for a total of 87 points for the leg.

Scoring reverts to absolute time at the beginning of each leg. This may require habitually slow competitors to forfeit some of their gas or meal time allowance. The organizers may decide to delay sections in order to keep the competitors together. If so, an information control will be set up to inform all competitors.

The maximum penalty at a single control is 300 points (5 minutes) and the maximum penalty for a regularity stage is 600 points (10 minutes). Control officials will remain in place at least until all remaining cars are beyond 10 minutes later than absolute rally time. Ties will be broken by the most zero scores, then the most 1 second penalties, etc.

**Exceptions to scoring:** A competitor coming upon an accident is required to stop and render aid if necessary (e.g. in case of injury.) In such cases, the competitor should record the mileage in the section, and the time when they stopped as well as the time they restarted, and give a written declaration of this to a rally official or the event steward. Scoring adjustments will be made in such cases, and the crew should not try to regain the lost time until they reach a sufficiently long break (e.g. gas stop.) Declarations of time lost will also be considered for organizers' errors which make official time unattainable and other discretionary safety concerns. In the case where a competitor is stuck, but not injured or in any danger, they should wave rally traffic past and await the assistance of the sweep truck.

## Awards and Classes

Prizes and contingency awards have not yet been finalized. Check <http://www.rallybc.com> during late January for details. Trophies 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 December 31, 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 December 31, 1974 as per the date stated on the vehicle registration. Navigation equipment is unlimited. Historic Equipped entries will be scored in the championship as unlimited.

## Officials of the Event

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

Registrar: Tony Latham ([tony@rallybc.com](mailto:tony@rallybc.com)) (604) 263 1971

## Schedule

Tuesday February 5: Close of early entries. Preliminary start order assigned.

Friday February 15:

4:00-6:00pm            Optional novice training session at rally HQ (Best Western Nicola Inn) in Merritt. This will be a classroom session, led by Sid Kendall and Ken Kwong, based on the WCRA novice rally course. If you wish to attend, please contact Sid ([sid@rallybc.com](mailto:sid@rallybc.com)) to confirm a spot.

7:00-8:30pm            Registration 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 16

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, Comfort Inn, Kamloops

Sunday Feb 17:

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

8:30am                 First car out

4:00pm                 End of day 2, Best Western Nicola Inn, Merritt,. Dinner & 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: \$130 (\$85 US) for entries received before midnight February 5, 2002. \$160 (\$100 US) for late entries. Members of West Coast Rally Association and Island Rallysport Club are eligible for a \$30 (\$20 US) discount. Please make cheques payable to West Coast Rally Association.

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 5), 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: 1-800-663-2830. Double occupancy: \$65 + taxes, Just mention the Thunderbird Rally.

Kamloops (Saturday Night): Comfort Inn: 1-888-556-3111. Double occupancy: \$62 + taxes, just mention the Thunderbird Rally

Both block bookings will be held until February 1, so please book early.



# Thunderbird Rally 2002

## Entry Form

Driver:	Navigator:
Name: _____	Name: _____
Address: _____	Address: _____
_____	_____
City: _____	City: _____
Postal code: _____	Postal Code: _____
Tel: _____	Tel: _____
email: _____	email: _____

Vehicle:

Make: _____	Model: _____
Year: _____	Colour: _____
License No.: _____	
Registered Vehicle Owner Signature: _____	

Class: \_\_\_\_ Novice \_\_\_\_ Paper \_\_\_\_ Calculator \_\_\_\_ Unlimited \_\_\_\_ Historic \_\_\_\_ Hist.Equip

Fees: please make all cheques payable to West Coast Rally Association.

\$130 (\$85 US) up to February 5, 2002. (\$100 to WCRA/IRC members)

\$160 (\$100 US) after February 5, 2002. (\$130 to WCRA/IRC members)

What is your preferred starting position (if any)? \_\_\_\_\_

Please send entries to:

Thunderbird Rally  
1659 West 64th Ave  
Vancouver, BC  
Canada, V6P 2P2